

### **Chapter 3. Transportation Network**

#### Ten Mile Road

Ten Mile Road, classified as an Arterial in the 2010 Master Plan for Land Use's Thoroughfare Classification map, is under the jurisdiction of the Road Commission for Oakland County. Where it travels through the Ten Mile and Meadowbrook Commercial Rehabilitation Area boundaries, Ten Mile Road has at least one through lane in each direction as well as a center left-turn lane. On the west side of Meadowbrook Road, Ten Mile Road has two eastbound through-lanes. The annual average daily two-way traffic volume along Ten Mile Road at Meadowbrook Road was nearly 18,000 vehicles in 2010 (most recent year data was available). The speed limit along Ten Mile Road is 45 mph.

#### Meadowbrook Road

Meadowbrook Road is classified as a Minor Arterial in the 2010 Master Plan for Land Use's Thoroughfare Classification map, and is under the jurisdiction of the City of Novi. Where it travels through the Area boundaries, Meadowbrook Road has at least one through lane in each direction, along with a center left-turn lane and a designated right-turn lane on the north side of Ten Mile Road. The annual average daily two-way traffic volume along Meadowbrook Road north of Ten Mile Road was approximately 8,600 vehicles in 2011. The speed limit along Meadowbrook Road is 30 mph south of Ten Mile Road, and 40 mph north of it.

#### Ten Mile and Meadowbrook Intersection

The intersection of Ten Mile Road and Novi Road is controlled by a traffic signal with a designated left-turn phase for the Ten Mile Road and Meadowbrook Road approaches. Along the westbound Ten Mile Road approach to the intersection, the road widens to include two westbound through-lanes. One of the two lanes drops to one westbound lane west of the intersection. Along the northbound Meadowbrook Road approach to Ten Mile Road, the road widens to include a center left-turn lane along with a right-turn only lane.

Figure 3-1 displays the Thoroughfare Classification map for the vicinity around the Commercial Rehabilitation Area included within the City's 2010 Master Plan for Land Use.

#### Non-Motorized Facilities

Signalized crosswalks exist at all four corners of the Ten Mile Road and Meadowbrook Road intersection. A sidewalk is in place along the north side of Ten Mile Road through most of the Area, with the notable exception of along the frontage of the two properties on the northeast corner. On the south side of Ten Mile, a newly-constructed sidewalk exists on the west side of Meadowbrook Road, but not the east. A sidewalk extends through the Area on the west side of Meadowbrook Road. On Meadowbrook's east side, a sidewalk is in place along the two commercial properties within the Area on the south side of Ten Mile, but no sidewalk exists on the north side of Ten Mile.

#### Planned Transportation Improvements

Based on the City's 2011-2017 Capital Improvement Plan (CIP), no projects are scheduled within the Ten Mile and Meadowbrook Road Commercial Rehabilitation Area between now and fiscal year 2016-2017.

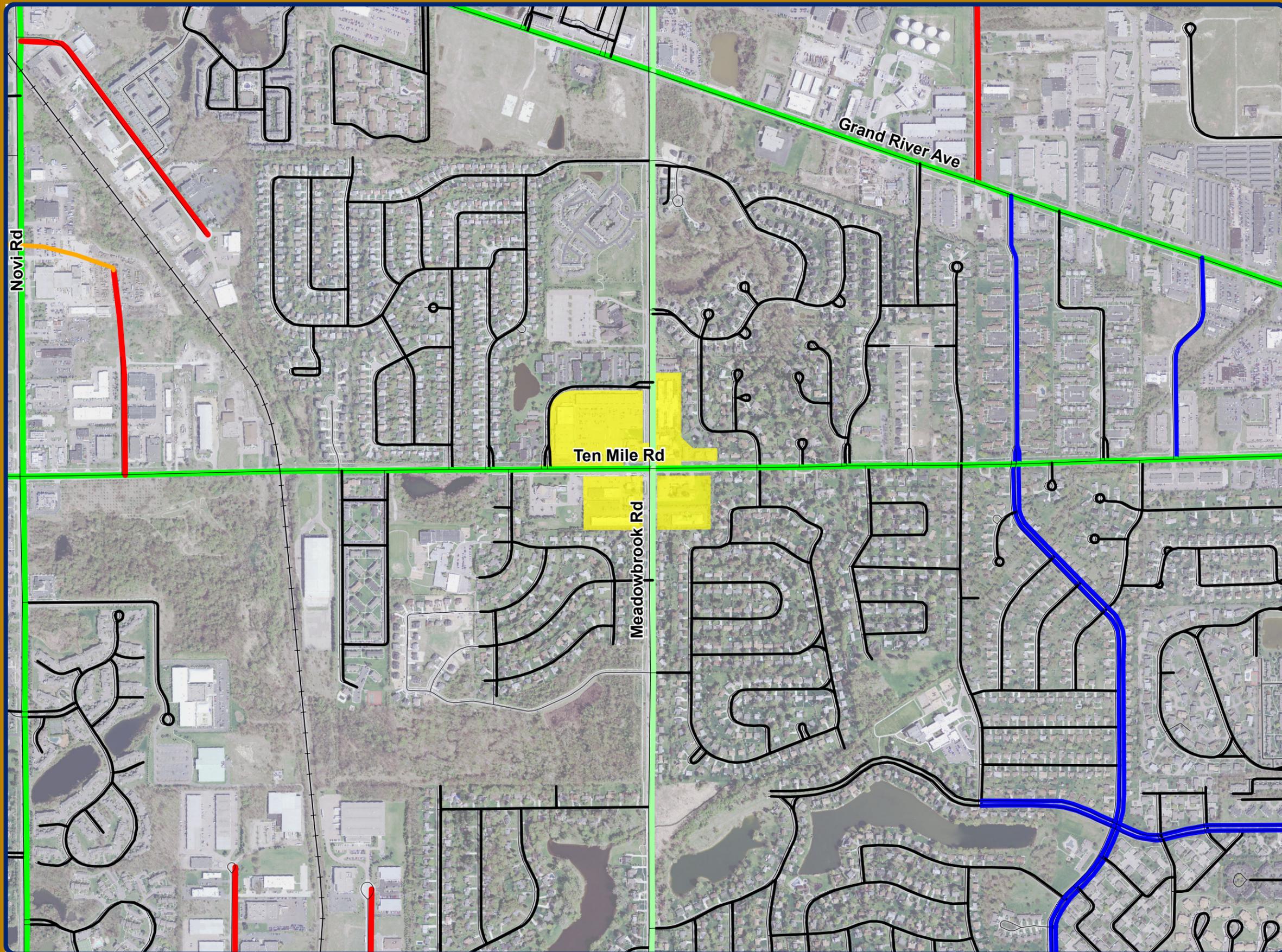
The City's 2011 Non-Motorized Master Plan has several proposed improvements within the Area as follows:

- Designated bike lanes on Meadowbrook Road from Eight Mile Road to Thirteen Mile Road
- A sidewalk or pathway along the south side of Ten Mile Road east of the Meadowbrook Road intersection to the City limits at Haggerty Road (*designated as a Top 20 Priority Pathway in the City's Pathway and Sidewalk Prioritization*)
- An extension of the existing sidewalk on the east side of Meadowbrook all the way south to Nine Mile Road (*designated as a Top 20 Priority Sidewalk in the City's Pathway and Sidewalk Prioritization*)
- An extension of the existing sidewalk on the north side of Ten Mile Road to the northeast corner of the Ten Mile and Meadowbrook intersection (*designated as a Top 20 Priority Sidewalk in the City's Pathway and Sidewalk Prioritization*)
- A sidewalk or pathway along the east side of Meadowbrook from the intersection north to Grand River

Figure 3-2 displays the City's Non-Motorized Plan Overview Map within the Area.

# Figure 3-1. Ten Mile and Meadowbrook Commercial Rehabilitation Area

## Thoroughfare Classification



### Map Legend

- █ Freeway
- █ Major Arterial
- █ Arterial
- █ Minor Arterial
- █ Non-Residential Collector
- █ Residential Collector
- █ Local Residential Street
- █ Proposed Residential Collector
- █ Proposed
- █ Scenic Drive Road
- █ NA
- █ Parcels within District



1 inch = 833 feet



## City of Novi

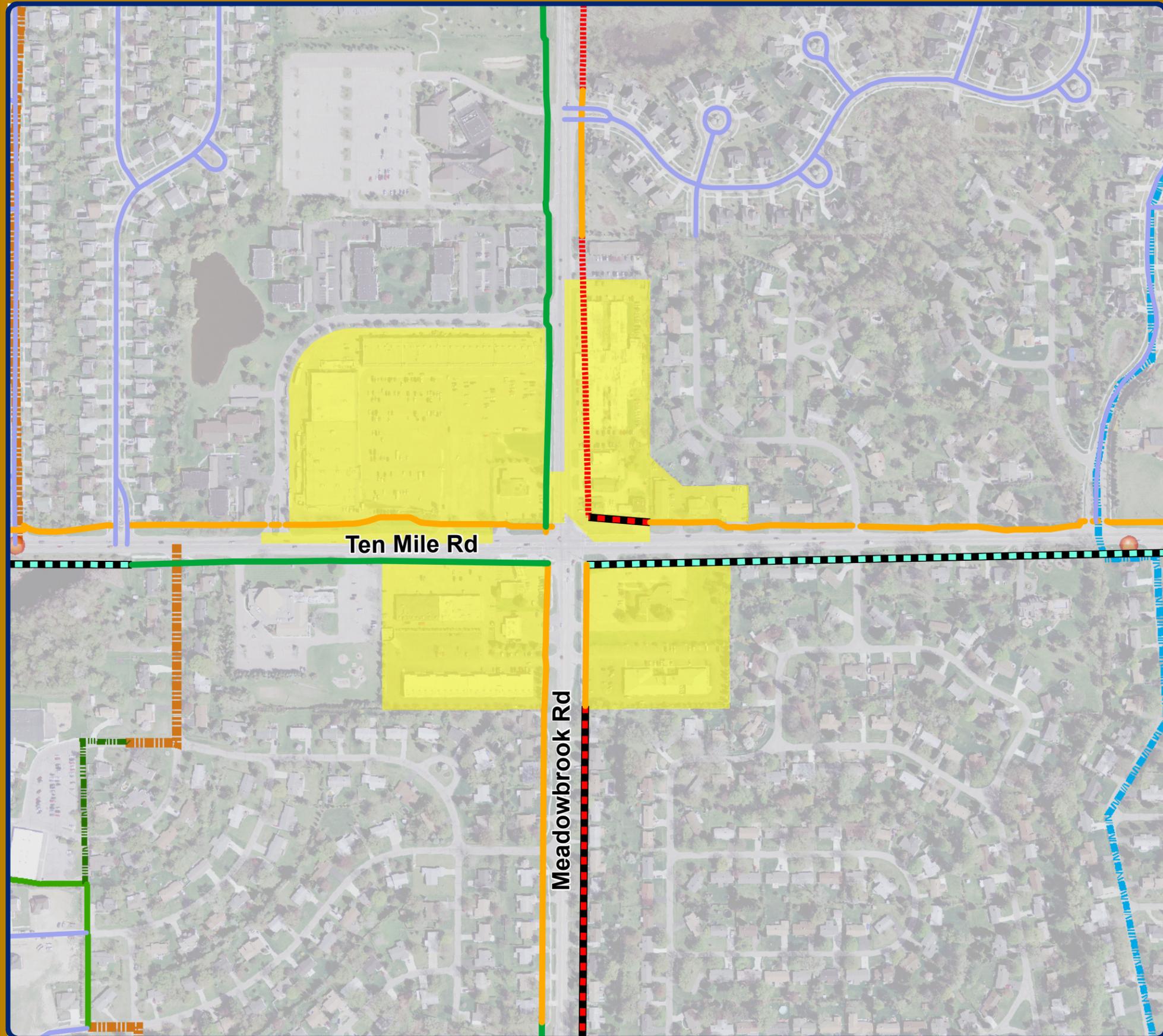
Dept. of Community Development  
City Hall / Civic Center  
45175 W Ten Mile Rd  
Novi, MI 48375  
cityofnovi.org

Map Author: Dave Campbell  
Date: March 5, 2012  
Project: Ten Mile and Meadowbrook District  
Version #: 1.0

### 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.

**Figure 3-2. Existing and Planned Non-Motorized Facilities  
Ten Mile and Meadowbrook Roads**



**Map Legend**

Parcels within District	<b>Existing On-Road Pathways &amp; Sidewalks</b>	Existing Major Road Pathway	Existing Major Road Sidewalk	Local Sidewalk Both Sides	Local Sidewalk One Side	<b>Proposed On-Road Pathways &amp; Sidewalks</b>	Scheduled Pathway	Top 20 Priority Pathway	Pathway by Developer	Other Proposed Pathway	Scheduled Sidewalk	Top 20 Priority Sidewalk	Sidewalk by Developer	Other Proposed Sidewalk	Planned On-Road Regional Upgrade
		Existing Regional Path	Planned Regional Path	Exist Neighboring Regional Path	Existing Paved Local Path	Planned Paved Local Path	Exist Unpaved Path Planned to Pave	Exist Unpaved Path	Planned Unpaved Path	Mountain Bike Path	<b>Off Road Paths Trails</b>	<b>Bike Routes</b>	<b>Priority Rank</b>		
											0	1	2	3	



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

Map Author: David Campbell  
 Date: 02/29/2012  
 Project: Non-Motorized Map -  
 Ten Mile and Meadowbrook  
 Version #:1.0

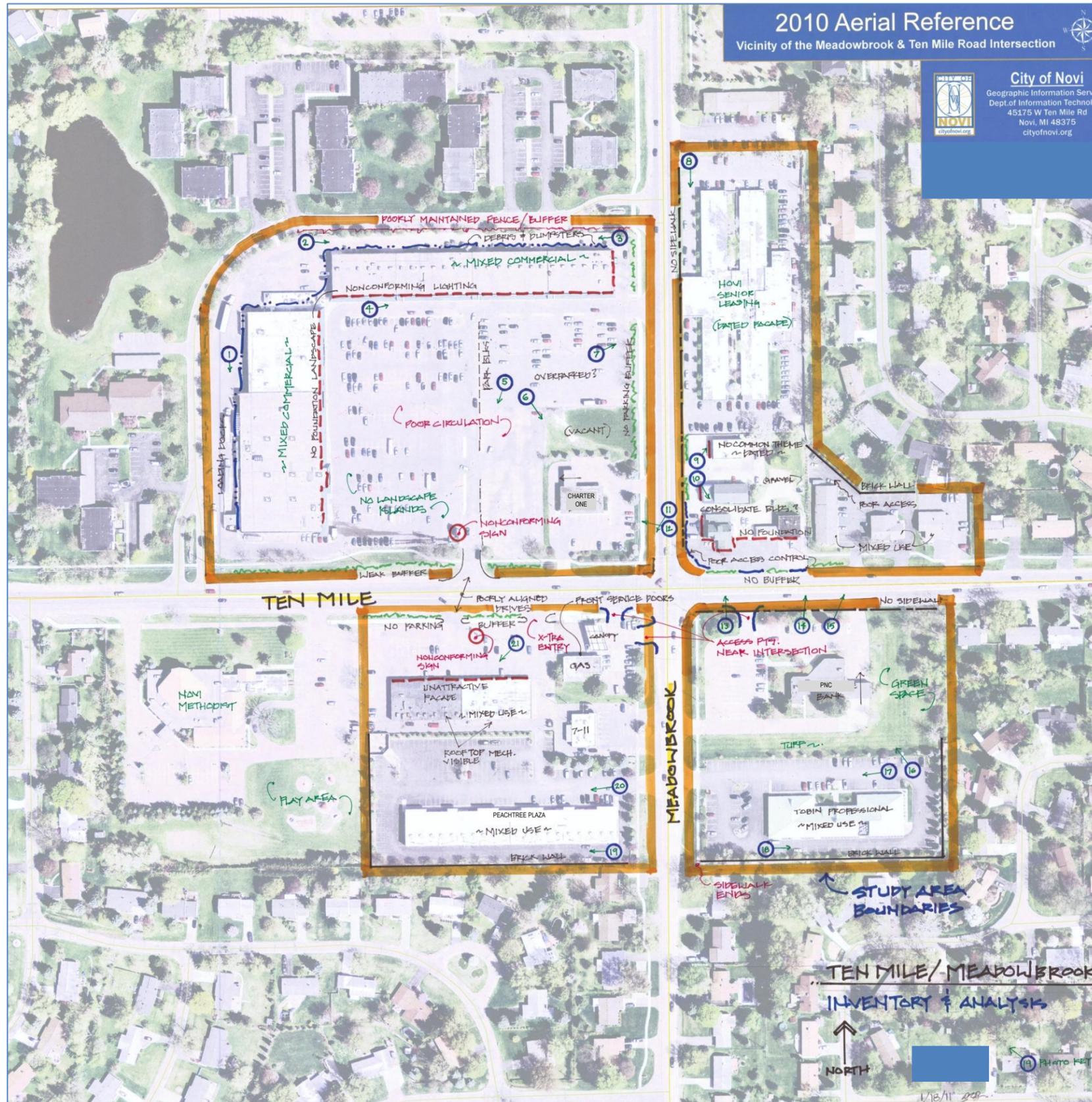


1 inch = 333 feet

**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. Pleased contact the City GIS Manager to confirm source and accuracy information related to this map.



*(This Page Intentionally Left Blank)*



Page 4-1

## Chapter 4. Existing Ordinance Deficiencies

In order to develop an Area Plan consistent with the objectives and eligibility requirements of the Tax Abatement Policy for the Ten Mile and Meadowbrook Commercial Rehabilitation Area, the Area's existing deficiencies for all 16 commercial properties within the Area were assessed and inventoried.

The existing deficiencies listed in this chapter are relative to current City of Novi codes and ordinances – many of which were not adopted until well after the properties within the Area were developed - as well as generally-recognized desirable design practices. The deficiencies have been divided between those that apply to the overall Area, and those more specific to each of the Area's four corners.

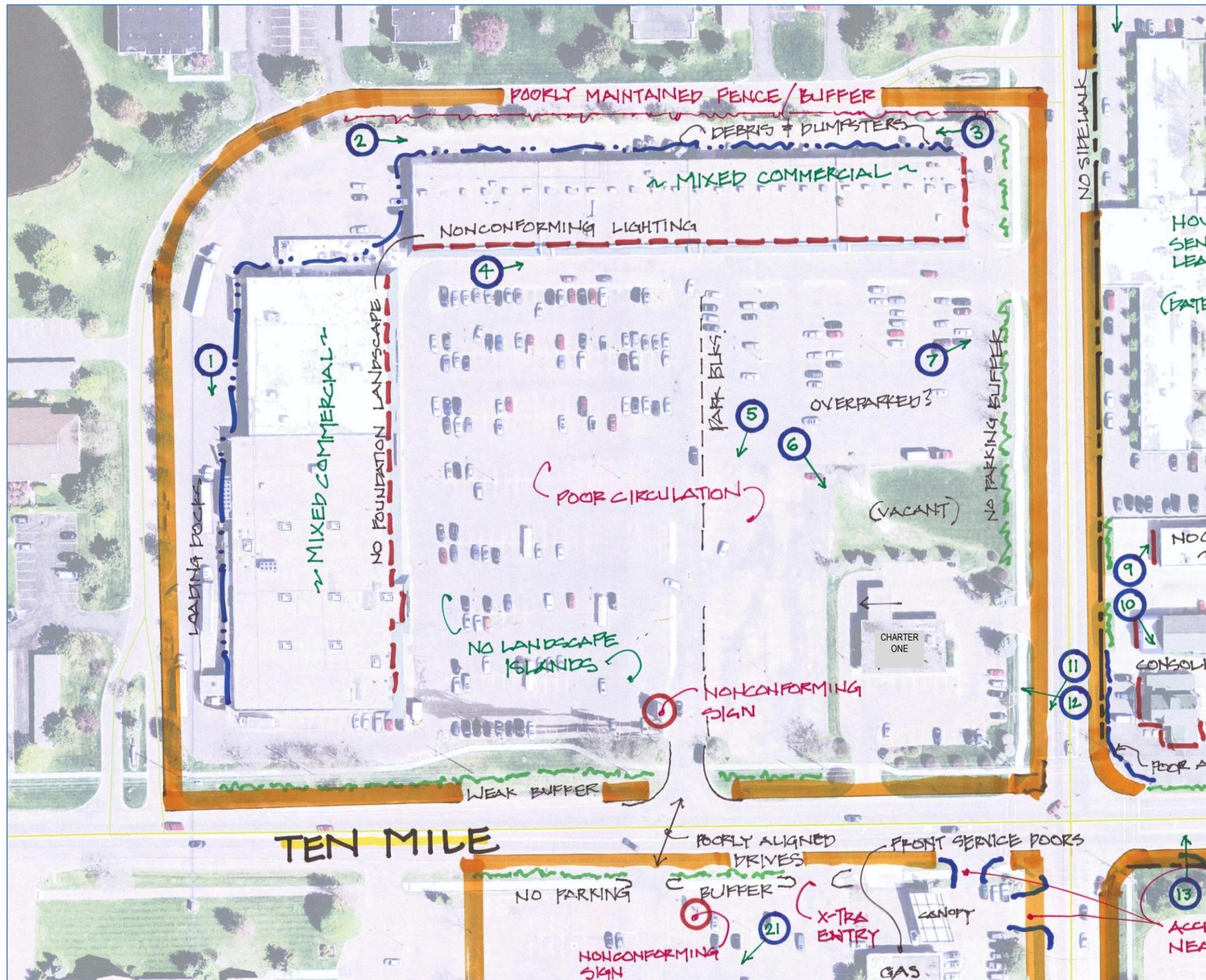
The intent of this exercise was not to be overly critical of buildings, uses, and sites that pre-date current City standards. The intent was to recognize those deficiencies that the City would be most interested in seeing rectified as part of a tax abatement incentive program.

The aerial photo in Figure 4-1 to the left shows the boundaries of the overall Area, and calls out some of the most notable deficiencies. On the four pages that follow, each corner of the aerial has been enlarged for easier viewing. Included on the overall aerial as well as the four corner aeriels are numbers that correspond to a photo demonstrating one or more existing deficiencies. Those photos (with their corresponding numbers) are displayed at the conclusion of this chapter.

The existing deficiencies that apply to the Area as a whole are as follows:

### Overall District

- Obsolete building design and materials
- Open ditches, uncurbed roadways
- Inadequate street trees / landscaping / amenities
- Poor access management (i.e. driveway design and location)
- Inadequate parking lot screening
- Inadequate interior landscaping
- Inadequate parking lot setbacks
- Gaps in sidewalks and pathways
- Minimal cross access between properties
- Small parcels need to be combined to allow redevelopment to current standards (parking, setbacks, landscaping, driveway location & design, cross-access, etc.)



### Northwest Corner

The northwest corner includes the Novi Ten Shopping Center (Busch's, Rite Aid, Aco, etc.) and the Charter One drive-through bank branch. Most notable on this corner was the condition of the shopping center building and its surface parking lot, as well as the inefficient internal circulation through the site. Existing deficiencies specific to the northwest corner are shown on Figure 4-2 to the left and are outlined as follows:

#### Novi Ten Shopping Center

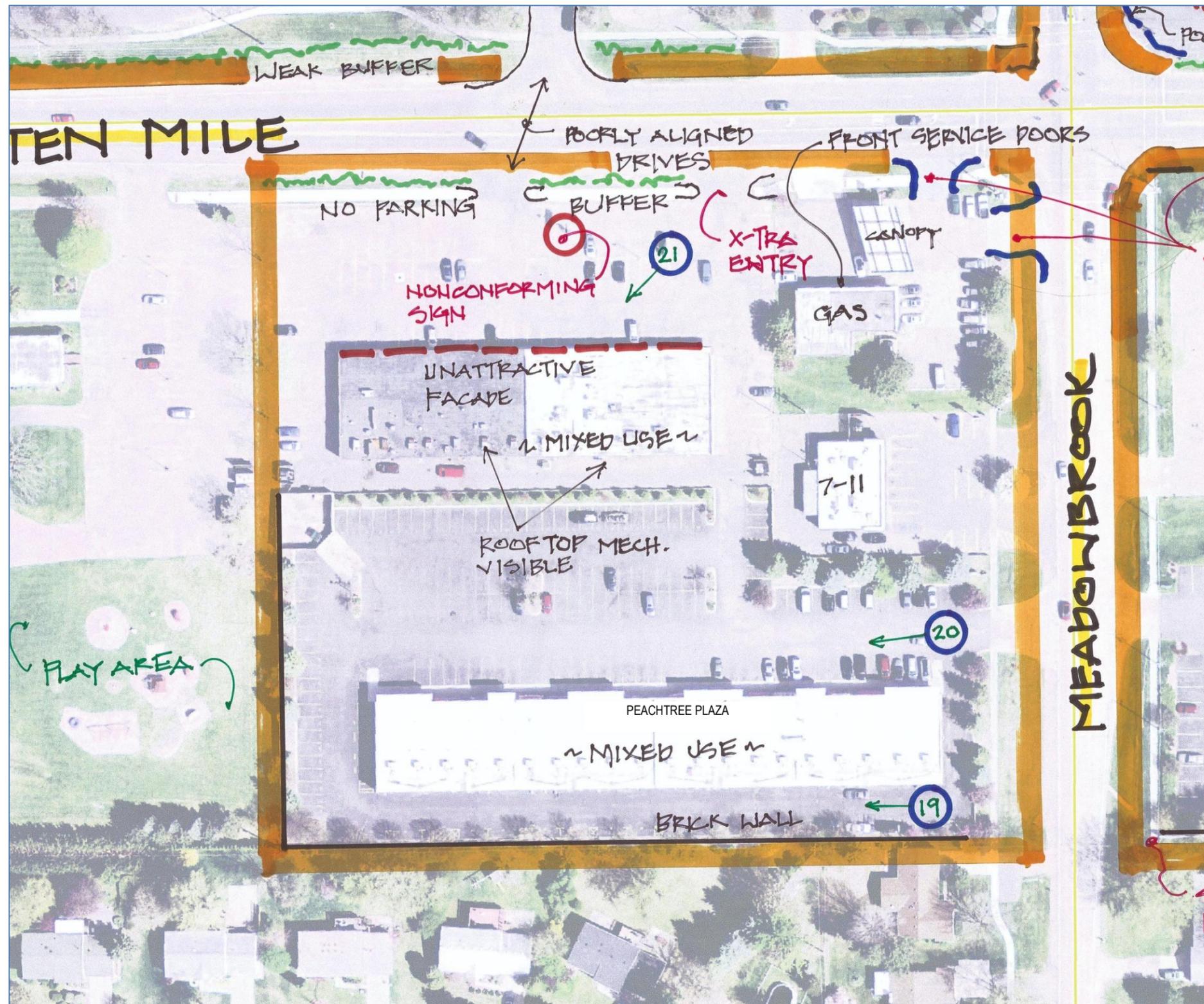
- No interior parking lot landscaping
- Unscreened front yard parking
- Unscreened loading areas
- Inadequate frontage landscaping
- Nonconforming freestanding pylon sign
- Poor parking lot circulation
- Underutilized frontage
- Excess of parking
- Uncurbed parking lot
- Deteriorating/failing pavement
- Obsolete façade (nonconforming materials)
- Nonconforming exterior lighting
- Unenclosed dumpsters in rear of shopping center building
- Unmaintained rear yard screening (sagging fence, eroding berm, etc.)
- Unscreened rear mechanical equipment
- Marginal outdoor displays



### **Northeast Corner**

The northeast corner includes a total of eight commercial properties, the largest of which is The Manor of Novi nursing home. Most of the parcels are less than 1 acre in size, yet were not developed in any particularly cohesive manner. Lacking are shared driveways, coordinated cross-access, and consistent design features and building materials. Existing deficiencies specific to the northeast corner are shown on Figure 4-3 to the left and are outlined as follows:

- Open curb cut(s)
- Unscreened front yard parking
- No frontage greenbelt or landscaping
- Inadequate driveway spacing
- No cross-access between properties (most notably rear cross-access)
- No interior landscaping
- No sidewalk/pathway along Meadowbrook
- Inadequate building setbacks
- Inadequate parking setbacks
- Small, outdated buildings
- Outdated building materials (nonconforming)
- Underutilized land (nursing home)
- No backage road connection between properties on Ten Mile and those on Meadowbrook
- Deteriorating / failing pavement
- Gravel driveway / service area
- Unscreened dumpster(s)
- Uncurbed parking or "curbed" with bumper blocks



### Southwest Corner

The Area's southwest corner includes four commercial properties, three of which are less than 2 acres. Similar to the northeast corner, the individual sites were developed with limited shared amenities like shared driveways or cross-access between properties. Individual site driveways are not adequately spaced from one another or from the intersection, nor are they properly aligned with driveways on the opposite side of either Ten Mile or Meadowbrook. Deficiencies specific to the southwest corner are displayed in Figure 4-4 to the left and are outlined as follows:

#### Overall

- No cross access between properties
- No shared driveways
- Inadequate driveway spacing
- Unscreened front yard parking
- No frontage greenbelt or landscaping
- Nonconforming exterior lighting

#### Marathon station

- Too many driveways and too close to the intersection
- Overhead service doors oriented to the street
- Nonconforming canopy
- Nonconforming building materials

#### Novi Plaza

- No interior parking lot landscaping
- Unscreened rooftop mechanical
- Nonconforming freestanding sign
- Nonconforming wall signs
- Unenclosed dumpster(s)
- Inadequate parking setback

#### 7-11

- Poor driveway design
- No interior landscaping
- No frontage greenbelt



**Southeast Corner**

The southeast corner of the District includes two commercial properties, both of which are in excess of two acres. Of the four corners within the Area, the southeast corner has probably been developed in a manner most consistent with City standards. However, like the other four corners, there is a lack of coordinated development between the two properties; there are no internal connections between the two and no shared driveways. Both properties could benefit from enhanced landscaping, both internal to the sites, and along the frontage of Ten Mile and Meadowbrook to screen front-yard parking. Existing deficiencies specific to the southeast corner of the Area are shown on Figure 4-5 to the left and are outlined as follows:

- No sidewalk/pathway along Ten Mile
- Westerly bank driveway too close to intersection (should be right-in / right-out) or removed entirely.
- Landscaping / greenbelt along Meadowbrook could be improved
- No parking lot screening
- Asphalt curbs (as opposed to City-standard concrete)



1. Rear of supermarket – Visible dumpsters and trash



2. Rear of commercial center – Berm erosion; exposed meters, pipes, and Conduit; and unenclosed dumpsters



3. Rear of commercial center – Unenclosed vehicles and dumpsters



4. Front of commercial center



5. Parking lot – Central bumper blocks



6. Parking lot



7. The Manor of Novi



8. The Manor of Novi



9. Single businesses



10. Single businesses



11. Service Station – Southwest quadrant



12. Credit Union – Northwest quadrant



13. Single businesses – Northeast quadrant



14. Single businesses – Northeast quadrant



15. Single businesses – Northeast quadrant



16. Credit Union – Southeast quadrant



17. Commercial center front - Southeast quadrant



18. Commercial center rear – Southeast quadrant



19. Commercial center rear – Southwest quadrant



20. Commercial center front – Southwest quadrant



21. Commercial center front- Southwest quadrant

*(This Page Intentionally Left Blank)*