CITY OF NOVI CITY COUNCIL
OCTOBER 26, 2026

SUBJECT: Consideration of final approval of Zoning Map Amendment and Planned Rezoning Overlay (PRO) Agreement for the Novi-Ten Development.

SUBMITTING DEPARTMENT: Community Development Department - Planning

KEY HIGHLIGHTS:

- The City Council considered the initial submittal at the April 8, 2024 meeting, and the Formal PRO submittal on December 16, 2024.
- PRO Plan would allow development of 71-unit multiple-family townhomes in the RM-1 portion, and approximately 35,900 square feet of commercial space in the B-2 portion.
- Proposed PRO Conditions include preservation of 15.87 acres of wetland/woodland, public-access trail connection to Nick Lidstrom Drive and marshland overlook, and donation of trailhead area to the City, which the petitioner suggests are in the public interest.
- Improvements to offset traffic impacts on Ten Mile Road are proposed.
- City Council granted tentative approval on January 26, 2026, and the draft PRO Agreement is now ready for consideration and possible approval.

BACKGROUND INFORMATION:

The petitioner is requesting a Zoning Map Amendment for approximately 34 acres of property on the south side of Ten Mile Road, to the east of Novi Road, utilizing the Planned Rezoning Overlay option. The site is currently vacant. The Ridgeview of Novi development is to the south, along with the Novi Athletic Club and Novi Ice Arena & Dog Park further south. The railroad tracks border the eastern property line. North of Ten Mile Road are industrial uses, and commercial uses are to the west.

The current zoning of the property is I-1 Light Industrial on the eastern side, and OS-1 Office Service on the western side. The adjacent parcels on the west are also OS-1. The Ridgeview development to the south is zoned RM-1 with a PRO, while the Athletic Club and Ice arena area is I-1, as is the area east of the railroad tracks. North of Ten Mile is zoned I-2 and I-1.

The Future Land Use Map identifies this property Multiple Family, as is the property to

the south. North of the site is planned for Industria/Office and General Industrial, and on the western side is Community Office.

There is a floodplain area associated with Chapman Creek along the southern property boundary and the Walled Lake Branch of the Middle Rouge along the eastern side of the site, extending down toward the dog park. The natural features map also indicates extensive wetland area within the floodplain, and regulated woodlands are present in most areas of the site.

The applicant is proposing to utilize the Planned Rezoning Overlay option to rezone about 7 acres of the property to B-2 Community Business, and about 27 acres to RM-1 Low Density Multiple Family. The PRO plan shows a total of 71 attached 2-story townhome units on the site. The RM-1 residential portion is accessed by one entrance off Ten Mile Road, with a secondary emergency access drive to the commercial portion of the project. Parking is provided in garages, on the garage aprons, and a few small bays of surface parking.

For the B-2 commercial portion, the PRO plan shows a total of 35,900 square feet in 4 separate buildings. Access to the B-2 site would be from 3 curb cuts on 10 Mile Road – one is the existing shared driveway with Maly Dental office, and the other two are new. There are plaza seating areas with landscaping in front of the buildings. The plan notes retail and restaurant uses within the commercial buildings – but generally other uses permitted in the B-2 district could be tenants in those spaces. However, the applicant offers to prohibit certain uses as a condition of the PRO Agreement, including hotels/motels, fueling stations, marijuana sales, check cashing and pawn shops. Drive-through restaurants, automobile repair/service/maintenance uses, and car washes are not permitted in the B-2 District.

The applicant describes the project as creating a walkable community, with linkages to surrounding amenities via a public access trail to Nick Lidstrom Drive and behind the proposed units to a marshland overlook and trailhead near Ten Mile Road.
A park area with seating and play structure is proposed between the commercial and residential area, and in the northeast corner of the site a "trailhead" area which is proposed to be donated to the City for public use. The applicant states the area to be dedicated is approximately 3 acres and will include three benches overlooking the river and four picnic tables.

The applicant indicates that they intend to complete the following improvements identified in the traffic study to mitigate the traffic impacts on 10 Mile Road when the commercial portion of the project is developed:

- *Widen eastbound side to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.*
- *Widen westbound side to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.*
- *Extend the center left-turn lane from where it currently ends at Catherine Industrial Road to service all commercial driveways.*

Driveway spacing and major drive deviations are required, but the applicant states the Road Commission for Oakland County has given preliminary approval of the driveway locations. The applicant has provided correspondence to this effect and states they will continue to work with RCOC during the site plan approval process.

Engineering notes there is capacity for the water and sewer demands for the proposed use in the public utilities, and stormwater detention is to be provided in a single storm sewer detention system on the east side of the site, with controlled outlet into the floodplain to the east. The City engineers review all proposed developments to ensure that the stormwater systems are properly designed to meet all standards to account for 100-year flood conditions, and that maintenance agreements are established for the stormwater system to ensure proper function in the future.

The proposed landscaping is generally in conformance with the ordinance. The applicant has added screening between the residential and commercial portions of the property, and the deficiencies in foundation landscaping and greenbelt berm in the commercial portion will be corrected in the site plan submittal. Landscaping waivers for street trees and greenbelt canopy trees along 10 Mile Road are supported by staff due to conflicts with existing underground utilities.

Façade review notes that the commercial buildings are in full compliance with the ordinance, and actually exceed the requirement for brick material, which can be considered an enhancement to the area. For the residential buildings, Section 9 façade waivers would be required for an underage of brick on the rear and some front facades, and an overage of asphalt shingles on some front facades. These waivers are supported as they are minor in nature and do not adversely affect the aesthetic quality of the design.

Wetland impacts have been minimized, with only 0.1 acre, less than 1% of the total wetland area present, of impact to a few small pockets of wetlands in the upland area. A large portion of the site, 15.87 acres of wetland, woodlands, and floodplain area, is proposed to be protected in a conservation easement to ensure permanent preservation. This could be considered a benefit to the public.

The PRO request includes PRO Conditions that are more limiting than the City could otherwise require of a developer, including:

- A 15.87-acre area of woodland and wetland to be protected in a Conservation Easement,
- The publicly accessible pathway (Option 3) and trailhead area previously mentioned,
- Exceeding the open space requirements,
- The residential units will be set back a minimum of 100 feet from the south property line, which is greater than the required 75 feet.
- Limitations on building height,
- Limitations on residential density,
- Greater than required building setbacks for the commercial buildings,
- Use restrictions for the commercial buildings,
- See the suggested motion for a full list of proposed conditions and deviations requested.

Staff supports the requested rezoning under the terms of the draft PRO Agreement. There are conditions proposed that are more strict or limiting than the RM-1 standards and are found to have an overall benefit to the public. The list of identified benefits of rezoning appears to outweigh the anticipated detriments of the proposal. The number and type of deviations are reasonable, with each being supported by staff.

The PRO Conditions offered by the applicant that are proposed to establish an overall benefit to the public include those listed in the draft motion sheet.

PLANNING COMMISSION

The Planning Commission held a Public Hearing on the formal PRO Plan on October 30, 2024 and recommended approval to the City Council. Comments made at that time are reflected in the meeting minutes included in the packet. One recommendation made by the Planning Commission was to eliminate the proposed pathway connection to the Ridgeview Villas subdivision due to concerns noted by the residents of that development.

PREVIOUS CITY COUNCIL ACTION

The City Council granted tentative approval of the request at the January 26, 2026 meeting, and directed the City Attorney's Office to prepare a PRO Agreement.

CITY COUNCIL

The City Council is now asked to consider the actual text of the draft PRO Agreement and give final approval of the agreement, the PRO Plan, and the rezoning. The City's staff and attorneys have worked with the applicant to prepare the terms of the draft agreement. Following Council's final approval, the applicant will submit for Site Plan approval under typical review procedures, including Planning Commission approvals.

RECOMMENDED ACTION: Approval of the request of Novi Ten Associates, JZ23-09 with Zoning Map Amendment 18.740 to rezone from I-1 and OS-1 to RM-1 and B-2, subject to the attached Planned Rezoning Overlay (PRO) Agreement and exhibits including the corresponding PRO Plan, the conditions of this motion, and the conditions listed in the staff and consultant review letters, and also subject to any changes and/or conditions as discussed at the City Council meeting, with any final minor alterations required in the determination of the City Manager and City Attorney to be incorporated by the City Attorney's office prior to the execution of the final agreement.

This motion is made based upon the following requirements and findings: (a) the use of the PRO and proposed B-2 zoning district helps create a mixed use project that is consistent with adjacent existing uses, and RM-1 zoning district is consistent with the Multiple Family use recommended in the Future Land Use Map, and fulfills the intent of the Master Plan for Land Use; and (b) the resulting benefits from the proposed development, with the conditions stated in the Agreement that are more strict or

limiting than the B-2 and RM-1 standards, result in an overall benefit to the public that outweighs its potential detriments. These conditions include:

1. As shown in the PRO Plan, the eastern portion of the parcel adjacent to the railroad tracks and the south 50-foot-wide strip along the wetland of the proposed PRO (~15.87 acres of the 27.07 RM-1 rezoning) being protected with a conservation easement to preserve existing marshland, wetlands, and woodlands. This natural area wraps around the PRO and includes on the west end a proposed new 0.4-acre park/playground located between the proposed residential and retail sites. This is a benefit to both residents and the environment to have additional natural resources preserved in perpetuity.

2. To help achieve walkability and connectivity of the entire area, a trail system is being added which consists of new crushed limestone paths, overlooks, and existing sidewalks. This walkway system provides connectivity between the proposed residential area with the marshland nature areas, the proposed pocket park, the Novi Athletic Club, Ice Arena, and Dog Park, and the commercial area along Ten Mile Road. The commercial area consists of the new retail and restaurant areas, and the existing Walgreen's and dental office. New pathways wind through the natural area, overlook the preserved 15.87-acre wildlife area and connect this PRO development to other amenities. This is a benefit to future residents and the general public, who will have access to the area for walking that connects various community amenities.

3. Installation of signage along the pathways set forth above, which shall include interpretive signage in 6 locations like the signage installed on existing pathways connecting south to the Dog Park area per the 2015 Planned Rezoning Overlay (PRO) Agreement Novi Ten Townhomes, with the size of approximately 39.5" wide by 26.5" height, showing various wildlife images and information like the example in Exhibit D.

   The Signage will read: "Weiss Nature Trail: Dedicated by the Dan and Michelle Weiss family in honor of these various lands donated by them and honoring their father Albert Weiss and their love and promotion of natural habitats and to foster further acts of charitable community benefit, to be performed by all, sized however big or small."

4. Two parks are proposed: One added at the trail head on 10 Mile Road at the north end of the conservation area. The second is on the west end of the townhouses to include playground equipment. This is a benefit as future residents as well as the general public will have access to the parks and trails. The approximately 3-acre trailhead area will be dedicated to the City, along with 3 benches, four picnic tables, and potentially a small parking area. The parking area entrance will be considered during the site plan review to ensure the parking area can be safely accommodated. The approximately 1/2-acre park between the B-2 and the RM-1 districts shall

be open to the public but shall be maintained on an ongoing basis by the Developer (or subsequent owners or condominium Homeowners Association).

5. A landscaped plaza along the storefronts, 20 feet in depth, with benches, and planters with a variety of trees and flowers will be constructed. This goes beyond what the ordinance requires and is considered an enhancement of the project area that could be used by customers of the retail area and provides an attractive streetscape.

6. EV Charging Stations will be located at each of the commercial buildings (8 indicated in total). EV charging stations shall be installed prior to the TCO for the first commercial building. Outlets for 240-volt EV chargers will be provided in each townhouse garage. This is an amenity that goes beyond what the ordinance requires.

7. The amount of open space provided for the RM-1 townhouses, as shown on the PRO Plan, exceeds ordinance requirements. This is a benefit as future residents as well as the general public will have access to the pathways and trailhead area.

8. Residential building height shall be limited to 29 feet, which is more restrictive than the 35 feet permitted. This is a benefit as the buildings will be less obtrusive than the height otherwise permitted.

9. Commercial building height shall be limited to 23 feet, which is more restrictive than the 30 feet permitted. This is a benefit as the buildings will be lower profile than the height otherwise permitted.

10. Maximum residential lot coverage of 14% shall be provided. This is a benefit as more permeable surface will be preserved and more green space is available.

11. The development shall provide a greater building setback of 100 feet minimum along the south side. This benefits the neighborhood to the south as buildings are further away than the ordinance requires, with fewer existing trees to be cleared.

12. This development shall be limited to 4.5 dwelling units per acre. This is 17% more limiting than otherwise permitted in the district.

13. The commercial buildings shall exceed the 30% minimum requirement for brick on nearly all elevations, as shown in the PRO Plans. This represents an enhancement of the project area beyond what the ordinance requires.

14. The applicant will plant landscaping to the south of Buildings 7-11 to achieve 80-90% opacity along the southern property boundary, which is more than what is typically required between multiple family uses. The species will include a mixture of Green Giant Arborvitae and other native spruces to achieve aesthetic, screening and biodiversity goals, which will be reviewed by the City's Landscape Architect at the time of site plan

submittal. The planting of screening trees adjacent to each building shall be completed as soon as construction activity allows.

15. Developer will complete the following improvements identified in the traffic study to mitigate the impacts on 10 Mile Road prior to issuance of the first TCO for the development:

    a. Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.
    b. Beginning across from the easternmost driveway, widen the westbound side to two through lanes to help provide additional capacity for outbound site traffic.
    c. Extend the center left-turn lane along 10 Mile Road from where it currently ends (east of Catherine Industrial Road) to service all commercial driveways. As noted in the Engineering Review letter, these improvements may require the acquisition of Right of Way on the north side of 10 Mile Road, and the approval of those property owners, as well as the approval of the design by the RCOC.

16. The Developer shall restrict use of the commercial buildings to prohibit the following uses:

    a. Vehicle oriented uses including gas/fueling stations;
    b. Check cashing, pawn shop, hotel/motel, and marijuana sales.

MAPS

Location

Zoning

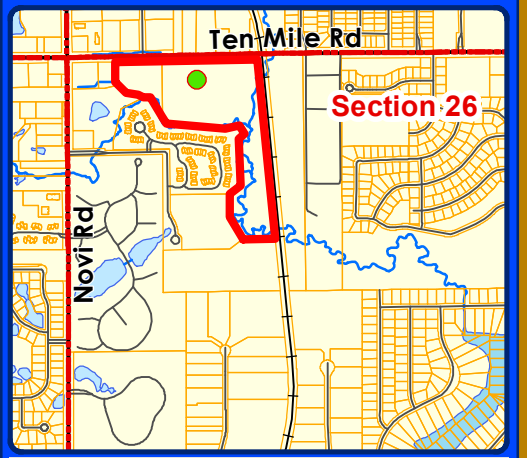
Future Land Use

Natural Features

NOVI TEN PRO

LOCATION





Subject Property

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

Map Author: Lindsay Bell
Date: 7/19/24
Project: NOVI TEN PRO
Version #: 1

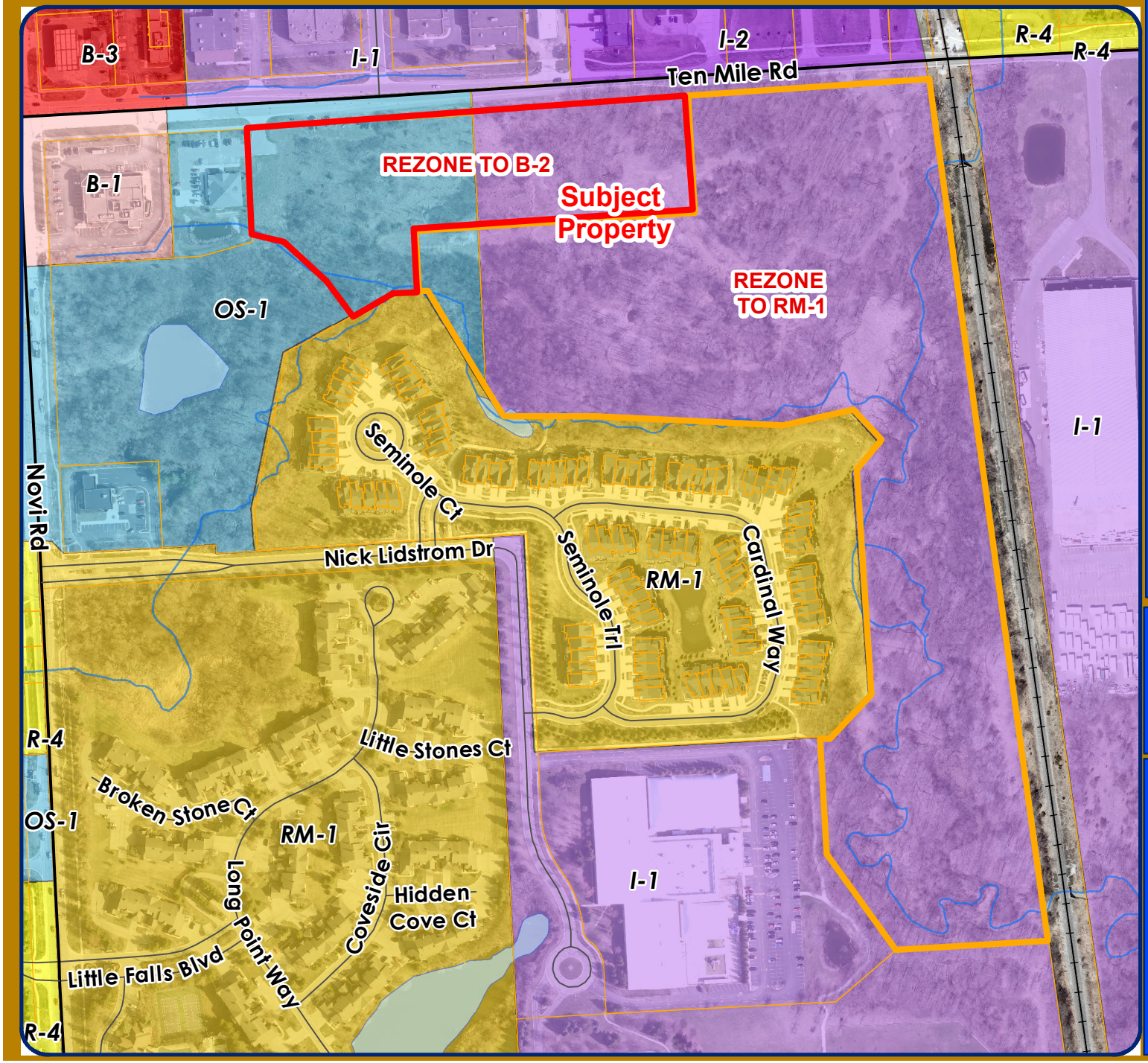
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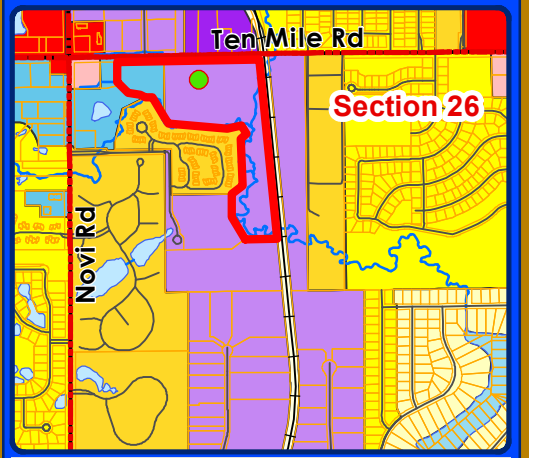
MAP INTERPRETATION NOTICE

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NOVI TEN PRO

ZONING





Legend

- R-4: One-Family Residential District
- RM-1: Low-Density Multiple Family
- B-1: Local Business District
- B-3: General Business District
- I-1: Light Industrial District
- I-2: General Industrial District
- OS-1: Office Service District
- Subject Property

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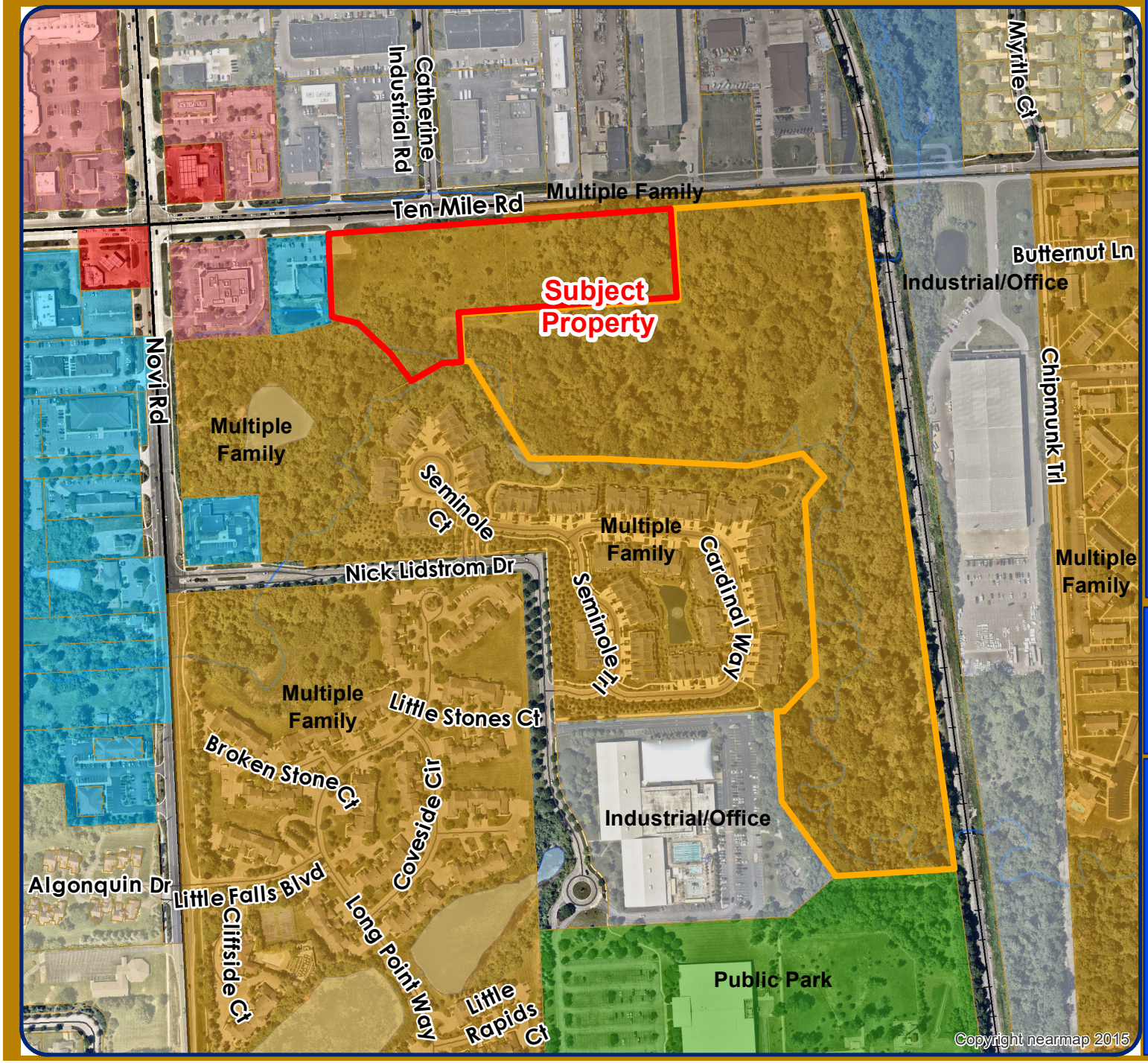
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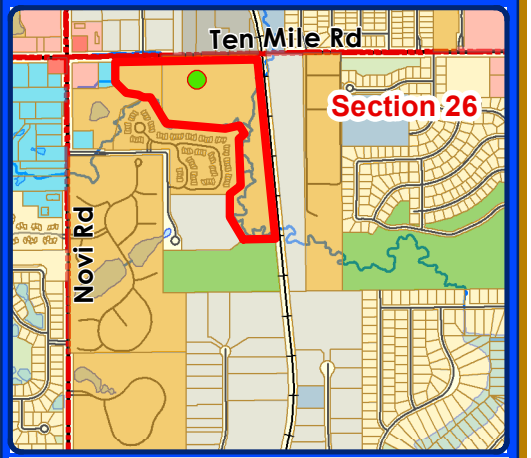
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NOVI TEN PRO

FUTURE LAND USE





Legend

- Single Family
- Multiple Family
- Public Park
- Public/Quasi-Public
- Community Office
- Neighborhood Commercial
- Community Commercial
- Industrial/Office
- General Industrial
- Unassigned
- Subject Property

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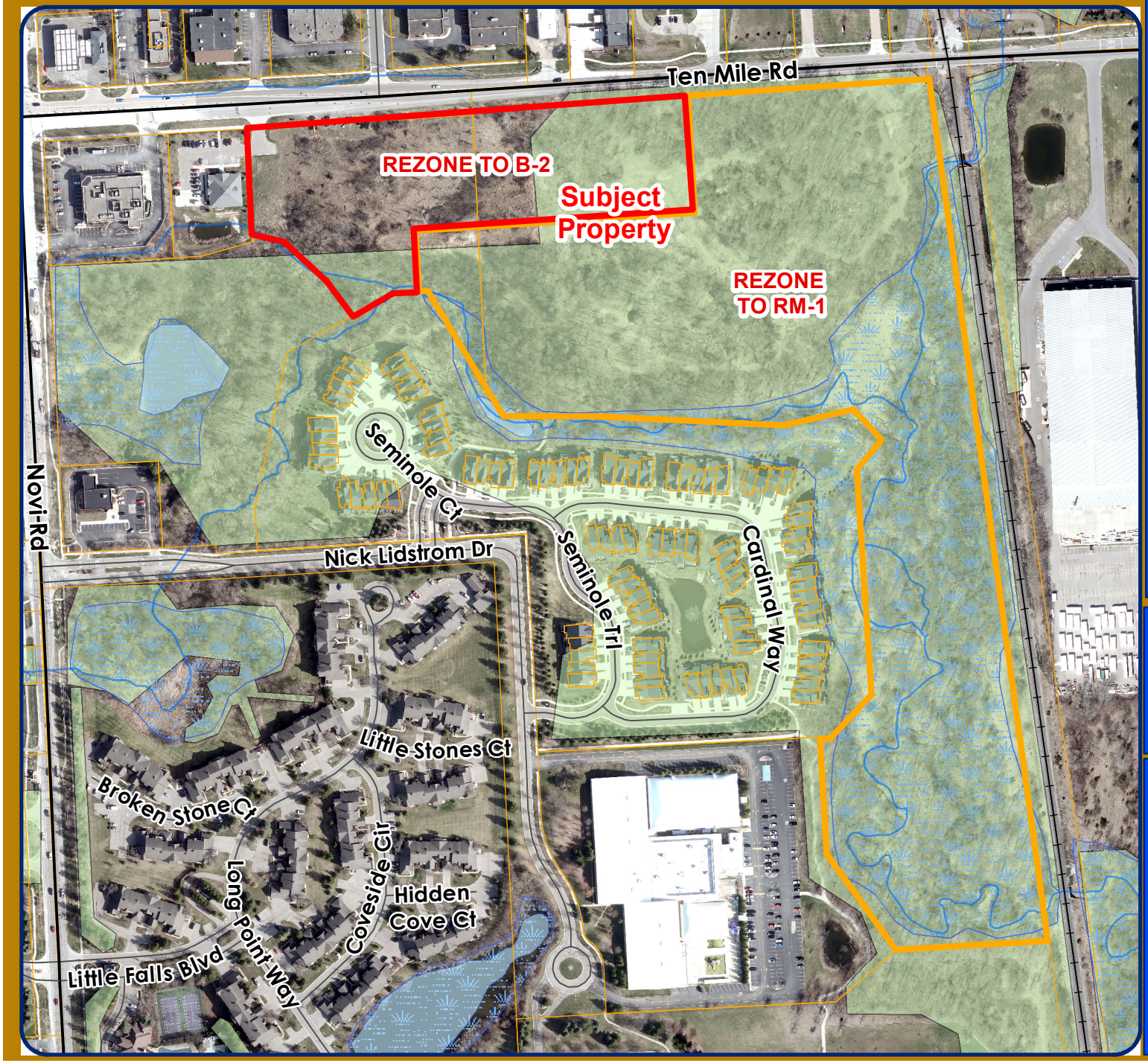
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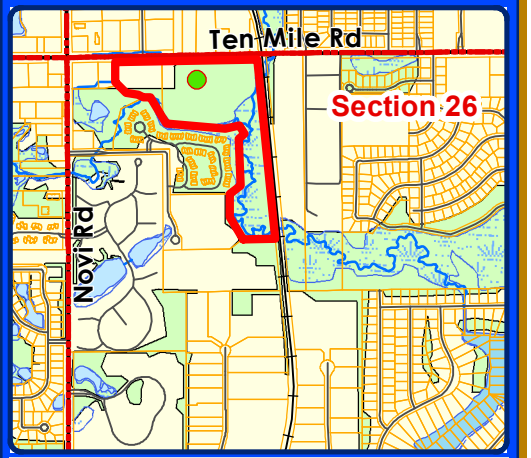
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NOVI TEN PRO

NATURAL FEATURES





Legend

- Wetlands
- Woodlands
- Subject Property

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DRAFT PRO AGREEMENT
WITH EXHIBITS

PLANNED REZONING OVERLAY (PRO) AGREEMENT

NOVI TEN PRO

AGREEMENT ("Agreement"), by and between Novi Ten Associates, L.L.C., a Michigan limited liability company whose address is 24875 Novi Rd, NOVI, MI 48376 (referred to as "**Developer**"); and the **CITY OF NOVI**, whose address is 45175 Ten Mile Road, Novi, MI 48375-3024 (referred to as the "**CITY**").

RECITATIONS:

A. Developer, the owner and developer of approximately 34 acres of land on the south side of Ten Mile Road to the east of Novi Road. The applicant is proposing to rezone property from I-1 Light Industrial on the eastern side, and OS-1 Office Service on the western side, to B-2 Community Business (about 7 acres), and to RM-1 Low Density Multiple Family (about 27 acres) using the City's Planned Rezoning Overlay (PRO) option. The Developer proposes to construct 71 attached 2-story townhome unit development on the 27-acre portion of the site. For the 7-acre B-2 commercial portion, the PRO plan shows a total of 35,900 square feet in 4 separate buildings.

A park area with seating and play structure will be constructed between the commercial and residential area, and an approximately 3-acre trailhead area along Ten Mile Road will be constructed and donated to the City for public use. The trailhead will include three benches overlooking the river and four picnic tables.

B. The "**Property"** is more particularly described and depicted on **Exhibit A**, attached hereto and incorporated herein. The I-1 and OS-1 classification shall be referred to as the "**Existing Classification**" and the B-2 and RM-1 classification shall be referred to as the "**Proposed Classification**."

C. The Proposed Classification would provide Developer with certain material development options not available under the Existing Classification and would be a distinct and material benefit and advantage to the Developer.

D. The City has reviewed the petition from Developer to amend the Existing Classification of the Property to the Proposed Classification, including the Developer's proposed PRO Plan (including the uses authorized in this Agreement as the only uses permitted on the Property, the site layout, and the building façades, elevations, and design) attached hereto and incorporated herein as

Exhibit B (the "**PRO Plan**") under the terms of the Planned Rezoning Overlay (PRO) provisions of the City's Zoning Ordinance. The PRO Plan is a conceptual or illustrative plan for the potential development of the Property under the Proposed Classification. Approval by the City of the PRO Plan is not an approval to construct the proposed improvements shown thereon, as any development on the Property will require site plan approval from the City as provided by this Agreement.

The City has further reviewed both (i) the requested deviations as contained in this Agreement (the "**Deviations**") from the strict terms of the City's Zoning Ordinance and other land use ordinances and regulations (collectively, the "**City Ordinances**") and (ii) the proposed PRO Conditions (as defined in Paragraph F.iii below) offered or accepted by Developer, and has concluded that the proposed Low Density Multiple Family (RM-1) and Community Business (B-2) reasonable alternatives and fulfill the intent of the Master Plan for Land Use and meet the requirements of the Zoning Ordinance as relates to Planned Rezoning Overlays because it includes site specific features as part of the PRO Conditions that are more restrictive than could otherwise be required by ordinance because, in the specific circumstances of the project, the benefits to the public of the project outweigh any detrimental impacts of the project.

The City therefore finds that the project as a whole is in the public interest. Without the PRO Conditions as set forth herein and Developer's (and/or its successors' and assigns') continuing obligations to comply with the terms of this Agreement, however, the City would not have made such a finding and would not have approved the rezoning to the Proposed Classification or the Deviations.

E. Developer desires to proceed with obtaining the site plan and engineering approval and the issuance of permits required to develop the Property in accordance with the approved PRO Plan (collectively, the "**Development**"). The City desires to ensure that all of the land that is depicted on the PRO Plan is developed in accordance with and used only for the specific uses permitted by this Agreement, the related documents and undertakings of Developer, and all applicable laws, City Ordinances, regulations, and standards of the City and other regulatory bodies. This Agreement will govern the development of the Property and is to be recorded with the Register of Deeds for the County of Oakland following execution by the parties.

F. As an integral part of the Developer's request to the City for rezoning to the Proposed Classification, Developer agrees to develop and construct the sanitary sewer, storm water sewer system, utilities, municipal water system, roads, sidewalks, and other infrastructure necessary to develop and use the Property in conformance with the following undertakings and forbearances by Developer (such undertakings and forbearances hereafter referred to as the "**Undertakings**"):

i. **Uses Permitted**. The PRO Plan proposes (1) a RM-1, 71-unit multiple-family for-sale townhome development; and (2) a 7-acre B-2 commercial portion with up to 35,900 square feet in 4 separate buildings. Parking is provided in garages, on the garage aprons, and a few small bays of surface parking for the RM-1 portion of the Development. For the 7-acre B-2 commercial portion, the PRO plan shows a total of 35,900 square feet in 4 separate buildings. Access to the B-2 site would be from 3 curb cuts on 10 Mile Road– one is the existing shared driveway with Maly Dental office, and the other two are new. There are plaza seating areas with landscaping in front of the buildings. The plan notes retail and restaurant uses within the commercial buildings – but generally other uses permitted in the B-2 district could be tenants in those spaces. The following uses are prohibited: hotels/motels, fueling stations, marijuana sales, check cashing and pawn shops. Automobile repair/service/maintenance uses and car washes would not be permitted in the B-2 District.

A park area with seating and play structure is proposed between the commercial and residential area. An approximately 3-acre trailhead area along Ten Mile Road will be donated to the City for public use. The trailhead will include three benches overlooking the river and four picnic tables.

Wetland impacts have been minimized, with only 0.1 acre, less than 1% of the total wetland area present, of impact to small pockets of wetlands in the upland area. A large portion of the site, 15.87 acres of wetland, woodlands, and floodplain area, is proposed to be protected in a conservation easement to ensure permanent preservation. The plan appears to remove about 73% of the identified regulated trees on the woodland survey. Approximately *215* credits are proposed to be planted on-site, with the remaining credits to be paid into the Tree Fund.

Façade review notes that the commercial buildings are in full compliance with the ordinance, and exceed the requirement for brick material, which can be considered an enhancement to the area. For the residential buildings, Section 9 façade waivers are required for an underage of brick on the rear and some front facades, and an overage of asphalt shingles on some front facades.

ii. **Compliance with Applicable Laws and Regulations**. Except as expressly authorized herein, the Property shall be developed in accordance with this Agreement, the PRO Plan, all applicable State, County and City statutes, codes, ordinances, regulations, and the City Ordinances, including all applicable requirements of the Zoning Ordinance under the Proposed Classification, and further including all storm water and soil erosion requirements and measures during the design and construction phases of

the Development and during the subsequent use of the Property as contemplated in this Agreement (collectively, the "**Legal Requirements**").

The deviations from the provisions of the City Ordinances, rules, or regulations are depicted in the PRO Plan and are approved by this Agreement; however, except as to the Authorized Deviations listed below, the Property shall be subject to and developed in accordance with all applications, reviews, approvals, permits, and authorizations required under applicable Legal Requirements, including, but not limited to, site plan approval, storm water management plan approval, woodlands and wetlands permits, façade approval, landscape approval, and engineering plan approval.

iii. **PRO Conditions**. As part of its approval of the PRO Plan and this Agreement, the City Council made certain findings as required by the Zoning Ordinance. Those findings were based in part on the fact that the Developer has agreed that the following conditions shall apply to the Property (collectively, the "**PRO Conditions**"). The Developer (or its successors or assigns) shall be responsible for obtaining all permits, licenses, or approvals required for the development, construction, use, and occupancy of the Development.

a. Development Enhancements offered by Developer.

1. As shown in the PRO Plan, the eastern portion of the parcel adjacent to the railroad tracks and the south 50-foot-wide strip along the wetland of the proposed PRO (~15.87 acres of the 27.07 RM-1 rezoning) being protected with a conservation easement to preserve existing marshland, wetlands, and woodlands. This natural area wraps around the PRO and includes on the west end a proposed new 0.4-acre park/playground located between the proposed residential and retail sites. This is a benefit to both residents and the environment to have additional natural resources preserved in perpetuity.

2. To help achieve walkability and connectivity of the entire area, a trail system is being added which consists of new crushed limestone paths, overlooks, and existing sidewalks. This walkway system provides connectivity between the proposed residential area with the marshland nature areas, the proposed pocket park, the Novi Athletic Club, Ice Arena, and Dog Park, and the commercial area along Ten Mile Road. The commercial area consists of the new retail and restaurant areas, and the existing Walgreen's and dental office. New

pathways wind through the natural area, overlook the preserved 15.87-acre wildlife area and connect this PRO development to other amenities. This is a benefit to future residents and the general public, who will have access to the area for walking that connects various community amenities. Developer shall construct the off-site pathway, as shown on Exhibit B drawing P.3, south from the proposed retail area through land adjacent to the west side of the Ridgeview Villas property, separately owned by Developer. An approximately 40-foot portion of the walkway shall be a boardwalk to cross Chapman Creek. An easement that constitutes and provides the Nature Trail path for the community shall be provided. The Pathway Easement shall be for nonexclusive, recreational community use. Novi Ten Associates retains the right to use the property in any other way permitted by the approved PRO Plan and the existing zoning regulations, and that does not conflict with the pathway use including but not limited to setbacks, density, and utility placement. The pathway shall be completed prior to the issuance of the first temporary or final certificate of occupancy ("TCO") in the Development and shall be open for the use by residents and the general public but shall be maintained by the Developer, or any subsequent owners such as condominium Home Owners Association (HOA), on an ongoing basis.

3. Installation of signage along the pathways set forth above, which shall include interpretive signage in 6 locations like the signage installed on existing pathways connecting south to the Dog Park area per the 2015 Planned Rezoning Overlay (PRO) Agreement Novi Ten Townhomes, with the size of approximately 39.5" wide by 26.5" height, showing various wildlife images and information like the example in Exhibit D.

   The Signage will read: "Weiss Nature Trail: Dedicated by the Dan and Michelle Weiss family in honor of these various lands donated by them and honoring their father Albert Weiss and their love and promotion of natural habitats and to foster further acts of charitable community benefit, to be performed by all, sized however big or small".

4. Two parks are proposed: One added at the trail head on 10 Mile Road at the north end of the conservation area. The second is on the west end of the townhouses to include playground equipment. This is a benefit as future residents as well as the general public will have access to the parks and

trails. The approximately 3-acre trailhead area will be dedicated to the City, along with 3 benches, four picnic tables, and potentially a small parking area. The parking area entrance will be considered during the site plan review to ensure the parking area can be safely accommodated. The approximately 1/2 acre park between the B-2 and the RM-1 districts shall be open to the public but shall be maintained on an ongoing basis by the Developer (or subsequent owners or condominium Home Owners Association). The trailhead shall be completed and dedicated to the City for public use and maintenance prior the issuance of the first TCO within the residential development. The park, including the installation of all equipment, shall be completed prior to the issuance of the first TCO in the residential development.

5. A landscaped plaza along the storefronts, 20 feet in depth, with benches, and planters with a variety of trees and flowers will be constructed. This goes beyond what the ordinance requires and is considered an enhancement of the project area that could be used by customers of the retail area and provides an attractive streetscape. Each landscape plaza will be completed prior to the issuance of the TCO for the adjacent commercial building.

6. EV Charging Stations will be located at each of the commercial buildings (8 indicated in total). EV charging stations shall be installed prior to the TCO for the adjacent commercial building. Outlets for 240-volt EV chargers will be provided in each townhouse garage. This is an amenity that goes beyond what the ordinance requires.

7. The amount of open space provided for the RM-1 townhouses, as shown on the PRO Plan, exceeds ordinance requirements. This is a benefit as future residents as well as the general public will have access to the pathways and trailhead area.

8. Residential building height shall be limited to 29 feet, which is more restrictive than the 35 feet permitted. This is a benefit as the buildings will be less obtrusive than the height otherwise permitted.

9. Commercial building height shall be limited to 23 feet, which is more restrictive than the 30 feet permitted. This is a benefit as the buildings will be lower profile than the height otherwise permitted.

10. Maximum residential lot coverage of 14% shall be provided. This is a benefit as more permeable surface will be preserved and more green space is available.

11. The development shall provide a greater building setback of 100 feet minimum along the south side. This benefits the neighborhood to the south as buildings are further away than the ordinance requires, with fewer existing trees to be cleared.

12. This development shall be limited to 4.5 dwelling units per acre. This is 17% more limiting than otherwise permitted in the district.

13. The commercial buildings shall exceed the 30% minimum requirement for brick on nearly all elevations, as shown in the PRO Plans. This represents an enhancement of the project area beyond what the ordinance requires.

14. The applicant will plant landscaping to the south of Buildings 7-11 to achieve 80-90% opacity along the southern property boundary, which is more than what is typically required between multiple family uses. The species will include a mixture of Green Giant Arborvitae and other native spruces to achieve aesthetic, screening and biodiversity goals, which will be reviewed by the City's Landscape Architect at the time of site plan submittal. The planting of screening trees adjacent to each building shall be completed as soon as construction activity allows.

15. Developer will complete the following improvements identified in the traffic study to mitigate the impacts on 10 Mile Road prior to issuance of the first TCO for the development:

    a. Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.

    b. Beginning across from the easternmost driveway, widen the westbound side to two through lanes to help provide additional capacity for outbound site traffic.

    c. Extend the center left-turn lane along 10 Mile Road from where it currently ends (east of Catherine Industrial Road) to service all commercial driveways. As noted in the Engineering Review letter, these improvements may require the

acquisition of Right of Way on the north side of 10 Mile Road, and the approval of those property owners, as well as the approval of the design by the RCOC.

All easements, right-of-way, and RCOC approvals for the road improvements are the responsibility of the Developer and shall be obtained prior to stamping set approval.

16. The Developer shall restrict use of the commercial buildings to prohibit the following uses:

a. Vehicle oriented uses including gas/fueling stations;

b. Check cashing, pawn shop, hotel/motel, and marijuana sales.

d. Site Utilities and Access. All the utilities (water, sewer, and storm water) servicing the Development shall be constructed according to the Utility Plan, subject to final engineering approval by the City at the time of site plan approval. Such Utility Plan may be amended or modified during the site plan approval process as approved by the City. The utilities shall be complete to the extent required prior to issuance of building permits.

e. Access: The timing of the installation of roads, drives, and curb cuts shall be determined at the time of preliminary site plan approval, including phasing plan approval, if requested and approved. Roads, drives, and curb cuts shall be complete to the extent required for occupancy in accordance with Chapter 26.5 of the City of Novi Code of Ordinances, as amended.

Developer shall ensure that once constructed, all required vehicular and pedestrian access shall remain open to all required parts of the Development and be properly maintained, including but not limited to the public and private sidewalks, street sign and traffic control measures and exterior light fixtures.

f. Water and Sewer: Developer shall construct and install the improvements and/or connections tying into the municipal water and sewage systems.

All water and sewer improvements shall be designed and constructed by Developer in accordance with the approved PRO Plan and all applicable Legal Requirements, subject to final engineering plan approval at the time of site plan review. Such water and sanitary sewer facilities, including on-site and off-site facilities, if any,

extensions, and easements to reach the area to be served, shall be provided by and at the sole expense of the Developer, and shall be completed and approved as determined at the time of site plan approval before issuance of any building permits for any building and in accordance with Chapter 26.5 of the City of Novi Code of Ordinances.

g. Storm Water: The storm water management system for the Property shall be approved by the City as part of the review and approval of the site plan for the Property. In general, the storm water collection, pre-treatment, storage, and transportation facilities shall be included as part of the final engineering plan for the Development. The Development shall be constructed to achieve a storm water management system that assures that the quality and quantity of storm water will be in accordance with all applicable ordinances, regulations, and laws.

h. Phasing: The site plan submitted to and approved by the City shall be for the entire site, regardless of whether Developer builds in phases. If the Development is to be constructed in phases, a phasing plan must be provided at the time of Preliminary Site Plan submittal. Each phase, together with proceeding phases, must be able to stand on its own with regard to roads, utilities, open space, parking, emergency access, landscaping and other requirements of the City's Ordinances. Further details of each phase are required with the Final Site Plan stage, including all grading, utilities, access roads and paths, landscaping, buildings, amenities and hydrant coverage. Required cost estimates shall be broken down by each phase. Separate pre-construction meetings and financial guarantees will be required for each phase proposed. The phasing plan shall require that the site improvements for the commercial development, excluding the buildings and landscaping for the buildings, shall be completed prior to the issuance of the first certificate of occupancy within the residential development. Commercial building shells in excess of 9,000 sq ft (e.g. the two west commercial buildings of the four buildings shown) shall be completed prior to issuance of the TCO for the 30th residential dwelling unit.

iv. **Performance Guarantees**. The City shall require Developer to provide performance and financial guarantees for the completion of the improvements, including, without limitation, road, right-of-way improvements, water mains, sanitary sewers, storm drains, site amenities, and landscaping and tree planting activities. Such financial guarantees shall cover the site improvements for the project as determined by the City. Such financial guarantees may include cash deposits or letters of credit as

allowed by the current provisions of the City's Code of Ordinances. Deposit and administration of financial guarantees shall be subject to the requirements and conditions of Chapter 26.5 of the City of Novi Code and any other related rules or regulations. Any deviations or requests for relief from this provision shall be considered by City Council as a deviation from Chapter 26.5, and will not require an amendment to the PRO Agreement or PRO Plan if approved by the City Council.

v. **Compliance with Laws.** The development and use of the Property shall be in accordance with all applicable laws, ordinances, and regulations, including all applicable setback requirements of the Zoning Ordinance under the Proposed Classification, except as expressly authorized herein, all storm water and soil erosion requirements and measures, both throughout the site during the design and construction phases of the Development and during the subsequent use of the Property as contemplated in this Agreement, and all traffic laws.

vi. **Other City Authority**. Nothing in this Agreement shall prevent the City from exercising its regulatory and other authority with respect to the Property and the Development in a manner consistent with the PRO Plan and this Agreement.

vii. **Application Fees; Connection Fees**. The Developer shall be responsible to pay all application and review fees as and when required under the City Ordinances, including but not limited to planning, engineering, legal, and any consultant fees in connection with the review and approval of the Development. Such amounts shall be due upon invoice, and failure to pay amounts owed shall entitle the City to cease review, approval, and/or issuance of permits. In addition, the Developer shall pay all required water and sewer connection and tap charges and fees, without reduction, as provided in the City Ordinances as and when required. Such fees may be timely paid by others in connection with the development of individual unit owners.

viii. **Property Maintenance Obligations.** Developer agrees, at its expense, to operate, maintain, repair, manage, and improve the entire Development site during buildout of all phases of the development. Developer shall be responsible to preserve and maintain the roads, unless and until dedicated to the public, parks, open space, storm water drainage facilities, driveways, sidewalks and pathways, and any and all areas disturbed in connection with the Development to ensure that the same continue to function as intended, and are stabilized, and meet all standards of applicable laws and ordinances for property maintenance, including, but not limited to regular snow and ice removal. Developer shall establish a regular and systematic program of maintenance for the development to ensure that the physical condition and

intended function of such areas and facilities shall be perpetually preserved and maintained.

Notwithstanding any other remedies in this Agreement, in the event that Developer shall at any time fail to carry out the responsibilities above, and/or in the event of a failure to preserve and/or maintain such areas or facilities in reasonable order and condition, the City may serve written notice upon Developer setting forth the deficiencies in maintenance and/or preservation. Notice shall also set forth a demand that the deficiencies be cured within a stated reasonable time period, and the date, time, and place of the hearing before the City Council, or such other Council, body, or official delegated by the City Council, for the purpose of allowing Developer to be heard as to why the City should not proceed with the maintenance and/or preservation which has not been undertaken.

At the hearing, the time for curing the deficiencies and the hearing itself may be extended and/or continued to a date certain. If, following the hearing, the City Council or other body or official designated to conduct the hearing determines that the required maintenance and/or preservation have not been undertaken within the time specified in the notice, the City shall have the power and authority, but not the obligation, to enter upon the property, or cause its agents or contractors to enter upon the property, and perform such maintenance and/or preservation as reasonably found by the City to be appropriate. The cost and expense of making and financing such maintenance and/or preservation, including the cost of notices by the City and reasonable legal fees incurred by the City, plus an administrative fee in the amount of 25% of the total of all costs and expenses incurred, shall be paid by Developer, and such amount shall constitute a lien on the property.

The City may require the payment of such monies prior to the commencement of work. If such costs and expenses have not been paid within 30 days of a billing to the Developer, all unpaid amounts may be placed on the delinquent tax roll of the City and shall accrue interest and penalties, and be collected as, and deemed delinquent real property taxes, according to the laws made and provided for the collection of delinquent real property taxes. In the discretion of the City, such costs and expenses may be collected by suit initiated against Developer, and, in such event, the Developer shall pay all court costs and reasonable attorney fees incurred by the City in connection with such suit.

ix. **Staff and Consultant Review Letters.** Developer shall comply with all conditions listed in the staff and consultant review letters attached as **Exhibit C** that are not inconsistent with the terms of this Agreement.

x. **Developer Representations.** Developer hereby makes the following acknowledgments, representations, and warranties to City, which representations and warranties shall be true and correct as of the date hereof:

a. Developer is duly organized and validly existing, in good standing under the laws of the state of Michigan, authorized to do business under the laws of the state of Michigan and has all requisite power and authority to own and operate its assets and properties, to carry on its business as now being conducted, and to enter into and perform the terms of this Agreement. Developer has provided City with an accurate and complete copy of its Articles of Organization and Certificate of Good Standing in effect as of the date of this Agreement ("Organizational Documents") and agrees to provide accurate and complete copies of any revisions or modifications to the Organizational Documents.

b. Developer has no notice of and there is no pending litigation, administrative action or examination, claim or demand before any court or any federal, state or municipal governmental department, commission, board, bureau, agency or instrumentality thereof which would affect Developer or its principals from carrying out the covenants and promises made herein.

c. Developer is financially able to complete the Development.

d. Developer shall construct all improvements for the Development in a good and workmanlike manner employing quality contractor(s), construction manager(s), and other professional possessing the requisite experience and competency to construct such improvements.

e. Developer represents that it has sufficient control of its contractors, employees, agents, suppliers, clients, and other consultant that it can comply with all provisions of this PRO Agreement.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. **Developer Obligations**. Upon execution of this Agreement by the parties:

a. The Property shall be developed only in accordance with the Undertakings, the PRO Plan, the PRO Conditions, Legal Requirements, City Ordinances (as amended), and this Agreement (collectively, the "**PRO Documents**");

b. Developer shall comply with the PRO Documents;

c. Developer shall forbear from acting in a manner inconsistent with the PRO Documents;

d. Developer shall complete all actions necessary to carry out all of the obligations in the PRO Documents.

2. **Authorized Deviations**. The following deviations from the standards of the Zoning Ordinance are hereby authorized pursuant to §7.13.2.C.i.c.(2) of the City's Zoning Ordinance:

a. Building Orientation (Section 3.8.2.D): Deviation for proposed residential buildings to not be configured 45 degrees to the property lines since most of the buildings are not on any main road and they front to a substantial irregular shaped 20-acre wetland nature area with about 200 feet of separation from Toll's existing multifamily Ridgeview buildings.

b. Side and Rear Setbacks (Section 3.1.7.D and 3.6.2.B): Deviation to reduce the side setback from 75 feet to 25 feet along the north property line for two residential buildings abutting the proposed commercial area (B-2), since screening is proposed between the residential and commercial uses.

c. Distance between Buildings (Section 3.8.2.H): Deviation to reduce the building separation distance from the calculated formula (resulting in 31-32.72 feet required) to minimum of 30 feet between all buildings. This deviation of less than 3 feet is considered minor and enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.

d. Parking along Major Drives (Section 5.10): Deviation to allow for perpendicular parking spaces on a major drive as per the PRO Plan, since the spaces provide for visitor parking and are no more disruptive than residential driveways.

e. Major Drive Radius (Section 5.10): Deviation from the ordinance requirement for a minimum centerline radius of 100 feet, to allow the 85-foot radius shown at the western curve. The reduced radius does not impede the fire truck access route, and may serve to slow traffic speeds, creating a safer roadway.

f. Landscape Berms (Section 5.5.3.A.ii): Deviation to not provide a 10 to 15-foot-high landscape berm on a proposed RM-1 district adjacent to an I-1 district. The berm would be unnecessary in this case as the adjacent I-1 area is east of the existing natural features and the railroad tracks and

would likely result in greater wetland and woodland impacts, as well as fill in the floodplain.

g. Right-of-Way Landscaping (Section 5.5.3.B.ii): A deviation for the lack the required street trees and berm along 10 Mile Road due to conflicts with underground utilities. The required trees are to be provided elsewhere.

h. Adjacent to Public Rights-of-Way – Berm/Wall (Section 5.5.3.B.ii, iii): The required 3-foot-tall berm is not proposed, however an alternative brick screening wall 3-feet in height is proposed.

i. Building Foundation Landscaping (Section 5.5.3.D): Deviation for the commercial buildings A, C, and D to be slightly deficient in building foundation landscaping along the front side and allow the planter landscaping to count toward foundation requirements. The applicant states Building B landscaping will be increased to lessen the deviation or eliminate it.

j. Section 9 Waiver (Section 5.15): Minor deviation to allow the elevations for residential buildings to have an underage of minimum required brick on all rear and some front facades (26- 27% proposed, 30% minimum required) and an overage of Asphalt shingles (56% front side, 50% maximum allowed).

k. Opposite-Side Driveway Spacing Waiver (Code of Ordinances, 11.216.d.1.d & e.): Deviation from Design and Construction Standards requirement for a minimum of 150 feet is required between a new driveway and a "downstream" driveway. The proposed driveways are 105 feet and 118 feet. The applicant indicates they have RCOC approval of the proposed driveway locations.

l. Color Spectrum Management (Section 5.7.3.F): Deviation to allow light fixtures with a Correlated Color Temperature (CCT) of up to 4000K, since the level still represents a warm tone that is pleasing to the eye rather than a cool or unnaturally bright light.

3. **Revocation of Rights.** In the event Developer attempts to or proceeds with actions to complete improvement of the Land in any manner other than as described herein and shown on **Exhibit B**, or if Developer refuses to or cannot comply with the PRO Conditions, the City shall be authorized to revoke all outstanding building permits and certificates of occupancy issued for such building and use.

4. **Modifications; Required Amendments**. Minor modifications to the approved PRO Plan may be approved administratively if the Zoning Ordinance (interpreted as though the approved PRO Plan is an approved site plan for purposes of this

Paragraph only) would otherwise allow an administrative site plan review and approval, so long as the Director of Planning determines that the modifications (i) are minor, (ii) do not deviate from the general intent of the PRO Plan, and (iii) do not result in increased impacts on the surrounding development and existing infrastructure. The Planning Commission shall also be permitted to authorize amendments to the PRO Plan in its review of the site plans for the Development, with regard to parking-related, landscaping-related, and façade-related requirements, provided it would otherwise have that authority under the Zoning Ordinance.

5. **General Provisions**:

a. The Zoning Board of Appeals (the "ZBA") shall have no jurisdiction over the Property or the application of this Agreement until after site plan approval and construction of the Development as approved therein. In no event shall the ZBA be permitted to vary any terms or conditions of this Agreement. As signage has not been reviewed as part of this Agreement, the applicant shall apply for sign permits under the typical process. If variances from the sign ordinance are required, the applicant shall be permitted to seek relief from the ZBA.

b. A breach of this Agreement shall constitute a nuisance *per se, which shall be abated.* Developer and the City therefore agree that, in the event of a breach of this Agreement by Developer, the City, in addition to any other relief to which it may be entitled at law or in equity, or any other provisions of this Agreement, shall be entitled under this Agreement to relief in the form of specific performance (except as to construction of the buildings, unless construction of a building has commenced) and an order of the court requiring abatement of the nuisance *per se*. In the event of a breach of this Agreement, the City may notify Developer of the occurrence of the breach and issue a written notice requiring the breach be cured within thirty (30) days; provided, however, that if the breach, by its nature, cannot be cured within thirty (30) days, Developer shall not be in the breach hereunder if Developer commences the cure within the thirty (30) day period and diligently pursues the cure to completion. Failure to comply with such notice shall, in addition to any other relief to which the City may be entitled in equity or at law, render Developer liable to the City in any suit for enforcement for actual costs incurred by the City including, but not limited to, reasonable attorneys' fees, expert witness fees and the like.

c. This Agreement may not be amended except in writing signed by the parties and recorded in the same manner as this Agreement. In the event the Developer desires to propose an amendment, an application shall be made to the City's Department of Community Development, which shall process

the application in accordance with the procedures set forth in the Zoning Ordinance.

d. The parties understand and agree that if any part, term, or provision of this Agreement is held by a court of competent jurisdiction, and as a final enforceable judgment, to be illegal or in conflict with any law of the State of Michigan or the United States, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provisions held to be invalid.

e. This Agreement shall be governed by the laws of the State of Michigan, both as to interpretation and performance. Any and all suits for any and every breach of this Agreement may be instituted and maintained in any court of competent jurisdiction in the County of Oakland, State of Michigan.

f. No waiver of any breach of this Agreement shall be held to be a waiver of any other or subsequent breach. A delay in enforcement of any provision of this Agreement shall not be construed as a waiver or estoppel of the City's rights to eventually enforce, or take action to enforce, the terms of this Agreement. All remedies afforded in this Agreement shall be taken and construed as cumulative; that is, all remedies afforded in this Agreement are in addition to every other remedy provided by law.

g. The signers of this Agreement warrant and represent that they have the authority to sign this Agreement on behalf of their respective principals and the authority to bind each party to this Agreement according to its terms. Further, each of the parties represents that the execution of this Agreement has been duly authorized and is binding on such parties as and when provided herein.

h. This Agreement and all of its covenants, restrictions, and conditions are made for the benefit of the property and the community and shall run with the land described herein as the Property and bind the parties, their heirs, successors, and assigns. The Parties acknowledge that the Property is subject to changes in ownership and/or control at any time, but that heirs, successors, and assigns shall take their interest subject to the terms of this Agreement. All references to the "Developer" in this Agreement shall also include all respective heirs, successors, and assigns of Developer, all future owners of any parcels or units created by the proposed land divisions or condominium(s). The City shall have the right to enforce the Agreement and its covenants, restrictions, and conditions against Developer or its heirs, successors, and assigns.

i. This Agreement shall be recorded in the Oakland County Register of Deeds.

j. Developer has negotiated with the City the terms of the PRO Plan, the PRO Conditions, and this Agreement, and such documentation represents the product of the joint efforts and mutual agreements of the Parties. Developer fully accepts and agrees to the final terms, conditions, requirements and obligations of the PRO Plan and PRO Agreement, and Developer shall not be permitted in the future to claim that the effect of the PRO Plan and PRO Agreement results in an unreasonable limitation upon uses of all or a portion of the Property, or claim that enforcement of the PRO Plan and PRO Agreement causes an inverse condemnation, other condemnation or taking of all or any portion of the Property. Developer, and the City agree that this Agreement and its terms, conditions, and requirements are lawful and consistent with the intent and provisions of local ordinances, state and federal law, and the Constitutions of the State of Michigan and the United States of America. Developer specifically has offered and agreed to proceed with the Undertakings, the PRO Conditions, and any other obligations as set forth in this Agreement in order to protect the public health, safety, and welfare and provide material advantages and development options for Developer, all of which Undertakings, PRO Conditions, and other obligations Developer and the City agree are necessary in order to ensure public health, safety, and welfare, to ensure compatibility with adjacent uses of land, to promote use of the Property in a socially, environmentally, and economically desirable manner, and to achieve other reasonable and legitimate objectives of the City and Developer, as authorized under applicable City ordinances and the Michigan Zoning Enabling Act, MCL 125.3101, *et seq.*, as amended.

Developer further agrees and acknowledges that the terms, conditions, obligations, and requirements of this Agreement are clearly and substantially related to the burdens to be created by the development and use of the Property under the PRO Plan, and are, without exception, clearly and substantially related to the City's legitimate interests in protecting the public health, safety and general welfare.

k. Developer acknowledges that, at the time of the execution of this Agreement, Developer has not yet obtained site plan or engineering approvals for the Property. Developer acknowledges that the Planning Commission and City engineering staff/consultants may impose additional conditions other than those contained in this Agreement during site plan and engineering reviews and approvals as authorized by law; provided, however, that any such additional conditions shall not be inconsistent with the PRO Plan and this Agreement and shall not change or eliminate any development right authorized thereby. Such conditions shall be incorporated into and made a part of this Agreement.

l. None of the terms or provisions of this Agreement shall be deemed to create a partnership or joint venture between the Parties.

m. The Recitations contained in this Agreement and all exhibits attached to this Agreement and referred to herein shall for all purposes be deemed to be incorporated in this Agreement by this reference and made a part of this Agreement. Headings are descriptive only. The Exhibits attached hereto are as follows:

Exhibit A-1, A-2, A-3, A-5: Description & Depiction of the Property

Exhibit B: PRO Plan

Exhibit C: Staff and Consultant Review Letters

Exhibit D: Weiss Nature Trail Signage example

n. This Agreement is intended as the complete integration of all understandings between the Parties related to the subject matter herein. No prior contemporaneous addition, deletion, or other amendment shall have any force or effect whatsoever, unless embodied herein in writing. No subsequent notation, renewal, addition, deletion or other amendment shall have any force or effect unless embodied in a written amendatory or other agreement executed by the parties required herein, other than additional conditions which may be attached to site plan approvals as stated above.

o. The Parties intend that this Agreement shall create no third-party beneficiary interest except for an assignment pursuant to this Agreement. The Parties are not presently aware of any actions by them or any of their authorized representatives which would form the basis for interpretation construing a different intent and expressly disclaim any such acts or actions, particularly in view of the integration of this Agreement.

p. Where there is a question with regard to applicable regulations for a particular aspect of the development, construction and use of all or any portion of the Property, or with regard to clarification, interpretation, or definition of terms or regulations, and there are no express provisions of the PRO Plan and this Agreement which apply, the City, in the reasonable exercise of its discretion, shall determine the regulations of the City's Zoning Ordinance, as such Ordinance may have been amended, or other City Ordinances that shall be applicable, provided that such determination is not inconsistent with the nature and intent of the PRO Plan and this Agreement and does not delay, change or eliminate any development rights authorized by the PRO Plan and this Agreement. In the event of a conflict or inconsistency between two or more provisions of the PRO Plan (including notes thereto) and/or this Agreement, or between such documents and

applicable City ordinances, the more restrictive provision, as determined in the reasonable discretion of the City, shall apply.

q. The Parties acknowledge and agree that they have had the opportunity to have the PRO Plan and this Agreement reviewed by legal counsel.

r. This Agreement is subject to termination and/or expiration in accordance with and as provided by the City's Zoning Ordinance.

s. This Agreement may be signed in counterparts.

{Signatures begin on following page}

DEVELOPER:
Novi Ten Associates, L.L.C., a Michigan limited liability company

_____
By:_____
Its:_____

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

On this _____ day of _____, 2026, before me appeared _____ of **Novi Ten Associates, L.L.C., a Michigan limited liability company,** on its behalf.

_____
Notary Public
_____ County
Acting in _____ County
My commission expires: _____

{Signatures continue on following page}

CITY OF NOVI

_____
By: Justin Fischer
Its: Mayor

_____
By: Cortney Hanson
Its: Clerk

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

On this _____ day of _____, 2026, before me appeared **Justin Fischer and Cortney Hanson**, who stated that they had signed this document of their own free will on behalf of the **City of Novi** in their respective official capacities, as stated above.

_____
Notary Public
_____ County
Acting in _____ County
My commission expires: _____

Drafted by:

Elizabeth Kudla Saarela
Rosati, Schultz, Joppich & Amstbuechler, PC
27555 Executive Drive, Suite 250
Farmington Hills, MI 48331-5627

When recorded return to:

Cortney Hanson, Clerk
City of Novi
45175 Ten Mile Road
Novi, MI 48375

{Exhibits commence on following page}

EXHIBIT A – LEGAL DESCRIPTIONS

A-1: Overall property subject to PRO Agreement

A-2: Property to be Zoned RM-1

A-3: Property to be Zoned B-2

A-5: Off-site parcel for Pathway

EXHIBIT A-1

PROPOSED PARCEL PRO LEGAL DESCRIPTION (PART OF PARCELS: 22-26-101-028 & 22-26-101-024):

A PARCEL OF LAND LOCATED IN AND BEING PART OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN AND BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 26, T1N, R8E, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN; THENCE N86°27'27"E 530.29 FEET, ALONG THE NORTH SECTION LINE AND THE CENTERLINE OF 10 MILE ROAD (120 FEET WIDE); THENCE S03°32'33"E 60.01 FEET TO THE POINT OF BEGINNING; THENCE N86°27'27"E 1597.46 FEET; THENCE S07°58'33"E 2012.13 FEET; THENCE S86°56'27"W 355.53 FEET; THENCE N35°58'56"W 279.43 FEET; THENCE N03°03'33"W 269.20 FEET; THENCE N86°56'27"E 30.00 FEET; THENCE N42°47'02"E 133.85 FEET; THENCE N04°10'41"W 519.60 FEET; THENCE N43°34'07"E 91.51 FEET; THENCE N41°34'10"W 105.00 FEET; THENCE S76°46'23"W 167.10 FEET; THENCE N86°22'13"W 420.86 FEET; THENCE S89°23'14"W 231.65 FEET; THENCE N31°29'21"W 339.33 FEET; THENCE N90°00'00"W 75.00 FEET; THENCE S60°51'08"W 96.39 FEET; THENCE N64°10'09"W 47.98 FEET; THENCE N32°30'06"W 64.67 FEET; THENCE N50°04'25"W 135.03 FEET; THENCE N75°25'58"W 71.24 FEET; THENCE N03°32'33"W 247.18 FEET, TO THE POINT OF BEGINNING, CONTAINING 34.04 ACRES OF LAND (1,482,910 SFT), MORE OR LESS AND BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- LEGAL DESCRIPTION

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

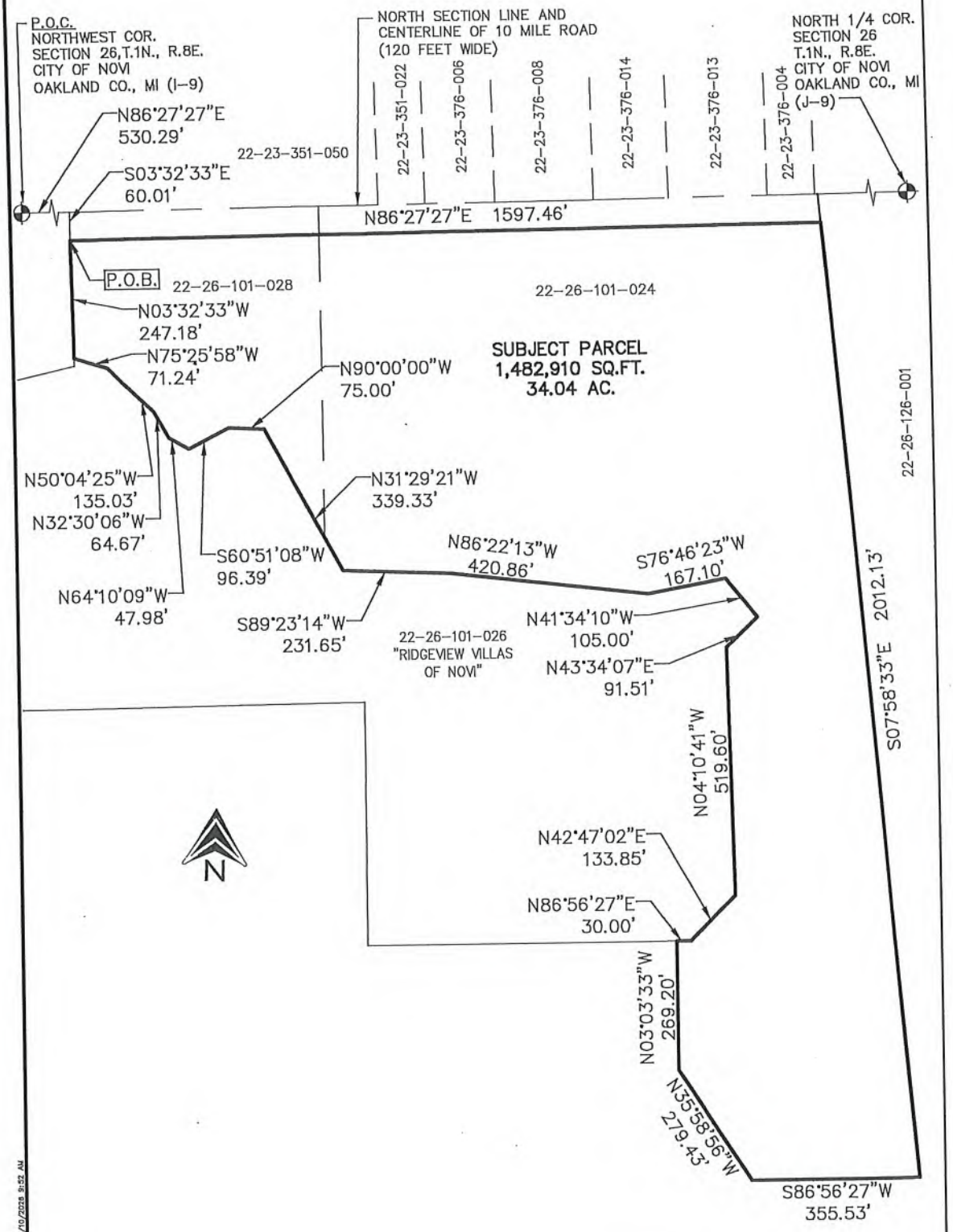
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: N/A
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 1 OF 2

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EXHIBIT A-1



APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- LAYOUT

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: 1" = 300'
JOB NO.: 21-006
DATE: 03-05-2026
CHECKED BY: JR

SHEET 2 OF 2

P:\21-006 Novi Ten North\CAD\EXHIBITS\21-006-EA LEGAL.dwg 3/10/2026 9:52 AM

EXHIBIT A-2

PROPOSED PARCEL RM1 LEGAL DESCRIPTION (PART OF PARCELS: 22-26-101-028 & 22-26-101-024):

A PARCEL OF LAND LOCATED IN AND BEING PART OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN AND BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 26, T1N, R8E, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN; THENCE N86°27'27"E 1554.10 FEET, ALONG THE NORTH SECTION LINE AND THE CENTERLINE OF 10 MILE ROAD (120 FEET WDIE); THENCE S03°32'33"E 60.01 FEET TO THE POINT OF BEGINNING; THENCE N86°27'27"E 573.65 FEET; THENCE S07°58'33"E 2012.13 FEET; THENCE S86°56'27"W 355.53 FEET; THENCE N35°58'56"W 279.43 FEET; THENCE N03°03'33"W 269.20 FEET; THENCE N86°56'27"E 30.00 FEET; THENCE N42°47'02"E 133.85 FEET; THENCE N04°10'41"W 519.60 FEET; THENCE N43°34'07"E 91.51 FEET; THENCE N41°34'10"W 105.00 FEET; THENCE S76°46'23"W 167.10 FEET; THENCE N86°22'13"W 420.86 FEET; THENCE S89°23'14"W 231.65 FEET; THENCE N31°29'21"W 339.33 FEET; THENCE N90°00'00"W 26.31 FEET; THENCE N03°32'25"W 144.88 FEET; THENCE N86°59'03"E 129.46 FEET; THENCE N86°27'27"E 520.00 FEET; THENCE N03°32'33"W 260.00 FEET, TO THE POINT OF BEGINNING, CONTAINING 27.07 ACRES OF LAND (1,179,272 SFT), MORE OR LESS AND BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- RM-1 ZONING LEGAL DESCRIPTION

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.309.3331

REVISIONS		
NO.	ITEM	DATE

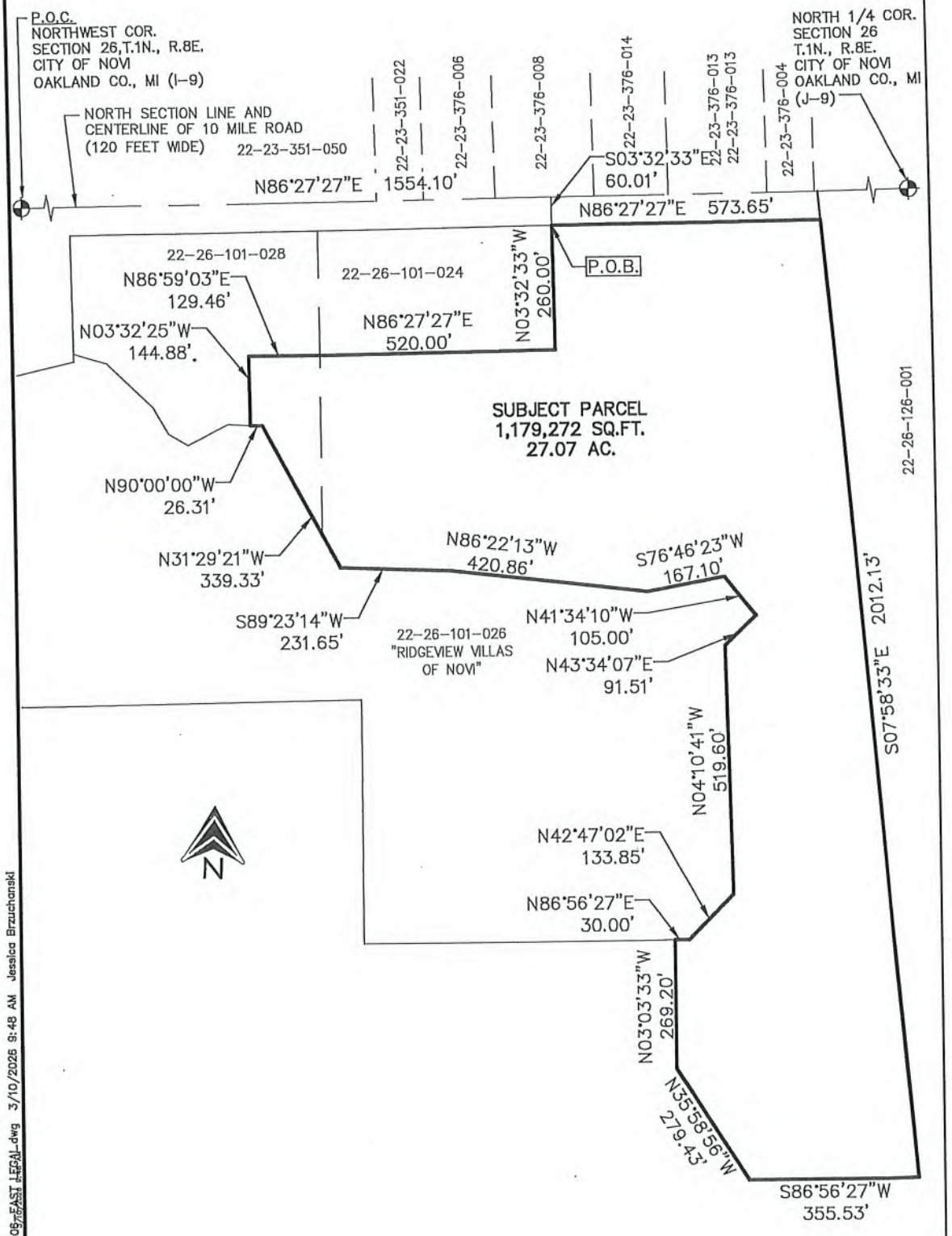
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SCALE: N/A
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 1 OF 2

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EXHIBIT A-2



APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- RM-1 LAYOUT

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: 1" = 300'
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 2 OF 2

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EXHIBIT A-3

PROPOSED PARCEL B2 LEGAL DESCRIPTION (PART OF PARCELS: 22-26-101-028 & 22-26-101-024):

A PARCEL OF LAND LOCATED IN AND BEING PART OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN AND BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 26, T1N, R8E, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN; THENCE N86°27'27"E 530.29 FEET, ALONG THE NORTH SECTION LINE AND THE CENTERLINE OF 10 MILE ROAD (120 FEET WIDE); THENCE S03°32'33"E 60.01 FEET TO THE POINT OF BEGINNING; THENCE N86°27'27"E 1023.81 FEET; THENCE S03°32'33"E 260.00 FEET; THENCE S86°27'27"W 520.00 FEET; THENCE S86°59'03"W 129.46 FEET; THENCE S03°32'25"E 144.88 FEET; THENCE N90°00'00"W 48.69 FEET; THENCE S60°51'08"W 96.39 FEET; THENCE N64°10'09"W 47.98 FEET; THENCE N32°30'06"W 64.67 FEET; THENCE N50°04'25"W 135.03 FEET; THENCE N75°25'58"W 71.24 FEET; THENCE N03°32'33"W 247.18 FEET, TO THE POINT OF BEGINNING, CONTAINING 6.97 ACRES OF LAND (303,629 SFT), MORE OR LESS AND BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- B-2 ZONING LEGAL DESCRIPTION

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

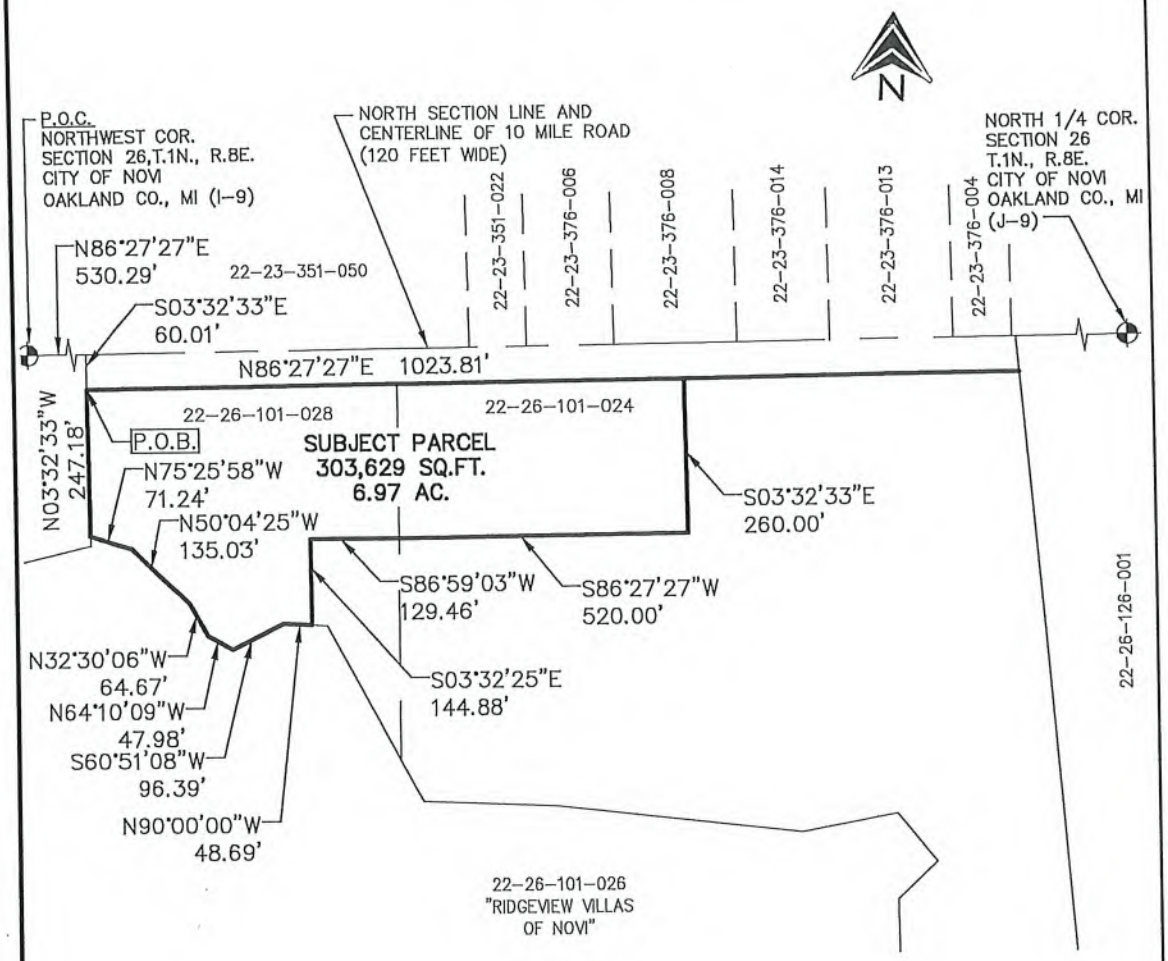
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SCALE: N/A
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 1 OF 2

P:\21-006 Novi Ten North\CAD\EXHIBITS\21-006-MST LEGAL.dwg 3/10/2026 8:58 AM

EXHIBIT A-3



APPLICANT:

NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- B-2 LAYOUT

SKE GROUP

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: 1" = 300'
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 2 OF 2

P:\21-006 Novi Ten North\CAD\EXHIBITS\21-006-MCST LEGAL.dwg 3/10/2026 9:59 AM

EXHIBIT A-4

12' WIDE PATHWAY EASEMENT LEGAL DESCRIPTION

A 12' WIDE PATHWAY EASEMENT BEING PART OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN AND BEING MORE PARTICULARLY DESCRIBED AS:

A CENTERLINE OF A 12 FOOT WIDE EASEMENT COMMENCING AT THE NORTHWEST CORNER OF SECTION 26, T1N, R8E, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN; THENCE N86°27'27"E 530.29 FEET, ALONG THE NORTH SECTION LINE AND THE CENTERLINE OF 10 MILE ROAD (120 FEET WIDE); THENCE S03°32'33"E 60.00 FEET TO TO THE SOUTH 60 FOOT RIGHT OF WAY LINE OF SAID 10 MILE ROAD AND THE NORTHWEST CORNER OF PARCEL 22-26-101-028; THENCE CONTINUING S03°32'33"E, 247.18 FEET TO THE NORTH CORNER OF SUBJECT PARCEL; THENCE S75°25'58"E, 71.24 FEET; THENCE S50°04'25"E, 105.61 FEET TO THE POINT OF BEGINNING OF SAID CENTERLINE; THENCE S73°30'22"W, 23.49 FEET; THENCE 10.10 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 8.57 FEET, A CENTRAL ANGLE OF 67°33'46" AND A CHORD BEARING AND DISTANCE OF S39°43'29"W, 9.53 FEET; THENCE S05°56'36"W, 80.20 FEET; THENCE 26.28 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 19.43 FEET, A CENTRAL ANGLE OF 77°29'54" AND A CHORD BEARING AND DISTANCE OF S44°41'33"W, 24.33 FEET; THENCE S83°26'30"W, 37.18 FEET; THENCE 17.30 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 50°39'16" AND A CHORD BEARING AND DISTANCE OF S58°06'52"W, 16.74 FEET; THENCE S32°47'14'W, 72.67 FEET; THENCE 11.83 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 34°39'13" AND A CHORD BEARING AND DISTANCE OF S15°27'37"W, 11.66 FEET; THENCE S01°51'59"E, 27.85 FEET; THENCE 5.55 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 16°15'00" AND A CHORD BEARING AND DISTANCE OF S09°59'29"E, 5.53 FEET; THENCE S18°06'59"E, 52.47 FEET; THENCE 8.24 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 20.43 FEET, A CENTRAL ANGLE OF 23°05'56" AND A CHORD BEARING AND DISTANCE OF S06°34'01"E, 8.18 FEET; THENCE S04°58'57"W, 5.06 FEET; THENCE S13°10'31"W, 41.60 FEET; THENCE 4.53 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 13°16'20" AND A CHORD BEARING AND DISTANCE OF S06°32'21"W, 4.52 FEET; THENCE S00°05'49"E, 54.12 FEET; THENCE 11.54 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING RADIUS OF 20.43 FEET, A CENTRAL ANGLE OF 32°22'05" AND A CHORD BEARING AND DISTANCE OF S16°05'13"W, 11.39 FEET; THENCE S32°16'15"W, 26.61 FEET; THENCE 3.92 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 11°28'54" AND A CHORD BEARING AND DISTANCE OF S26°31'48"W, 3.91 FEET; THENCE S20°47'21"W, 47.07 FEET; THENCE 19.20 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 20.43 FEET, A CENTRAL ANGLE OF 53°50'11" AND A CHORD BEARING AND DISTANCE OF S47°42'27"W, 18.50 FEET; THENCE S74°37'32"W, 29.56 FEET; THENCE 4.58 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 13°23'55" AND A CHORD BEARING AND DISTANCE OF S67°55'34"W, 4.57 FEET; THENCE S61°13'37"W, 50.86 FEET, THENCE 3.47 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 10°09'50" AND A CHORD BEARING AND DISTANCE OF S56°08'43"W, 3.47 FEET; THENCE S51°03'47"W, 44.43 FEET; THENCE 4.71 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 13°48'12" AND A CHORD BEARING AND DISTANCE OF S44°09'41"W, 4.70 FEET; THENCE S37°15'35"W, 14.58 FEET; THENCE 7.54 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 22°04'56" AND A CHORD BEARING AND DISTANCE OF S26°13'07"W, 7.49 FEET; THENCE S15°10'39"W, 17.90 FEET; THENCE 4.52 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 13°13'49" AND A CHORD BEARING AND DISTANCE OF S08°33'45"W, 4.51 FEET; THENCE S01°56'50"W, 32.39 FEET; THENCE 1.86 FEET ALONG A CURVE TO THE LEFT, SAID CURVE HAVING A RADIUS OF 19.57 FEET, A CENTRAL ANGLE OF 05°26'23" AND A CHORD BEARING AND DISTANCE OF S00°46'21"E, 1.86 FEET; THENCE S03°29'32"E, 14.81 FEET TO THE POINT OF ENDING. SAID EASEMENT TO BE EXTENDED TO AND BOUND BY THE LIMITS OF THE SUBJECT PARCEL. ALL OF THE ABOVE CONTAINING 0.22 ACRES.

APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- LEGAL DESCRIPTION

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

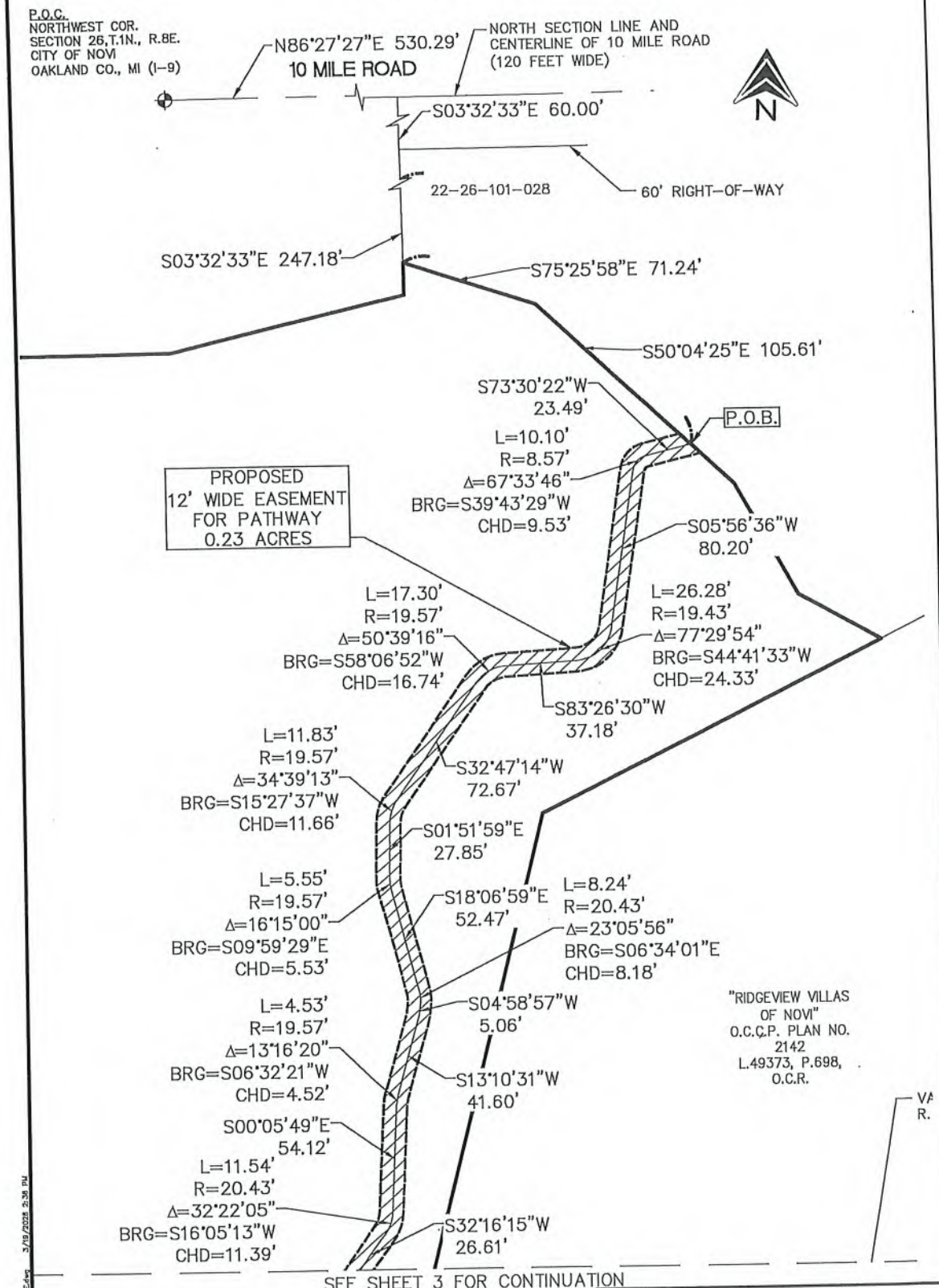
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: N/A
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 1 OF 3

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EXHIBIT A-4



APPLICANT:

NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

12' WIDE PATHWAY EASEMENT- LAYOUT

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

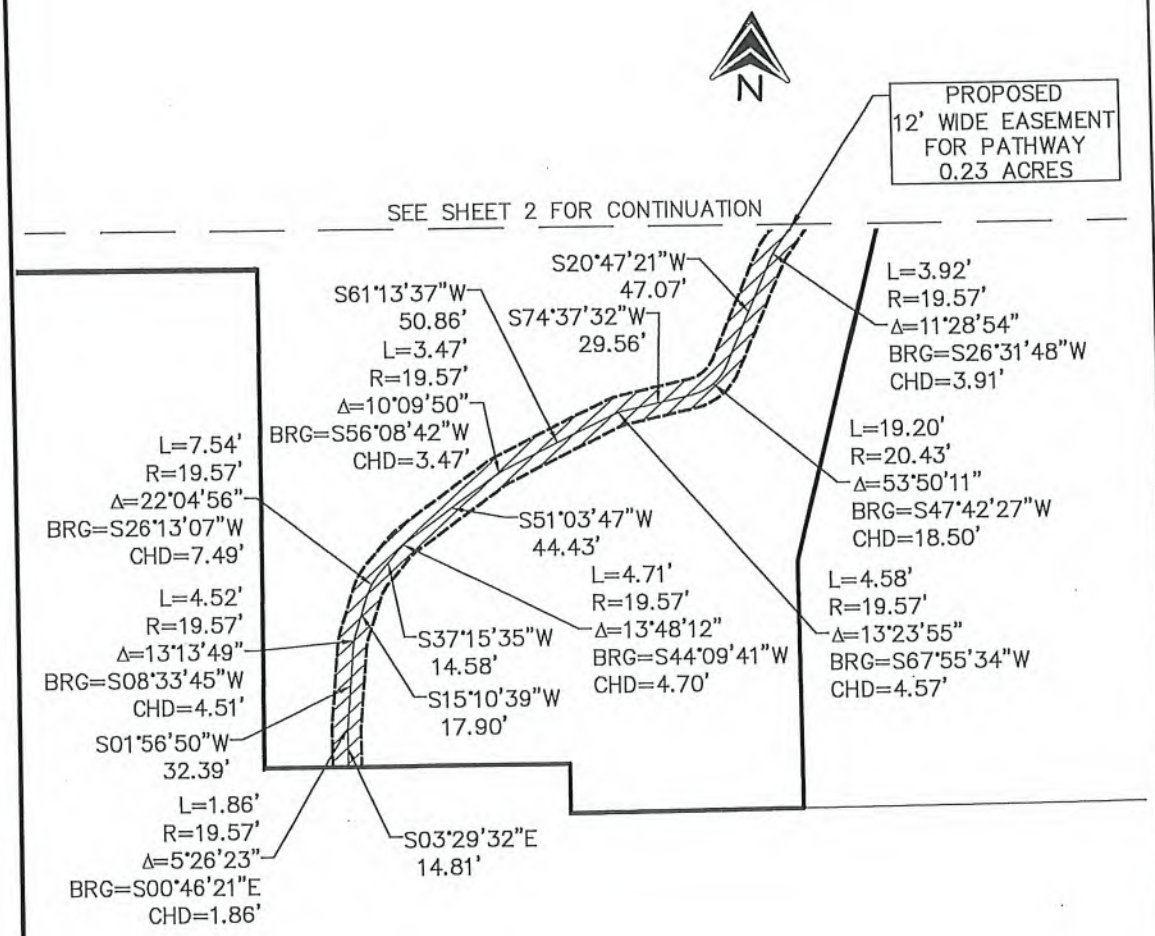
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: 1" = 60'
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 2 OF 3

P:\21-006 Novi Ten North\CAD\EXHIBITS\21-006-PATH EASE.dwg 3/19/2026 2:36 PM

EXHIBIT A-4



APPLICANT:

NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

12' WIDE PATHWAY EASEMENT- LAYOUT

SKE GROUP

ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: 1" = 60'
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 3 OF 3

P:\21-006 Novi Ten North\CAD\EXHIBITS\21-006-PATH EASE.dwg 3/10/2026 2:35 PM

EXHIBIT A-5

PARCEL LEGAL DESCRIPTION (PART OF PARCEL: 22-26-101-026:

A PARCEL OF LAND LOCATED IN AND BEING PART OF THE NORTHWEST 1/4 OF SECTION 26, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN AND BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 26, T1N, R8E, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN; THENCE N86°27'27"E 530.29 FEET, ALONG THE NORTH SECTION LINE AND THE CENTERLINE OF 10 MILE ROAD (120 FEET WIDE); THENCE S03°32'33"E 60.00 FEET TO THE SOUTH 60 FOOT RIGHT OF WAY LINE OF SAID 10 MILE ROAD AND THE NORTHWEST CORNER OF PARCEL 22-26-101-028; THENCE CONTINUING S03°32'33"E, 247.18 FEET ALONG THE WEST PROPERTY LINE OF SAID PARCEL 22-26-101-028 TO THE POINT OF BEGINNING; THENCE ALONG THE SOUTHWEST PROPERTY LINE OF SAID PARCEL 22-26-101-028 THE FOLLOWING NEXT (4) COURSES; (1) S75°25'58"E, 71.24 FEET, (2) S50°04'25"E, 135.03 FEET, (3) S32°30'06"E, 64.67 FEET, AND (4) S64°10'09"E, 47.98 FEET TO THE NORTHWEST PROPERTY LINE OF "RIDGEVIEW VILLAS OF NOVI" OAKLAND COUNTY CONDOMINIUM SUBDIVISION PLAN 2142, OAKLAND COUNTY RECORDS; THENCE ALONG THE WEST PROPERTY LINE OF SAID "RIDGEVIEW VILLAS OF NOVI" THE FOLLOWING (3) COURSES; (1) S60°51'08"W, 193.61 FEET, (2) THENCE S11°35'45"W, 370.00 FEET, AND (3) THENCE S03°32'33"E, 100.00 FEET TO THE NORTH RIGHT OF WAY LINE OF NICK LIDSTROM DRIVE (VARIABLE WIDTH); THENCE ALONG SAID NORTH RIGHT OF WAY LINE OF NICK LIDSTROM DRIVE THE NEXT (3) COURSES; (1) S86°27'27"W, 95.98 FEET, (2) N03°05'14"W, 20.07 FEET, (3) S86°54'46"W, 125.19 FEET; THENCE N02°47'44"W, 202.00 FEET; THENCE S86°54'46"W, 230.16 FEET TO THE EAST RIGHT OF WAY LINE OF NOVI ROAD (120 FEET WIDE); THENCE N02°47'51"W, 468.36 FEET ALONG SAID EAST RIGHT OF WAY LINE OF NOVI ROAD; THENCE N86°27'27"E, 354.99 FEET; THENCE N73°58'50"E, 122.74 FEET; THENCE N03°32'33"W, 16.28 FEET TO THE POINT OF BEGINNING. ALL OF THE ABOVE CONTAINING 7.39 ACRES OF LAND (321,844 SFT), MORE OR LESS AND BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

APPLICANT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- LEGAL DESCRIPTION

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

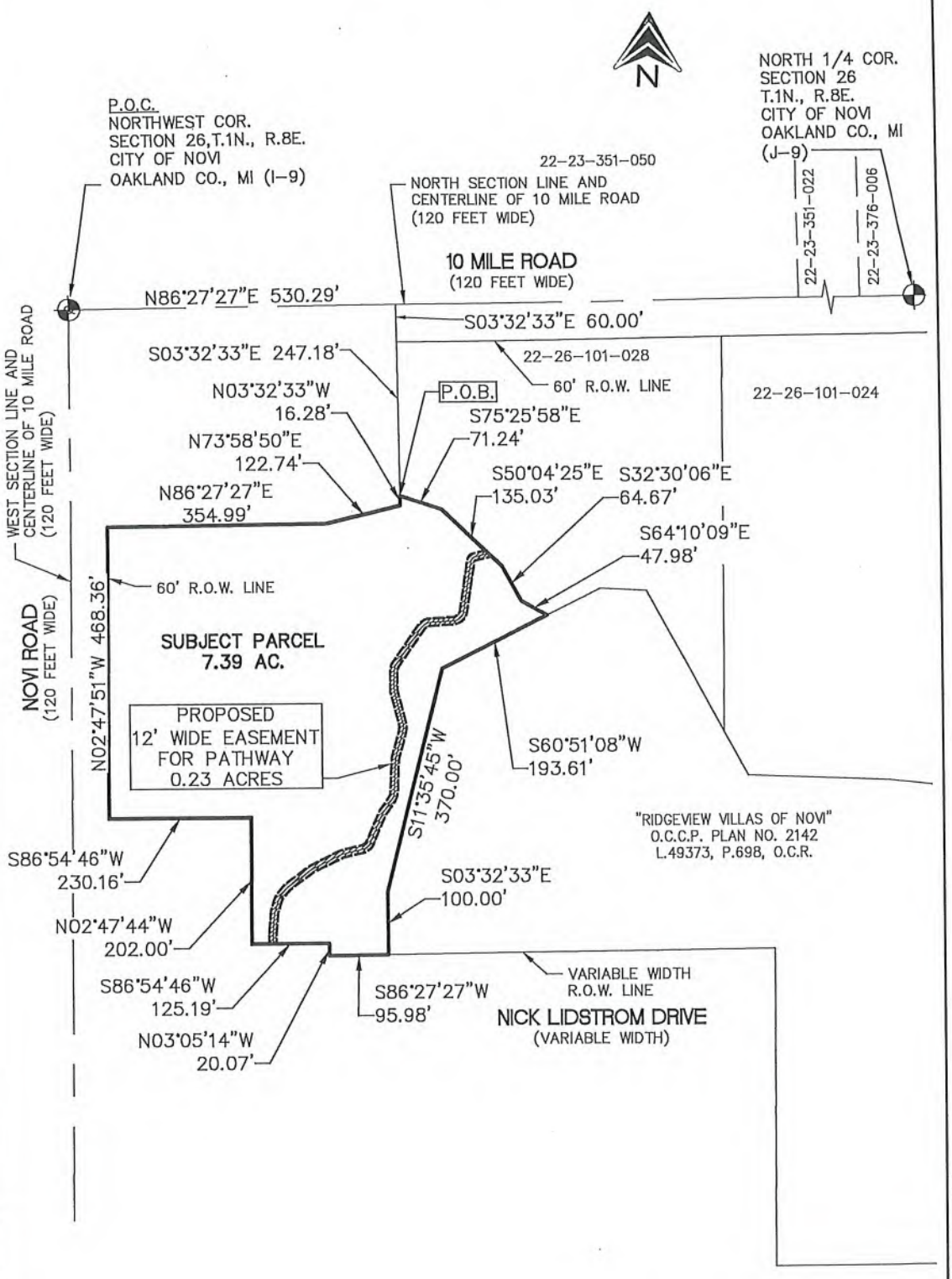
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SCALE: N/A
JOB NO.: 21-006
DATE: 03-06-2026
CHECKED BY: JR

SHEET 1 OF 2

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EXHIBIT A-5



APPLICANT:

NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS, MI 48302
PHONE: 248.909.1308

SUBJECT PROPERTY- LAYOUT

SKE GROUP
ENGINEERING | PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
248.308.3331

REVISIONS		
NO.	ITEM	DATE

NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 N., RANGE 8 E.,
CITY OF NOVI, OAKLAND COUNTY,
MICHIGAN

SCALE: 1" = 200'
JOB NO.: 21-006
DATE: 03-05-2026
CHECKED BY: JR

SHEET 2 OF 2

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EXHIBIT B – PRO PLAN

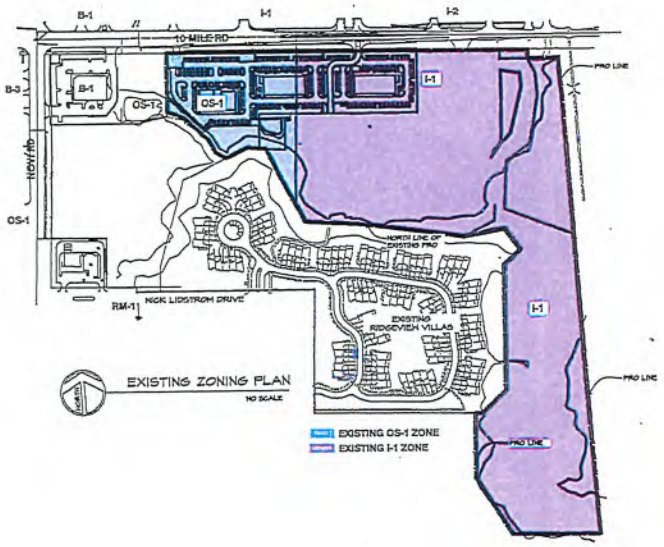
NOVI TEN ASSOCIATES

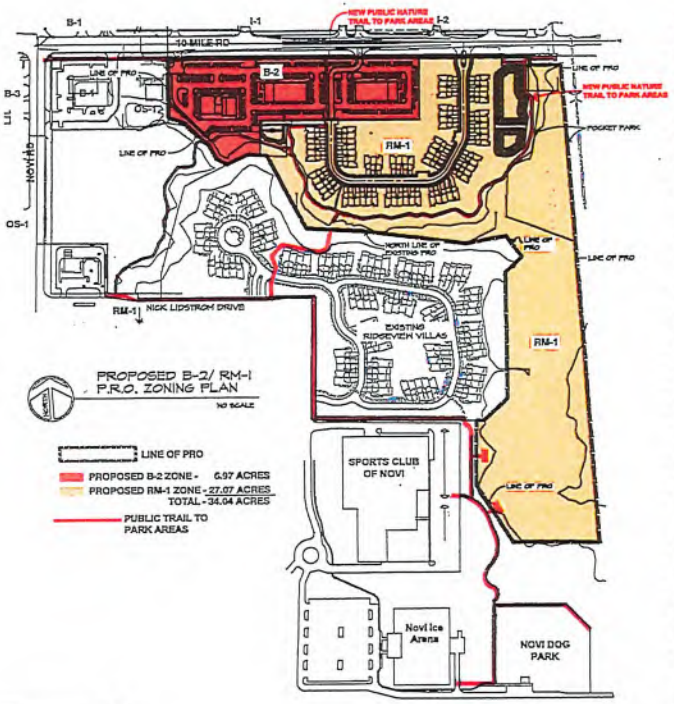
PROPOSED RE-ZONING & PRO PLAN

WALKABLE RESIDENTIAL & COMMUNITY COMMERCIAL DEVELOPMENT

NOVI PROJECT JZ23-09

NOVI, MICHIGAN





SEE ENGINEERING SHEET 2 FOR PARCEL LEGAL DESCRIPTION

CLIENT:
NOVI TEN ASSOCIATES
1 WEST SQUARE LAKE RD.
BLOOMFIELD HILLS, MICHIGAN 48302
PH (248) 334-4800

THE TOWNS AT NOVI STATION
MICHIGAN DIVISION OFFICE
26200 TOWN CENTER DR., SUITE 200
NOVI, MICHIGAN 48375
PH (248) 904-1508

ARCHITECT: (EXCLUDING RESIDENTIAL)
SIEGAL/ TUOMAALA ASSOCIATES
ARCHITECTS AND PLANNERS, INC.
29200 NORTHWESTERN HIGHWAY
SOUTHFIELD, MICHIGAN 48034
PH (248) 352-0099

CIVIL ENGINEER
SKE GROUP
ENGINEERING/PLANNING
29205 COUNTRY CLUB DRIVE
SUITE C6
FARMINGTON HILLS, MICHIGAN 48331
PH (248) 308-3331

DRAWING LIST

TITLE SHEET
P-0 EXISTING AND PROPOSED ZONING

ARCHITECTURAL
P-1 REGIONAL PLAN
P-2 SITE PLAN WITH EXISTING ZONING
P-3 PRO PLAN
P-4 WALKABLE COMMUNITY PLAN
P-5 B-2 COMMUNITY BUSINESS ZONING SITE PLAN
P-6 B-2 BUILDING FLOOR PLANS
P-7 RETAIL/RESTAURANT BUILDINGS A & B ELEVATIONS
P-8 RETAIL/RESTAURANT BUILDING C ELEVATIONS
P-9 RETAIL BUILDING PHOTOMETRIC LAYOUT
P-10 RETAIL BUILDING PHOTOMETRIC SPECIFICATIONS

LANDSCAPE (B-2)
PL-1 TREE REMOVAL AND PROTECTION PLAN
PL-2 TREE SURVEY
PL-3 USE AREA PLAN
PL-4 B2 LANDSCAPE PLAN (CONCEPTUAL)

CIVIL ENGINEERING
1. COVER SHEET
2. BOUNDARY SURVEY
3. TOPOGRAPHIC SURVEY
4 - 5. SOIL BORING LOGS
6A. PRO-RM1
6B. PRO-B-2
7. EXISTING AND PROPOSED ZONING
8. STORM WATER MANAGEMENT PLAN
9. OPEN SPACE PLAN
10. TRUCK ROUTING PLAN
11. PHOTOMETRIC LIGHTING PLAN
NO. NOTES AND DETAILS

LANDSCAPE (RM-1)
RL-1 CONCEPTUAL LANDSCAPE PLAN
RL-2 GREENBELT AND ENTRY
RL-3 WOODLAND PLAN
RL-4 LANDSCAPE DETAILS
RL-5 TREE LIST

TOLL RM-1 ARCHITECTURAL PLANS (BY TOLL BROS.)
BUILDING FLOOR PLAN & ELEVATION
II SCHEDULE REGULATING FACADE MATERIALS

SIEGAL/TUOMAALA ASSOCIATES ARCHITECTS & PLANNERS INC.
29200 northwestern hwy
suite 160
southfield, mi 48034
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f • 248 • 352 • 0068
www.sta-architects.com



SITE LOCATION MAP

project name:
NOVI TEN PRO

project location:
NOVI, MICHIGAN
SECTION 26

date/revision:
- Oct.04, 2023 - Issue PRO
- Jan. 02, 2024 - Revised PRO
- June 17, 2024 - PRO Eligibility
- PRO Contract

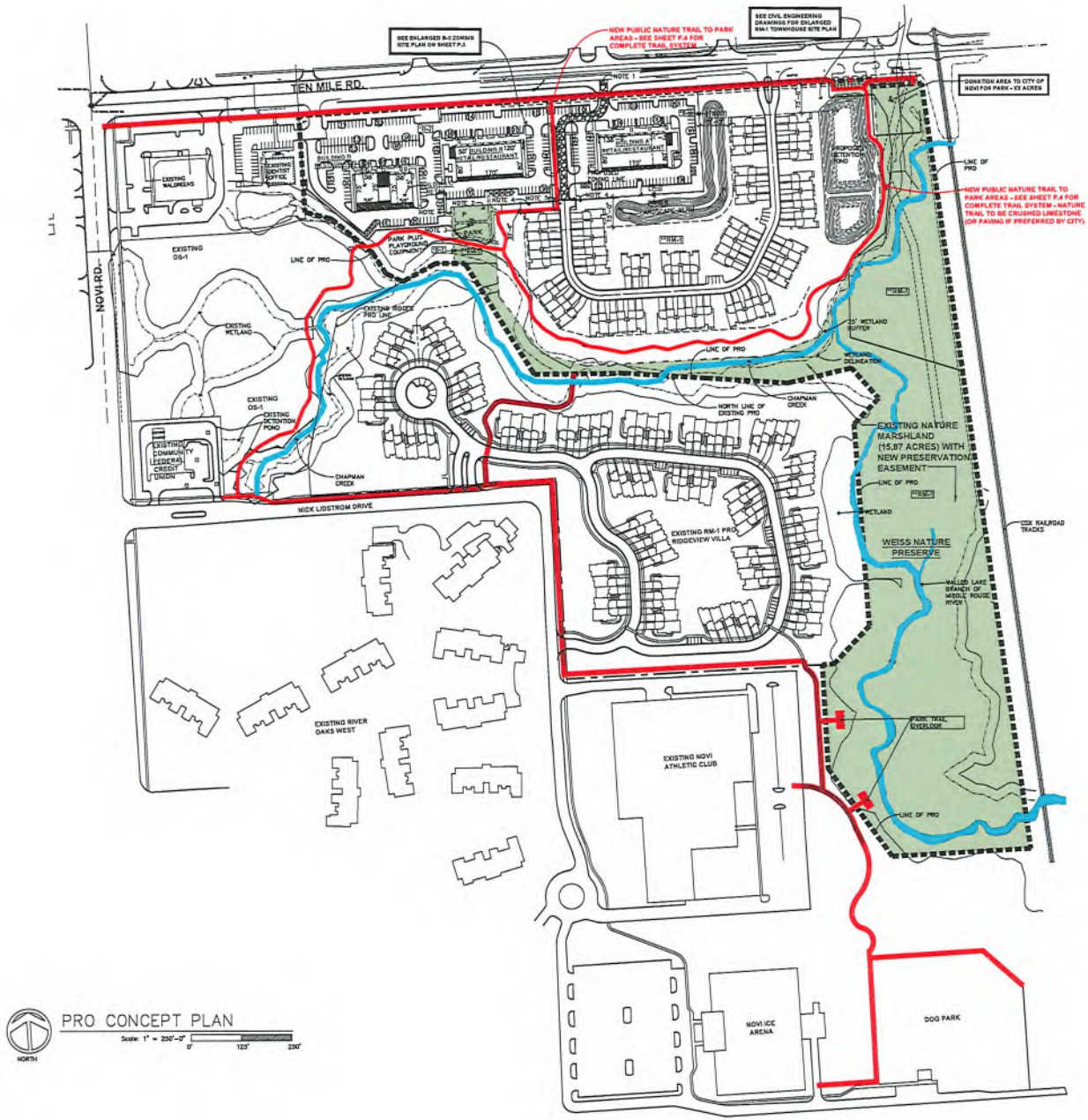
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EXISTING AND PROPOSED ZONING

project number:
1537E

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NOVI PROJECT JZ23-09



PRO CONCEPT PLAN

Scale: 1" = 250'-0"

0' 125' 250'

NORTH

GENERAL NOTES:

1. THE SCREENING BETWEEN RESIDENTIAL AND COMMERCIAL PROPERTY IS PROVIDED ON THE RESIDENTIAL SIDE OF THE PROPERTY BORDER, NOT THE COMMERCIAL SIDE. SAME EFFECTIVE RESULT.

REFERENCED PLAN NOTES:

1. 20 FT WIDE TEMPORARY EMERGENCY ACCESS ROAD TO MEET COUNTY ROAD STANDARDS HERE OR OTHERWISE LOCATED TO 10 MILE ROAD.
2. PICNIC AREA FOR CARRY OUT, CAFE FOODS, ETC.
3. GAZEBO AND PICNIC TABLES IN PARK AT WEST END.
4. PROP. 8' HIGH MASONRY WALL OR OTHER CITY APPROVED BUFFER.
5. BREAKAWAY GATE PER CITY OF NOVI STANDARDS
6. NO WALL OR BERM BETWEEN RESIDENTIAL AND COMMERCIAL ZONING AT PARK.

LINE OF PRO

P = 15.87 ACRES PARK/NATURE AREA (CONSERVATION EASEMENT)

PUBLIC TRAIL TO PARK AREAS (SEE SHEET P.4 FOR COMPLETE TRAIL SYSTEM)

35.04 ACRES TOTAL PRO

*B-2 GENERAL BUSINESS DISTRICT ZONING
6.97 ACRES: RETAIL BUILDINGS A, B, & C AND SUPERMARKET

**RM-1 LOW RISE MULTIPLE FAMILY DISTRICT
27.07 ACRES: 71 TOWNHOUSE UNITS & PARK/NATURE AREA

SEE CIVIL ENGINEERING, LANDSCAPE & PHOTOMETRIC DRAWINGS FOR ADDITIONAL INFORMATION

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SECTION 26

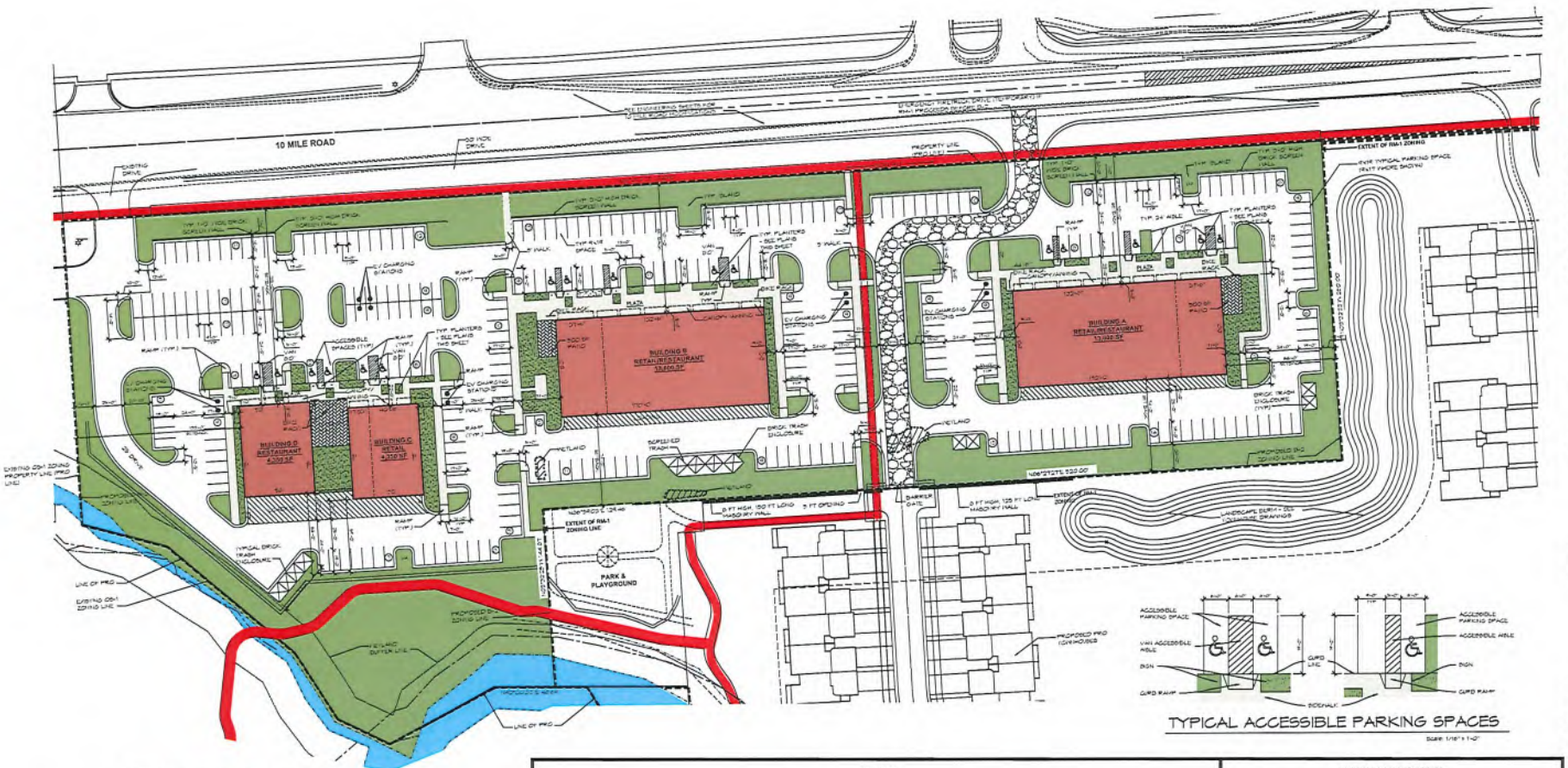
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sheet title:
PRO PLAN

project number:
1537E

sheet number:
P.3

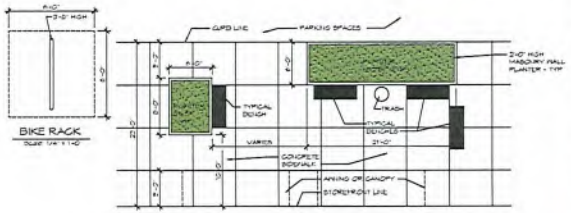
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B2 COMMUNITY BUSINESS ZONING SITE PLAN

NOTES:
- FOUNDATION LANDSCAPING
- ZONING LINE (IN PRO)
- WETLAND AREA

NORTH



TYPICAL SIDEWALK PLANTERS AT STOREFRONTS

TYPICAL ACCESSIBLE PARKING SPACES

SITE DATA

ZONING: B-2 COMMUNITY BUSINESS DISTRICT (USES RESTRICTED PER PRO)

SITE: 6.97 ACRES

BUILDING AREA:

RETAIL/RESTAURANT BUILDING A -	13,606 SF
RETAIL/RESTAURANT BUILDING B -	13,606 SF
RETAIL BUILDING C -	4,350 SF
RESTAURANT BUILDING D -	4,350 SF
	35,900 SF TOTAL

PARKING:

REQUIRED

BUILDING A - ASSUMED RESTAURANTS:	3,000 SF @ 70 SF/SPACE =	43 SPACES	
PATIO DINING:	500 SF @ 70 SF/SPACE =	7 SPACES	
ASSUMED RETAIL:	10,600 SF @ 200 SF/SPACE =	53 SPACES	
BUILDING A		103 SPACES REQUIRED	
		105 SPACES PROVIDED	
		(INCLUD 5 ACCESSIBLE)	
BUILDING B - ASSUMED RESTAURANTS:	3,000 SF @ 70 SF/SPACE =	43 SPACES	
PATIO DINING:	500 SF @ 70 SF/SPACE =	7 SPACES	
ASSUMED RETAIL:	10,600 SF @ 200 SF/SPACE =	53 SPACES	
BUILDING B		103 SPACES REQUIRED	
		103 SPACES PROVIDED	
		(INCLUD 5 ACCESSIBLE)	
BUILDING C - ASSUMED RESTAURANTS:	1,300 SF @ 70 SF/SPACE =	19 SPACES	
PATIO DINING:	500 SF @ 70 SF/SPACE =	7 SPACES	
ASSUMED RETAIL:	3,050 SF @ 200 SF/SPACE =	15 SPACES	
BUILDING C		41 SPACES	
BUILDING D - RESTAURANT:	4,350 SF @ 70 SF/SPACE =	62 SPACES	
PATIO DINING:	1,000 SF @ 70 SF/SPACE =	14 SPACES	
		76 SPACES	
BUILDING C + D		117 SPACES REQUIRED	
		117 SPACES PROVIDED	
		(INCLUD 6 ACCESSIBLE)	
TOTAL SPACES REQUIRED =		323 SPACES	
TOTAL SPACES PROVIDED =		325 SPACES	
		(INCLUD 16 ACCESSIBLE)	

LOADING:

BUILDING A:	170' x 10 = 1,700 SF REQUIRED	170' x 10 = 1,700 SF PROVIDED
BUILDING B:	170' x 10 = 1,700 SF REQUIRED	170' x 10 = 1,700 SF PROVIDED
BUILDING C:	58' x 10 = 580 SF REQUIRED	58' x 15 = 870 SF PROVIDED
BUILDING D:	58' x 10 = 580 SF REQUIRED	58' x 22 = 1,276 SF PROVIDED

BUILDING HEIGHT:
30 FT BUILDING HEIGHT/2 STORIES MAX PERMITTED

BUILDINGS A,B,C & D = 23'-0" HT (MAX.)

BUILDING SETBACKS:

MIN. REQUIRED FRONT SETBACK = 40 FT,	MIN. PROVIDED FRONT SETBACK = 101 FT,
MIN. REQUIRED REAR SETBACK = 30 FT,	MIN. PROVIDED REAR SETBACK = 74 FT,
MIN. REQUIRED SIDE SETBACK = 30 FT,	MIN. PROVIDED SIDE SETBACK = 88 FT.

PARKING SETBACKS:

MIN. REQUIRED FRONT SETBACK = 20 FT,	MIN. PROVIDED FRONT SETBACK = 20 FT,
MIN. REQUIRED REAR SETBACK = 10 FT,	MIN. PROVIDED REAR SETBACK = 20 FT,
MIN. REQUIRED SIDE SETBACK = 10 FT,	MIN. PROVIDED SIDE SETBACK = 10 FT,

PARKING NOTES:
1. PARKING SPACE SIZE: 9 FT. x 19 FT. (TYPICAL) - 17 FT. AT INTERIOR 7 FT. SIDEWALKS
2. ACCESSIBLE PARKING SPACES: 8 FT. x 19 FT. WITH 8 FT. WIDE AISLE AT VANS AND 5 FT. WIDE AISLE TYPICAL
3. MINIMUM DRIVE AISLE: 24 FT.
4. PARKING ISLAND SIZE: 13 FT. WIDE (CLEAR) x 15.5 FT. DEEP MIN. - CLEAR (200 SF PLANTING)
5. EV CHARGING STATIONS WHERE SHOWN
6. LANDSCAPE - SEE LANDSCAPE PLAN SHEET PL-3
7. CIVIL ENGINEERING - SEE CIVIL ENGINEERING DRAWINGS
8. SITE LIGHTING - SEE SITE LIGHTING PHOTOMETRIC DRAWINGS
9. ALL ROOF MOUNTED MECHANICAL EQUIPMENT TO BE SCREENED - BUILDING PARAPET TO PROVIDE ROOF SCREENING.
10. LIGHT POLES SHALL NOT EXCEED 20'-0" AND BE SHIELDED (SEE SITE LIGHTING PHOTOMETRIC DRAWINGS)
11. ACCESSIBLE CURB RAMP AT EACH ACCESSIBLE PARKING AISLE & SIDEWALK TO PARKING LOT.

FOUNDATION LANDSCAPE DATA

BUILDING A:
PERIMETER = 170' x 2 + 80' x 2 = 500LF
DEDUCT = 8 DOORS x 3' = 24'
LOADING WALL = 170'
PATIO = 30'
REQUIRED: 276' x 8' = 2,200 SF
PROVIDED: 860 SF (WEST) + 1,040 SF (EAST) + 472 SF (NORTH PLANTERS)* = 2,372 SF

BUILDING B:
PERIMETER = 170' x 2 + 80' x 2 = 500LF
DEDUCT = 8 DOORS x 3' = 24'
LOADING WALL = 170'
PATIO = 30'
REQUIRED: 276' x 8' = 2,200 SF
PROVIDED: 2,150 SF (WEST) + 900 SF (EAST) + 600 SF (NORTH PLANTERS)* = 3,650 SF

BUILDING C:
PERIMETER = 58' x 2 + 75' x 2 = 266LF
DEDUCT = 3 DOORS x 3' = 9'
LOADING WALL = 58'
REQUIRED: 199' x 8' = 1,592 SF
PROVIDED: 1,125 SF (WEST) + 525 SF (EAST) + 560 SF (NORTH PLANTERS)* = 2,210 SF

BUILDING D:
PERIMETER = 58' x 2 + 75' x 2 = 266LF
DEDUCT = 3 DOORS x 3' = 9'
LOADING WALL = 58'
PATIO = 30'
REQUIRED: 164' x 8' = 1,525 SF
PROVIDED: 400 SF (WEST) + 525 SF (EAST) + 600 SF (NORTH PLANTERS)* = 1,525 SF

*DEVIATION REQUESTED FOR PLANTERS AS FOUNDATION LANDSCAPE

PARKING LOT ISLANDS

4,776 SF REQUIRED (SEE B2 LANDSCAPE CALCULATIONS)
15,200 SF PROVIDED

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29200 northwestern hwy
suite 160
southfield, mi 48034

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project name:
NOVI TEN PRO

project location:
NOVI, MICHIGAN
SECTION 26

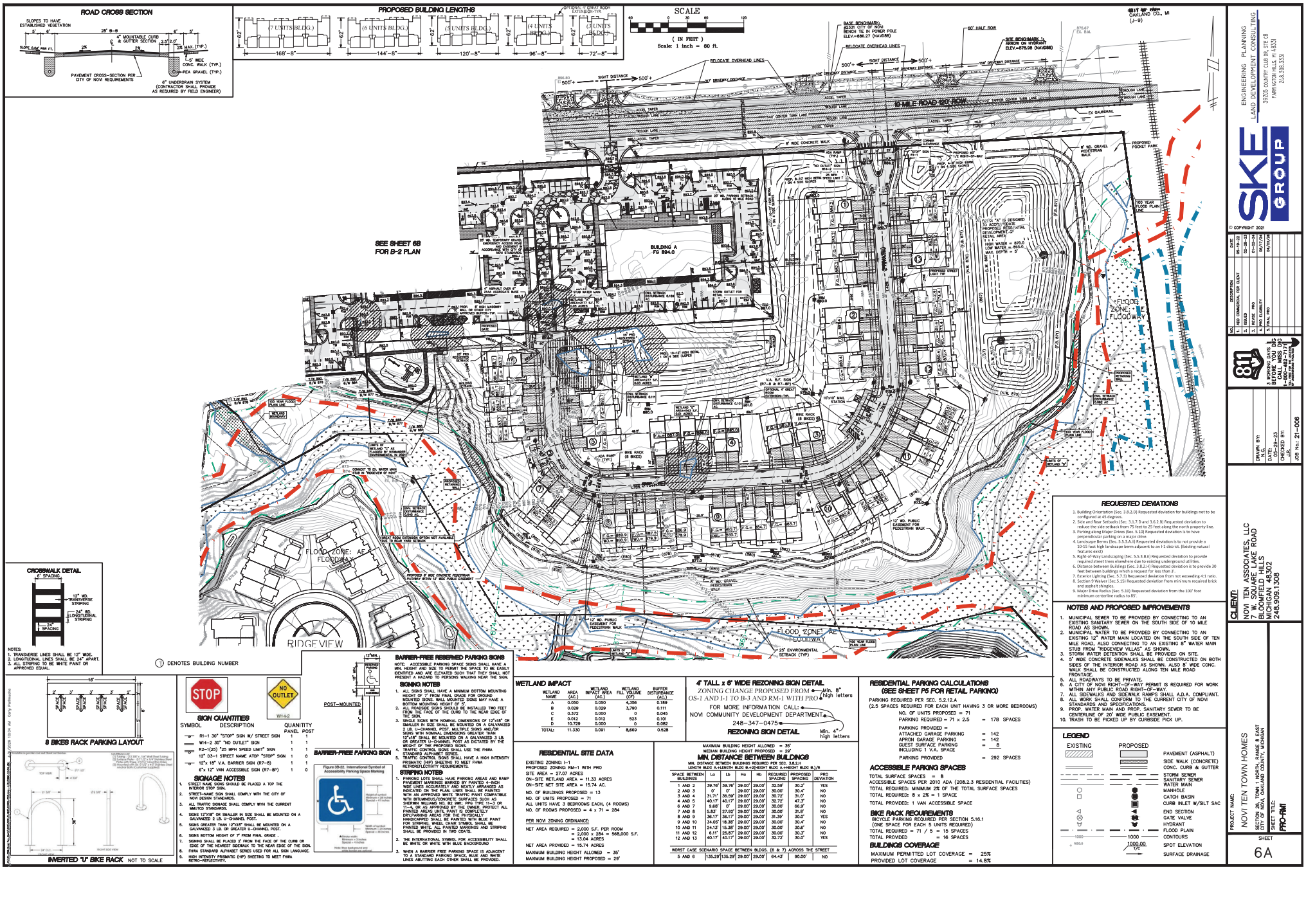
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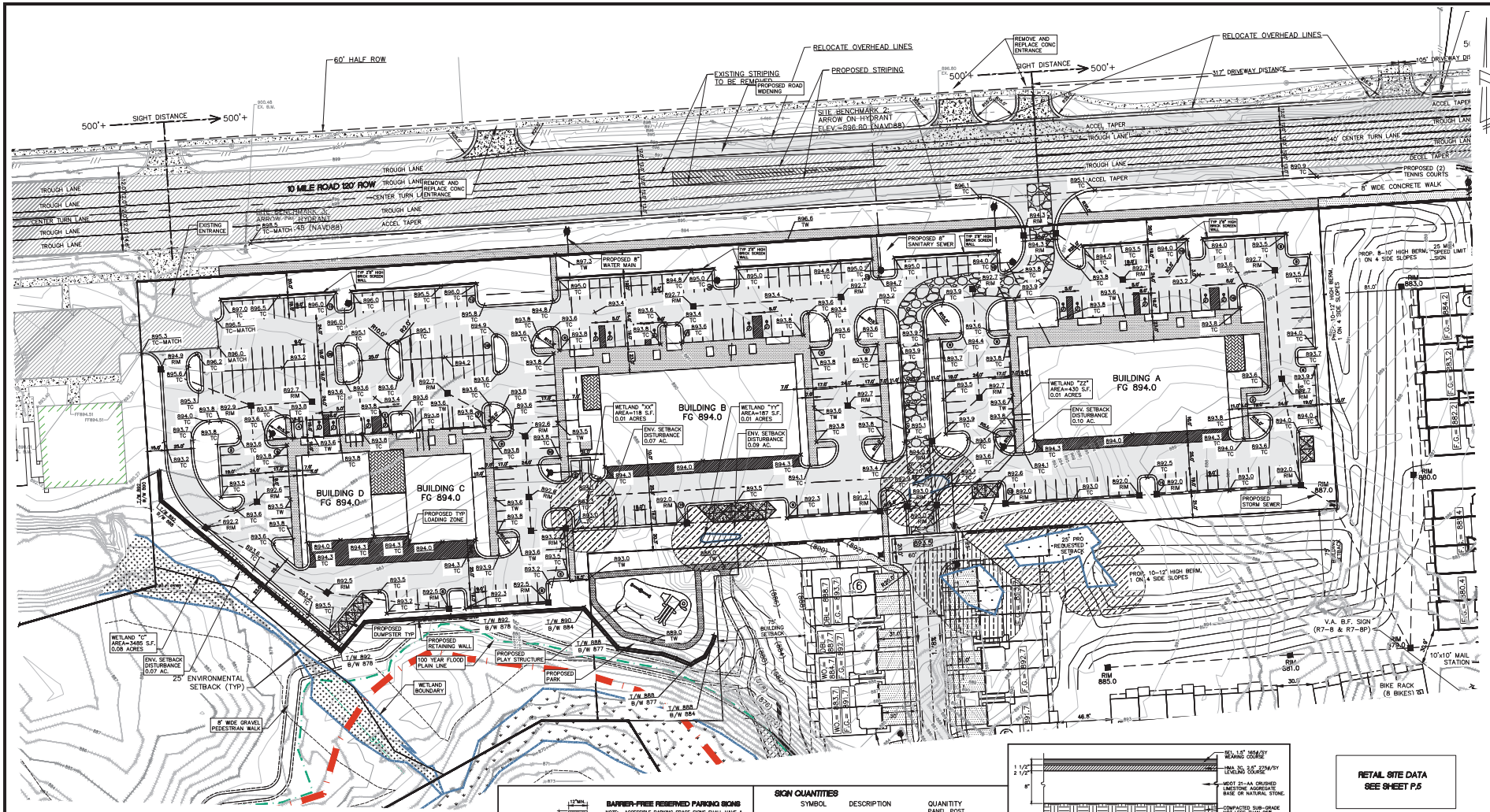
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B-2 COMMUNITY BUSINESS ZONING SITE PLAN

project number:
1537E

sheet number:
P.5

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ROAD CROSS SECTION
SLOPES TO HAVE ESTABLISHED VEGETATION
28' B-B
4" MOUNTABLE CURB & GUTTER SECTION
2.5"/2.0"
2%
2%
2% MAX. (TYP.)
5'
6'
6'
5'
5.0' WIDE CONC. WALK (TYP.)
PEA GRAVEL (TYP.)
PAVEMENT CROSS-SECTION PER CITY OF NOVI REQUIREMENTS
6" UNDERDRAIN SYSTEM (CONTRACTOR SHALL PROVIDE AS REQUIRED BY FIELD ENGINEER)
PROPOSED BUILDING LENGTHS
OPTIONAL 4' GREAT ROOF EXTENSION-TYP.
(7 UNITS BLDG.)
62'
168'-8"
(6 UNITS BLDG.)
62'
144'-8"
(5 UNITS BLDG.)
62'
120'-8"
(4 UNITS BLDG.)
62'
96'-8"
(3 UNITS BLDG.)
62'
72'-8"
SCALE
0 30 60 120
(IN FEET)
Scale: 1 inch = 60 ft.
SEE SHEET 6B FOR B-2 PLAN
BUILDING A FG 894.0
10 MILE ROAD 120' ROW
RELOCATE OVERHEAD LINES
SIGHT DISTANCE 500'+
60' HALF ROW
8' WIDE CONCRETE WALK
PROPOSED POCKET PARK
8' NO. GRAVEL PEDESTRIAN WALK
100 YEAR FLOOD PLAIN LINE
FLOOD ZONE: FLOODWAY
FLOOD ZONE: AE
FLOODWAY
RIDGEVIEW
25' ENVIRONMENTAL SETBACK (TYP)
12' WD. PUBLIC EASEMENT FOR PEDESTRIAN WALK
PROPOSED RETAINING WALL
BIKE RACK (6 BIKES)
ADA RAMP (TYP.)
DENOTES BUILDING NUMBER
CROSSWALK DETAIL
6' SPACING
12" WD. TRANSVERSE STRIPING
24" WD. LONGITUDINAL STRIPING
24" SPACING
NOTES:
1. TRANSVERSE LINES SHALL BE 12" WIDE.
2. LONGITUDINAL LINES SHALL BE 24" APART.
3. ALL STRIPING TO BE WHITE PAINT OR APPROVED EQUAL.
8 BIKES RACK PARKING LAYOUT
INVERTED 'U' BIKE RACK NOT TO SCALE
SIGN QUANTITIES
SYMBOL DESCRIPTION QUANTITY PANEL POST
R1-1 30" "STOP" SIGN W/ STREET SIGN 1 1
W14-2 30" "NO OUTLET" SIGN 1 1
R2-1(25) "25 MPH SPEED LIMIT" SIGN 1 1
12" D3-1 STREET NAME ATOP "STOP" SIGN 1 0
12"x 12" V.A. BARRIER SIGN (R7-8) 1 1
6"x 12" VAN ACCESSIBLE SIGN (R7-8P) 1 0
SIGNAGE NOTES
1. STREET NAME SIGNS SHOULD BE PLACED A TOP THE INTERIOR STOP SIGN.
2. STREET-NAME SIGN SHALL COMPLY WITH THE CITY OF NOVI DESIGN STANDARDS.
3. ALL TRAFFIC SIGNAGE SHALL COMPLY WITH THE CURRENT MMUTCD STANDARDS.
4. SIGNS 12"x18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST.
5. SIGNS GREATER THAN 12"X18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST.
6. SIGNS BOTTOM HEIGHT OF 7' FROM FINAL GRADE .
7. SIGNING SHALL BE PLACED 2' FROM THE FACE OF THE CURB OR EDGE OF THE NEAREST SIDEWALK TO THE NEAR EDGE OF THE SIGN.
8. FHWA STANDARD ALPHABET SERIES USED FOR ALL SIGN LANGUAGE.
9. HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETRO-REFLECTIVITY.
POST-MOUNTED
12"MIN.
REVERSE SYMBOL
60" MIN.
3/4" MIN.
BARRIER-FREE PARKING SIGN
BARRIER-FREE RESERVED PARKING SIGNS
NOTE: ACCESSIBLE PARKING SPACE SIGNS SHALL HAVE A MIN. HEIGHT AND SIZE TO PERMIT THE SPACE TO BE EASILY IDENTIFIED AND ARE ELEVATED SUCH THAT THEY SHALL NOT PRESENT A HAZARD TO PERSONS WALKING NEAR THE SIGN.
SIGNING NOTES
1. ALL SIGNS SHALL HAVE A MINIMUM BOTTOM MOUNTING HEIGHT OF 7' FROM FINAL GRADE FOR GROUND MOUNTED SIGNS. WALL MOUNTED SIGNS MAY HAVE A BOTTOM MOUNTING HEIGHT OF 5'.
2. ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
3. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"x18" OR SMALLER SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"x18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
4. TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
5. TRAFFIC CONTROL SIGNS SHALL HAVE A HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.
STRIPING NOTES
1. PARKING LOTS SHALL HAVE PARKING AREAS AND RAMP PAVEMENT MARKINGS MARKED BY PAINTED 4-INCH WIDE LINES ACCURATELY AND NEATLY ARRANGED AS INDICATED ON THE PLAN. LINES SHALL BE PAINTED WITH AN APPROVED WHITE TRAFFIC PAINT COMPATIBLE WITH BITUMINOUS/CONCRETE SURFACES SUCH AS SHERWIN WILLIAMS NO. B2 9W1; PPG TYPE 11-3 OR 11-4, OR AS APPROVED BY THE OWNER. PROTECT ALL PAINTED AREAS UNTIL PAINT IS COMPLETELY DRY. PARKING AREAS FOR THE PHYSICALLY HANDICAPPED SHALL BE PAINTED BLUE. PAINT FOR STRIPING, WHEEL CHAIR SYMBOL, SHALL BE PAINTED WHITE. ALL PAINTED MARKINGS AND STRIPING SHALL BE PROVIDED IN TWO COATS.
2. THE INTERNATIONAL SYMBOL FOR ACCESSIBILITY SHALL BE WHITE ON WHITE WITH BLUE BACKGROUND
3. WHEN A BARRIER FREE PARKING SPACE IS ADJACENT TO A STANDARD PARKING SPACE, BLUE AND WHITE LINES ABUTTING EACH OTHER SHALL BE PROVIDED.
Figure 30-22. International Symbol of Accessibility Parking Space Marking
WETLAND IMPACT
WETLAND NAME	AREA (AC.)	WETLAND IMPACT AREA (AC.)	WETLAND FILL VOLUME (CF)	BUFFER DISTURBANCE (AC.)
A	0.050	0.050	4,356	0.189
B	0.029	0.029	3,790	0.111
C	0.372	0.000	0	0.045
E	0.012	0.012	523	0.101
D	10.729	0.000	0	0.082
TOTAL:	11.330	0.091	8,669	0.528
RESIDENTIAL SITE DATA
EXISTING ZONING: I-1
PROPOSED ZONING: RM-1 WITH PRO
SITE AREA = 27.07 ACRES
ON-SITE WETLAND AREA = 11.33 ACRES
ON-SITE NET SITE AREA = 15.74 AC.
NO. OF BUILDINGS PROPOSED = 13
NO. OF UNITS PROPOSED = 71
ALL UNITS HAVE 3 BEDROOMS EACH, (4 ROOMS)
NO. OF ROOMS PROPOSED = 4 x 71 = 284
PER NOVI ZONING ORDINANCE:
NET AREA REQUIRED = 2,000 S.F. PER ROOM = 2,000 x 284 = 568,000 S.F. = 13.04 ACRES
NET AREA PROVIDED = 15.74 ACRES
MAXIMUM BUILDING HEIGHT ALLOWED = 35'
MAXIMUM BUILDING HEIGHT PROPOSED = 29'
4' TALL x 6' WIDE REZONING SIGN DETAIL
ZONING CHANGE PROPOSED FROM OS-1 AND I-1 TO B-3 AND RM-1 WITH PRO
FOR MORE INFORMATION CALL:
NOVI COMMUNITY DEVELOPMENT DEPARTMENT
248-347-0475
REZONING SIGN DETAIL
Min. 8" high letters
Min. 4" high letters
MIN. DISTANCE BETWEEN BUILDINGS
MAXIMUM BUILDING HEIGHT ALLOWED = 35'
MEDIAN BUILDING HEIGHT PROPOSED = 29'
MIN. DISTANCE BETWEEN BUILDINGS REQUIRED PER SECTION 3.8.2.H
LENGTH BLDG A+LENGTH BLDG B+2(HEIGHT BLDG A+HEIGHT BLDG B)/6
SPACE BETWEEN BUILDINGS	La	Lb	Ha	Hb	REQUIRED SPACING	PROPOSED SPACING	PRO DEVIATION
1 AND 2	39.76'	39.76'	29.00'	29.00'	32.59'	30.2'	YES
2 AND 3	0'	0'	29.00'	29.00'	30.00'	30.4'	NO
3 AND 4	31.71'	36.59'	29.00'	29.00'	30.72'	31.0'	NO
4 AND 5	40.17'	40.17'	29.00'	29.00'	32.72'	47.3'	NO
6 AND 7	9.68'	0'	29.00'	29.00'	30.00'	66.9'	NO
7 AND 8	5.83'	27.93'	29.00'	29.00'	30.00'	31.8'	NO
8 AND 9	36.17'	36.17'	29.00'	29.00'	31.39'	30.0'	YES
9 AND 10	34.05'	18.38'	29.00'	29.00'	30.00'	30.4'	NO
10 AND 11	34.13'	15.38'	29.00'	29.00'	30.00'	30.4'	NO
11 AND 12	6.11'	25.87'	29.00'	29.00'	30.00'	30.3'	NO
12 AND 13	40.17'	40.17'	29.00	29.00'	32.72'	30.0'	YES
WORST CASE SCENARIO SPACE BETWEEN BLDGS. (6 & 7) ACROSS THE STREET
5 AND 6	135.29'	135.29'	29.00'	29.00'	64.43'	90.00'	NO
RESIDENTIAL PARKING CALCULATIONS (SEE SHEET P5 FOR RETAIL PARKING)
PARKING REQUIRED PER SEC. 5.2.12.A
(2.5 SPACES REQUIRED FOR EACH UNIT HAVING 3 OR MORE BEDROOMS)
NO. OF UNITS PROPOSED = 71
PARKING REQUIRED = 71 x 2.5 = 178 SPACES
PARKING PROVIDED =
ATTACHED GARAGE PARKING = 142
APRON GARAGE PARKING = 142
GUEST SURFACE PARKING INCLUDING 1 V.A. SPACE = 8
PARKING PROVIDED = 292 SPACES
ACCESSIBLE PARKING SPACES
TOTAL SURFACE SPACES = 8
ACCESSIBLE SPACES PER 2010 ADA (208.2.3 RESIDENTIAL FACILITIES)
TOTAL REQUIRED: MINIMUM 2% OF THE TOTAL SURFACE SPACES
TOTAL REQUIRED: 8 x 2% = 1 SPACE
TOTAL PROVIDED: 1 VAN ACCESSIBLE SPACE
BIKE RACK REQUIREMENTS
BICYCLE PARKING REQUIRED PER SECTION 5.16.1
(ONE SPACE FOR EACH 5 UNITS REQUIRED)
TOTAL REQUIRED = 71 / 5 = 15 SPACES
TOTAL PROVIDED = 16 SPACES
BUILDING'S COVERAGE
MAXIMUM PERMITTED LOT COVERAGE = 25%
PROVIDED LOT COVERAGE = 14.8%
REQUESTED DEVIATIONS
1. Building Orientation (Sec. 3.8.2.D) Requested deviation for buildings not to be configured at 45 degrees.
2. Side and Rear Setbacks (Sec. 3.1.7.D and 3.6.2.B) Requested deviation to reduce the side setback from 75 feet to 25 feet along the north property line.
3. Parking along Major Drives (Sec. 5.10) Requested deviation is to have perpendicular parking on a major drive.
4. Landscape Berms (Sec. 5.5.3.A.i) Requested deviation is to not provide a 10-15 foot high landscape berm adjacent to an I-1 district. (Existing natural features exist)
5. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Requested deviation to provide required street trees elsewhere due to existing underground utilities.
6. Distance between Buildings (Sec. 3.8.2.H) Requested deviation is to provide 30 feet between buildings which a request for less than 3'.
7. Exterior Lighting (Sec. 5.7.3) Requested deviation from not exceeding 4:1 ratio.
8. Section 9 Waiver (Sec. 5.15) Requested deviation from minimum required brick and asphalt shingles.
9. Major Drive Radius (Sec. 5.10) Requested deviation from the 100' foot minimum centerline radius to 85'.
NOTES AND PROPOSED IMPROVEMENTS
1. MUNICIPAL SEWER TO BE PROVIDED BY CONNECTING TO AN EXISTING SANITARY SEWER ON THE SOUTH SIDE OF 10 MILE ROAD AS SHOWN.
2. MUNICIPAL WATER TO BE PROVIDED BY CONNECTING TO AN EXISTING 12" WATER MAIN LOCATED ON THE SOUTH SIDE OF TEN MILE ROAD, ALSO CONNECTING TO AN EXISTING 8" WATER MAIN STUB FROM "RIDGEVIEW VILLAS" AS SHOWN.
3. STORM WATER DETENTION SHALL BE PROVIDED ON SITE.
4. 5' WIDE CONCRETE SIDEWALKS SHALL BE CONSTRUCTED ON BOTH SIDES OF THE INTERIOR ROAD AS SHOWN. ALSO 8' WIDE CONC. WALK SHALL BE CONSTRUCTED ALONG TEN MILE ROAD FRONTAGE.
5. ALL ROADWAYS TO BE PRIVATE.
6. A CITY OF NOVI RIGHT-OF-WAY PERMIT IS REQUIRED FOR WORK WITHIN ANY PUBLIC ROAD RIGHT-OF-WAY.
7. ALL SIDEWALKS AND SIDEWALK RAMPS SHALL A.D.A. COMPLIANT.
8. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.
9. PROP. WATER MAIN AND PROP. SANITARY SEWER TO BE CENTERLINE OF 20' WIDE PUBLIC EASEMENT.
10. TRASH TO BE PICKED UP BY CURBSIDE PICK UP.
LEGEND
EXISTING PROPOSED
PAVEMENT (ASPHALT)
SIDE WALK (CONCRETE)
CONC. CURB & GUTTER
STORM SEWER
SANITARY SEWER
WATER MAIN
MANHOLE
CATCH BASIN
CURB INLET W/SILT SAC
END SECTION
GATE VALVE
HYDRANT
FLOOD PLAIN
CONTOURS
SPOT ELEVATION
SURFACE DRAINAGE
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LAND DEVELOPMENT CONSULTING
39305 COUNTRY CLUB DR. STE 1B
FARMINGTON HILLS, MI 48331
248.308.3331
NO. DESCRIPTION DATE
1. NOI COMMERCIAL PER CLIENT 05-14-22
2. REVISED 03-28-23
3. REVISE PRO 01-02-24
4. REVISE LAYOUT 04-29-24
5. FINAL PRO 04/29/24
MISS DIG 811
3 WORKING DAYS BEFORE YOU DIG 1-800-482-7171 (TOLL FREE) WWW.MISSDIG811.ORG
DRAWN BY: MS
DATE: 05-29-23
CHECKED BY: AB
JOB No.: 21-006
CLIENT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS
MICHIGAN 48302
248.909.1308
PROJECT NAME:
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN
SHEET TITLE:
PRO-RM1
SHEET
6A



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FARMINGTON HILLS, MI 48331
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NO	DESCRIPTION	DATE
1.	ADD COMMERCIAL PER CLIENT	06-19-23
2.	ISSUED	05-26-23
3.	REVISE PRO	05-29-23
4.	REVISE PRO	06-02-23
5.	FINAL PRO	06-05-23

811 — 3 WORKING DAYS BEFORE YOU DIG 1-800-482-7171 www.missdig.org

DRAWN BY: N.S.
DATE: 05-29-23
CHECKED BY: AR
JOB No.: 21-006

CLIENT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS
MICHIGAN 48302
248.909.1308

PROJECT NAME:
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SHEET TITLE:
PRO-5-2

SHEET
6B

RETAIL SITE DATA
SEE SHEET P.5

SCALE
40 0 20 40 80
(IN FEET)
Scale: 1 inch = 40 ft.

LEGEND

EXISTING	PROPOSED
	PAVEMENT (ASPHALT)
	SIDE WALK (CONCRETE)
	CONC. CURB & GUTTER
	STORM SEWER
	SANITARY SEWER
	WATER MAIN
	MANHOLE
	CATCH BASIN
	CURB INLET W/SILT SAC
	END SECTION
	GATE VALVE
	HYDRANT
	FLOOD PLAIN
1000	CONTOURS
1000.00 T/C	SPOT ELEVATION
	SURFACE DRAINAGE

TYPICAL ASPHALT CROSS-SECTION

1 1/2" SEV. 1.5" 1404/SY WEARING COURSE
2 1/2" HMA 3C, 2.5" 2750/SY LEVELING COURSE
8" MDOT 21-4A CRUSHED LIMESTONE AGGREGATE BASE OR NATURAL STONE.
COMPACTED SUB-GRADE NOT LESS THAN 95% OF MAX. UNIT WEIGHT TO A DEPTH OF 9"

THICKENED EDGE SIDEWALK DETAIL

WIDTH PER PLAN
4" CONCRETE MDOT 35P
3" MIN.
1/4"/FT.
PVMT.
1'-6"
#4 BAR (CONTINUOUS)
COMPACTED SUBGRADE
4" COMPACTED SAND BASE COURSE MDOT 2NS
8"
6"

CONCRETE SIDEWALK DETAIL

1/2" RAD. (TYP.)
4" OR 8" CONCRETE SIDEWALK
SLOPE 1/4" FT. OR AS INDICATED ON PLAN
4" DEEP COMPACTED BASE COURSE

STRAIGHT FACE CONCRETE CURB REVERSE GUTTER DETAIL

24"
5.5"-7.25"
4" SLOPE 0.02"/FT.
8" MIN. BASE
14.5"

STRAIGHT FACE CONCRETE CURB STANDARD GUTTER DETAIL

24"
5.5"-7.25"
4" SLOPE 1"/FT.
8" MIN. BASE
14.5"

SIGN QUANTITIES

SYMBOL	DESCRIPTION	QUANTITY PANEL	QUANTITY POST
R1-1	30" "STOP" SIGN W/ STREET SIGN	2	2
12"x 18"	BARRIER SIGN (R7-8)	14	14
6"x 12"	VAN ACCESSIBLE SIGN (R7-8P)	6	0

WETLAND IMPACT

WETLAND NAME	AREA (AC.)	WETLAND IMPACT AREA (AC.)	WETLAND FILL VOLUME (CF)	BUFFER DISTURBANCE (AC.)
XX	0.01	0.01	354	0.07
YY	0.01	0.01	561	0.09
ZZ	0.01	0.01	1290	0.10
C	0.08	0	0	0.02
TOTAL:	0.11	0.03	2205	0.28

BARRIER-FREE RESERVED PARKING SIGNS

NOTE: ACCESSIBLE PARKING SPACE SIGNS SHALL HAVE A MIN. HEIGHT AND SIZE TO PERMIT THE SPACE TO BE EASILY IDENTIFIED AND ARE ELEVATED SUCH THAT THEY SHALL NOT PRESENT A HAZARD TO PERSONS WALKING NEAR THE SIGN.

SIGNING NOTES

1. ALL SIGNS SHALL HAVE A MINIMUM BOTTOM MOUNTING HEIGHT OF 7' FROM FINAL GRADE FOR GROUND MOUNTED SIGNS. ALL MOUNTED SIGNS MAY HAVE A MAXIMUM MOUNTING HEIGHT OF 9'.
2. ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
3. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"x18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"x18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
4. TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
5. TRAFFIC CONTROL SIGNS SHALL HAVE A HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.

STRIPING NOTES

1. PARKING LOTS SHALL HAVE PARKING AREAS AND RAMP PAVEMENT MARKINGS MARKED BY PAINTED 4-INCH WIDE LINES ACCURATELY AND NEATLY ARRANGED AS INDICATED ON THE PLAN. LINES SHALL BE PAINTED WITH AN APPROVED WHITE TRAFFIC PAINT COMPATIBLE WITH BITUMINOUS/CONCRETE SURFACES SUCH AS TRAFFIC PAINT NO. 8 WITH RETRO-REFLECTIVE GLASS BEADS APPLIED AT THE RATE OF OWNER'S PROTECT ALL PAINTED AREAS UNTIL PAINT IS COMPLETELY DRY.PARKING AREAS FOR THE PHYSICALLY HANDICAPPED SHALL BE PAINTED WITH BLUE PAINT FOR STRIPING, WHEEL CHAIR SYMBOL SHALL BE PAINTED WHITE. ALL PAINTED MARKINGS AND STRIPING SHALL BE PROVIDED IN TWO COATS.
2. THE INTERNATIONAL SYMBOL FOR ACCESSIBILITY SHALL BE WHITE OR WHITE WITH BLUE BACKGROUND
3. WHEN A BARRIER FREE PARKING SPACE IS ADJACENT TO A STANDARD PARKING SPACE, BLUE AND WHITE LINES ABUTTING EACH OTHER SHALL BE PROVIDED.

12"MIN. RESERVED PARKING
36" MIN.
84" MIN.
POST-MOUNTED
BARRIER-FREE PARKING SIGN

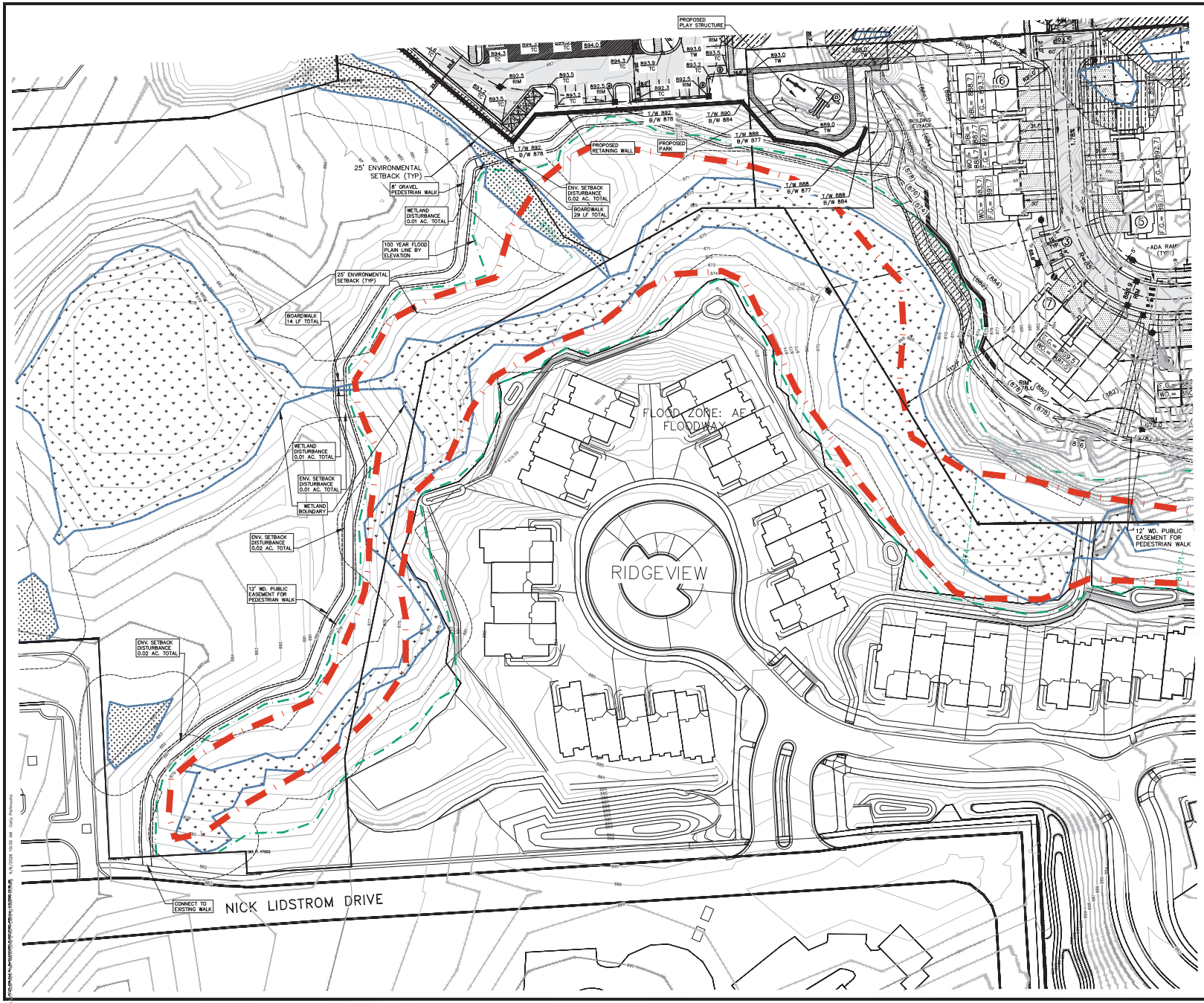
Figure 2B-22. International Symbol of Accessibility Parking Space Marking

DUMPSTER ENCLOSURE DETAIL

CONC. CAP W/ MASH
MASONRY SCREEN WALL W/ MATCHING BRICK VENEER
CONCRETE MIX 3,500 PSI @ 28 DAYS CYLINDER BASED
PROTECTIVE BOLLARDS (TYP.)
PROTECTIVE CURB OR GRANITE BASE
STEEL DOOR W/ LATCH
CONCRETE APRON

NOTES:

1. ALL ROADWAYS TO BE PRIVATE.
2. A CITY OF NOVI RIGHT-OF-WAY PERMIT IS REQUIRED FOR WORK WITHIN ANY PUBLIC ROAD RIGHT-OF-WAY.
3. ALL SIDEWALKS AND SIDEWALK RAMPS SHALL A.D.A. COMPLIANT.
4. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.
5. ALL PAVEMENT MARKINGS, TRAFFIC CONTROL SIGNS, AND PARKING SIGNS SHALL COMPLY WITH THE DESIGN & PLACEMENT REQUIREMENTS OF THE 2011 MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. ALL ROADWAY SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF CURB OR EDGE OF SIDEWALK TO THE NEAR EDGE OF THE SIGN.
6. PROP. WATER MAIN AND PROP. SANITARY SEWER TO BE CENTERLINE OF 20' WS. PUBLIC EASEMENT.
7. ALL ON-SITE EXISTING POWER POLES AND OVERHEAD WIRES SHOULD BE RELOCATED AND/OR REMOVED.
8. COMPACTED SAND BACKFILL WILL BE PROVIDED FOR ALL UTILITIES WITHIN THE INFLUENCE OF PAVED AREAS.
9. A 3' BUFFER DISTANCE SHALL BE PROVIDED BETWEEN THE SIDEWALK AND ANY FIXED OBJECTS.
10. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
11. DEWATERING IS NOT ANTICIPATED FOR THIS PROJECT. IF DEWATERING IS REQUIRED, A DEWATERING PLAN MUST BE SUBMITTED TO NOVI FOR APPROVAL.



SCALE

(IN FEET)

Scale: 1 inch = 40 ft.

LEGEND

EXISTING	PROPOSED	
		PAVEMENT (ASPHALT)
		SIDE WALK (CONCRETE)
		CONC. CURB & GUTTER
		STORM SEWER
		SANITARY SEWER
		WATER MAIN
		MANHOLE
		CATCH BASIN
		CURB INLET W/SILT SAC
		END SECTION
		GATE VALVE
		HYDRANT
		FLOOD PLAIN
		CONTOURS
		SPOT ELEVATION
		SURFACE DRAINAGE

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1.	ADD COMMERCIAL PER CLIENT	06-19-23
2.	ISSUED	05-26-23
3.	REVISE PRO	05-03-23
4.	FINAL SUBMITTAL	04-10-23
5.	FINAL PRO	04/07/23

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CHECKED BY: AR
DATE: 05-29-23
JOB No.: 21-006

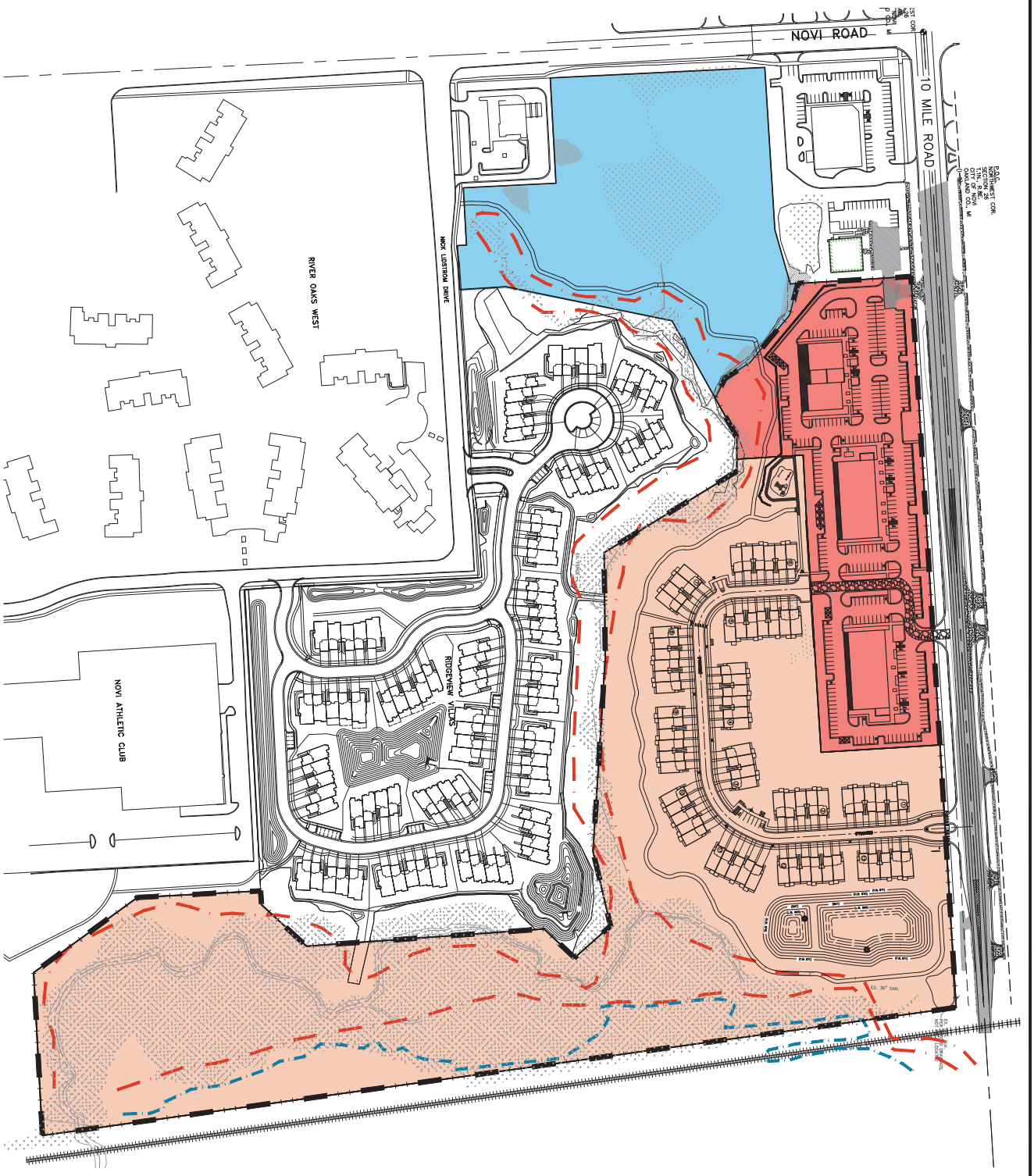
CLIENT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS
MICHIGAN 48302
248.909.1308

PROJECT NAME:
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SHEET TITLE:
PATHWAY CONNECTION

SHEET
6C

21-006 Novi Ten North\CAD\PRO PLANS\21008-ZP.dwg 4/8/2026 10:05 AM Carly Parkinucha



PROPOSED RM-1 ZONING

PROPOSED B-2 ZONING

EXISTING OS-1 ZONING TO REMAIN

PRO LINE

RM-1 RESIDENTIAL ZONING
27.07 ACRES & 71 UNITS

B-2 GENERAL BUSINESS DISTRICT ZONING
7.97 ACRES

1 inch = 100 ft.

7 SHEET

PROJECT NAME:
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SHEET TITLE:
EXISTING AND PROPOSED ZONING

CLIENT:
NOVI TEN ASSOCIATES, LLC
7 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS
MICHIGAN 48302
248.909.1308

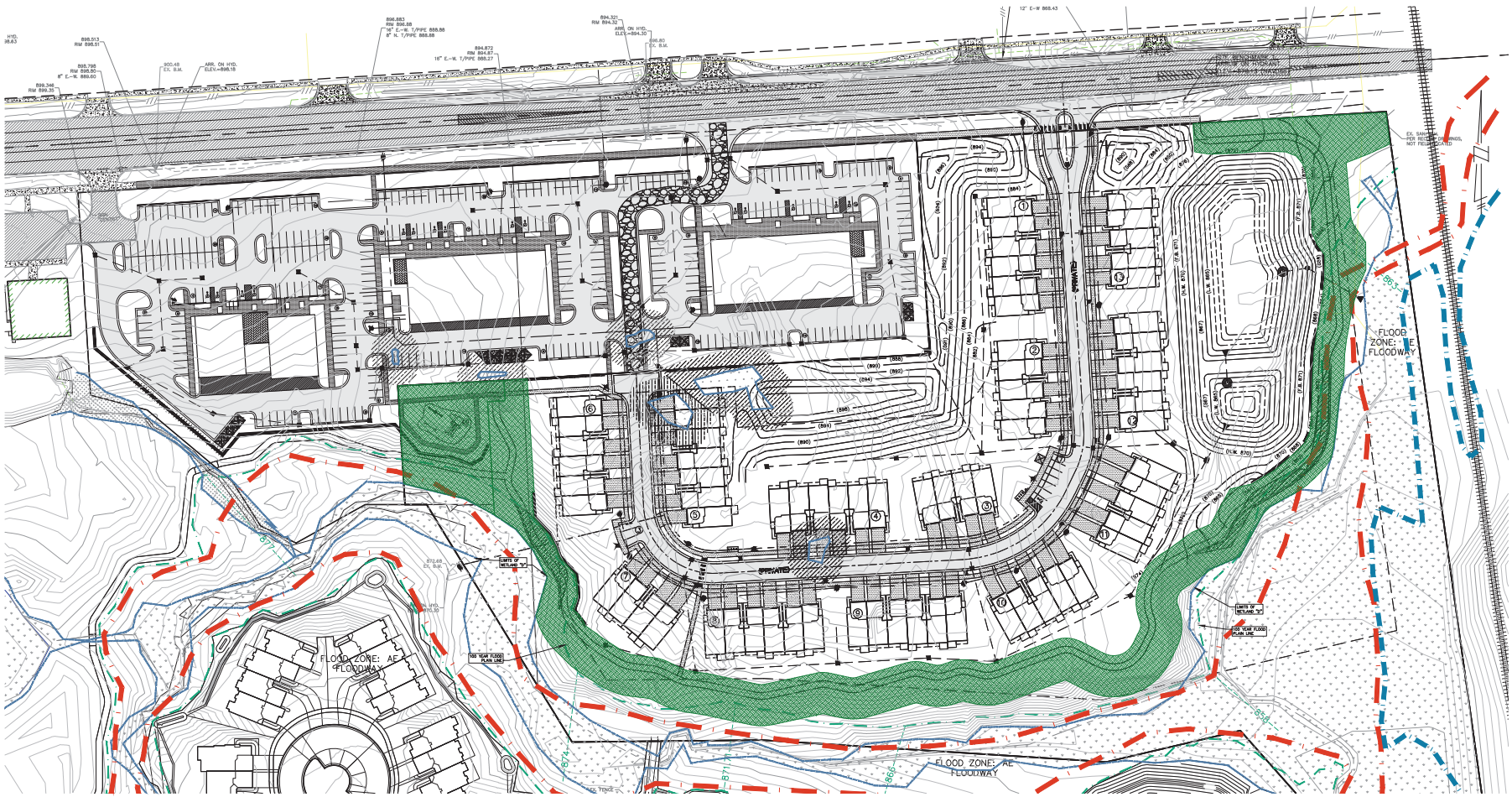
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DATE: 05-29-23
CHECKED BY: J.R.
JOB No.: 21-006

811 3 WORKING DAYS BEFORE YOU DIG CALL MISS DIG 1-800-482-7171 TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

NO.	DESCRIPTION	DATE
1.	ADD COMMERCIAL PER CLIENT	05-19-22
2.	ISSUED	02-28-23
3.	REVISE PRO	01-02-24
4.	PRO ELIGIBILITY	04/17/24
5.	FINAL PRO	04/XX/26

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SCALE

60 0 30 60 120 240

(IN FEET)

Scale: 1 inch = 60 ft.

Residential Usable Open Space Calculations Sec. 3.1.8.D

TOTAL No. OF RESIDENTIAL UNITS	=	71
USABLE OPEN SPACE REQUIRED	=	200 S.F. PER UNIT
	=	14,200 S.F. = 0.32 AC.
USABLE OPEN SPACE PROVIDED	=	108,607 S.F. = 2.46 AC.

= USABLE OPEN SPACE 50' WIDE MIN

LEGEND

EXISTING	PROPOSED	
		PAVEMENT (ASPHALT)
		SIDE WALK (CONCRETE) CONCRETE CURB AND GUTTER
		STORM SEWER
		SANITARY SEWER
		WATER MAIN
		MANHOLE
		CATCH BASIN
		CURB INLET W/SILT SAC
		END SECTION
		GATE VALVE
		HYDRANT
		FLOOD PLAIN
1000	1000	CONTOURS
	1000.00 TW	SPOT ELEVATION
		SURFACE DRAINAGE OVERFLOW ROUTE
		TREE FENCE
		SILT FENCE
		PROPOSED DRIVEWAY LOCATION
		LIMIT OF DISTURBANCE

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NO.	DESCRIPTION	DATE
1.	ADD COMMERCIAL PER CLIENT	05-19-23
2.	REVISED	03-28-23
3.	REVISE PROJECT	01-25-24
4.	REVISE PROJECT	04-12-24
5.	Final Plan	04/XX/24

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DRAWN BY: AS
DATE: 05-29-23
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JOB No.: 21-006

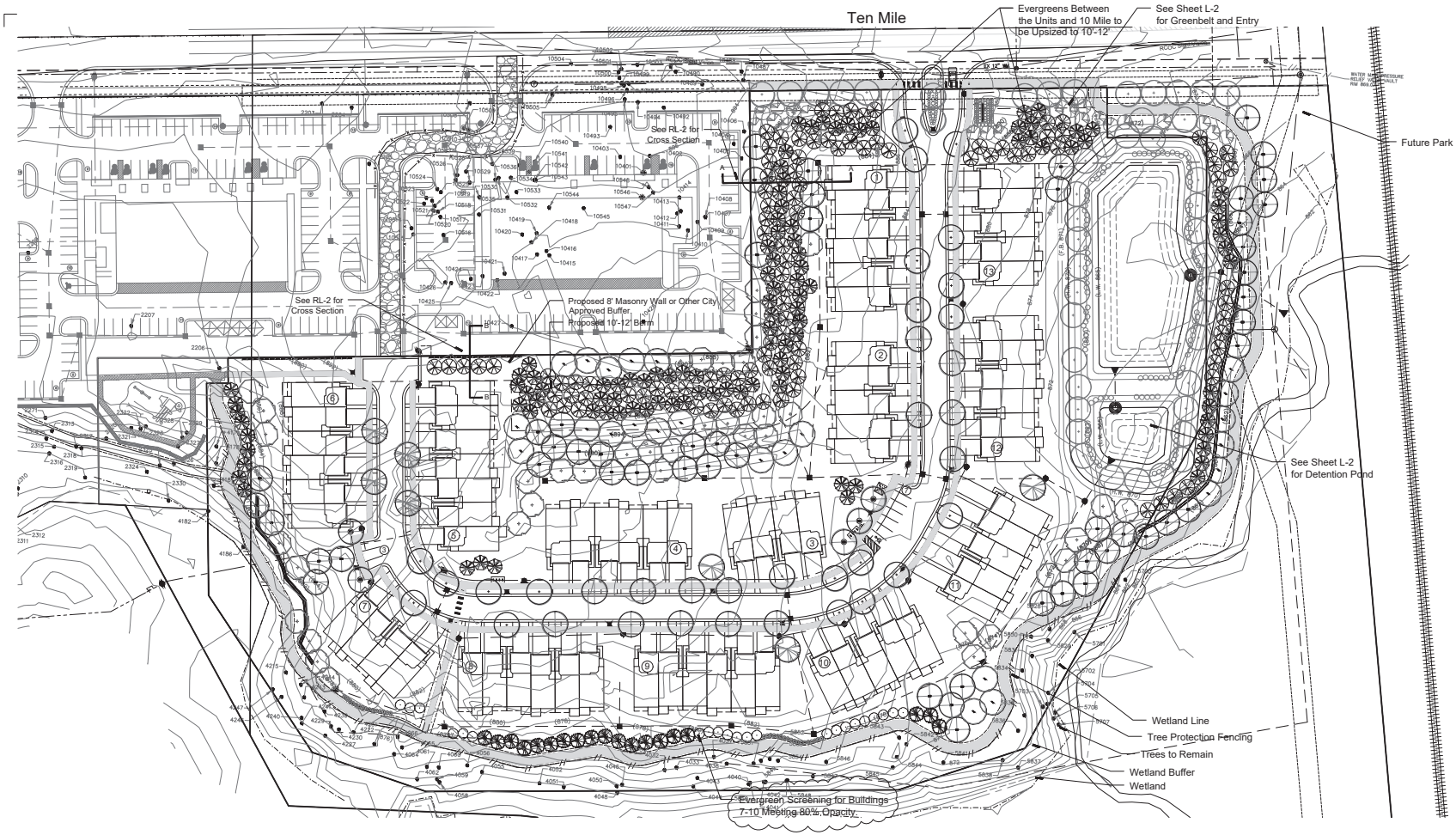
CLIENT:
NOVI TEN ASSOCIATES, LLC
27 W. SQUARE LAKE ROAD
BLOOMFIELD HILLS
MICHIGAN 48302
248.909.1308

PROJECT NAME:
NOVI TEN TOWN HOMES
SECTION 26, TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

SHEET TITLE:
OPEN SPACE PLAN

SHEET
9

P:\SKE New Yes Work\LAND\NOVI PLANS\21006-NOVI.dwg 4/9/2024 10:09 AM Kerry Perkowski



Location Map



North
No Scale

Landscape Summary

Street Trees
Street Frontage: 2,368 l.f.
Less Drives: 1,136 l.f.
Net Frontage: 1,232 l.f.
Trees Required: 35 Trees (1,232 / 35)
Trees Provided: 35 Trees

Multi-Family Trees
Total Units: 71 Units
Trees Required: 213 Trees (71 x 3)
Trees Provided: 213 Trees

Parking Lot Landscaping
Parking Lot Perimeter: 163 l.f.
Trees Required: 4.7 Trees (163 / 35)
Trees Provided: 5 Trees

Woodland Replacement
Replacement Required: 699 Trees
Total Trees Provided: 169 Trees
Trees to be Paid into Fund: 530Trees

Screening Trees
- Steeple Chase Arborvitae
- Green Giant Arborvitae

Requested Waivers:

1. Landscape waiver from Sec. 5.5.3.B.ii for deficiency in required trees along Ten Mile due to Water Main Conflict.

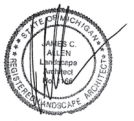
Notes:

- Soils Information is Shown on Sheet 2.
- Trees Shall be Planted 10' from Utility Structures Including Hydrants and 5' from Utility Lines.
- Tree Shall not Be Planted within 4' of Property Lines.
- Snow Shall be Deposited Adjacent to Drives and within the Curb Lawn. Any Damaged Trees Shall be Replaced as Needed.
- All Utility Boxes Shall be Screen per Detail on Sheet L-3. Approximately 8-12 Shrubs will be Required per Box.
- No Overhead Lines Exist.
- Phragmites and Japanese Knotweed and not Present on this Site.
- An Irrigation Plan will be Provided for Stamping Sets.

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ALLENDESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
557 Carpenter
Northville, Michigan 48167
e. jca@wideopenwest.com
t. 248.467.4668

Seal:



Title:

Conceptual Landscape Plan

Project:

The Towns at Novi Station
Novi, Michigan

Prepared for:

Toll Brothers
26200 Town Center Drive, Suite 200
Novi, Michigan 48375

Revision:	Issued:
Submission	September 14, 2022
Issued	February 28, 2023
Revised	April 27, 2023
Revised	January 2, 2024
Revised	June 17, 2024
Revised	March 16, 2026

Job Number:
21-027

Drawn By:	Checked By:
jca	jca

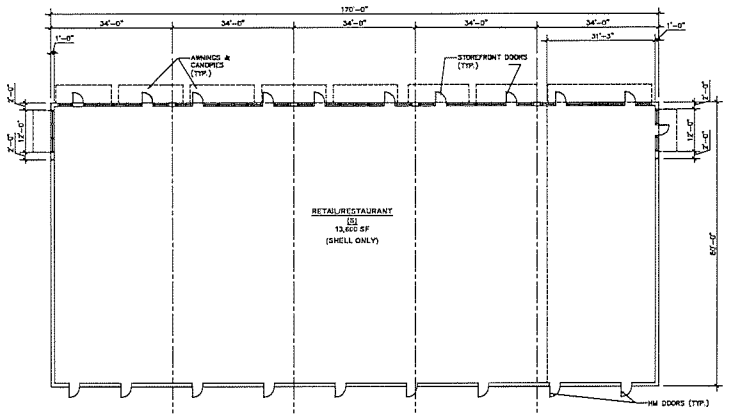
0' 25' 50'
NORTH
1"=50'

City of Novi Project Number
JZ23-0009

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

Sheet No.

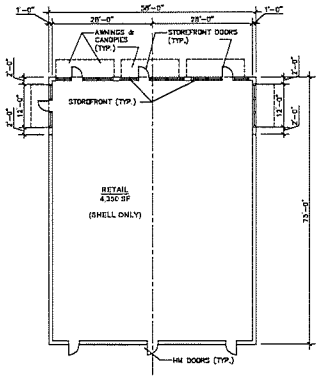
RL-1



BUILDINGS A & B (SHELL)
FLOOR PLAN

Scale: 1/16" = 1'-0"

NORTH



BUILDING C (SHELL) – (BUILDING D OPP. HAND)
FLOOR PLAN

Scale: 1/16" = 1'-0"

NORTH

SIEGAL/TUOMAALA
ASSOCIATES
ARCHITECTS &
PLANNERS INC.

29200 northwestern hwy
suite 160
southfield, mi 48034

p • 248 • 352 • 0099
f • 248 • 352 • 0082
www.sta-architects.com

STATE OF MICHIGAN
LONNY D ZIMMERMAN
ARCHITECT
NO 1301021328
REGISTERED ARCHITECT

project name:
NOVI TEN PRO

project location:
NOVI, MICHIGAN
SECTION 26

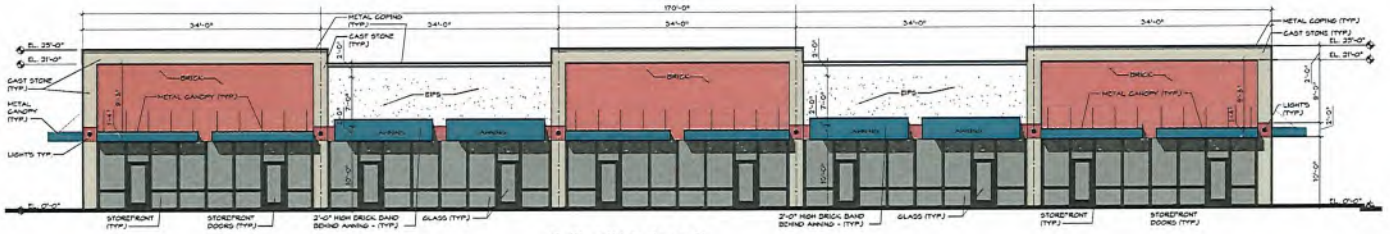
date/revision:
- Oct.04, 2023 - Issue PRO
- Jan. 02, 2024 - Revised PRO
- June 17, 2024 - PRO Eligibility
- PRO Contract

sheet title:
B-2 BUILDING
FLOOR PLANS

project number:
1537E

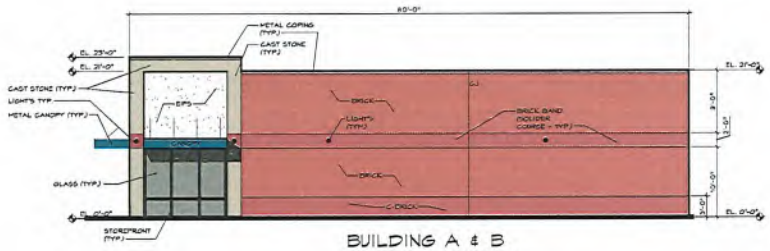
sheet number:
P.6

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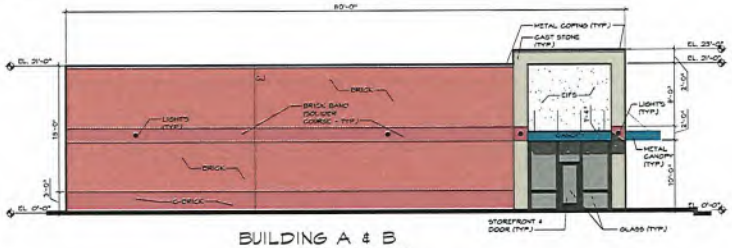
BUILDING A & B
NORTH ELEVATION

Scale: 1/8" = 1'-0"



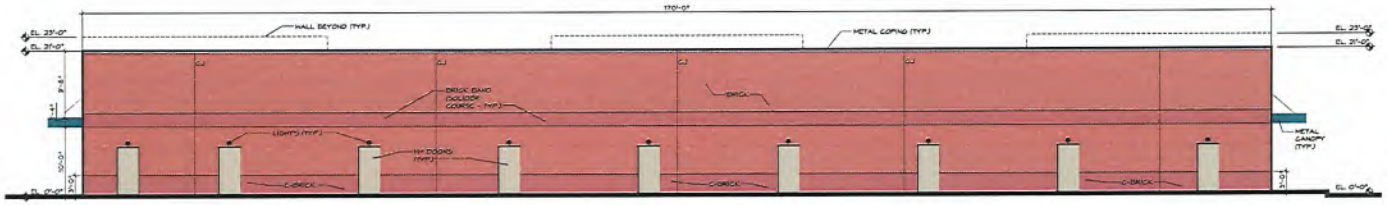
BUILDING A & B
WEST ELEVATION

Scale: 1/8" = 1'-0"



BUILDING A & B
EAST ELEVATION

Scale: 1/8" = 1'-0"



BUILDING A & B
SOUTH ELEVATION

Scale: 1/8" = 1'-0"

RETAIL/RESTAURANT BUILDINGS A & B - FACADE MATERIAL CHART

NORTH:

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	1504	52.0%	30% MIN
C-BRICK	-	-	25% MAX
EIFS	376	23.0%	25% MAX
CAST STONE	460	15.5%	25% MAX
METAL PANEL	188	6.7%	50% MAX (CANOPY + FASCIA)
TOTAL	2508	100 %	
VISION GLASS	1266		
	3774 SF		

WEST:

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	1150	72.2%	30% MIN
C-BRICK	192	12.1%	25% MAX
EIFS	108	6.8%	25% MAX
CAST STONE	116	7.3%	25% MAX
METAL PANEL	26.0	1.6%	50% MAX (CANOPY + FASCIA)
TOTAL	1592	100 %	
VISION GLASS	1,122		
	1713 SF		

RETAIL/RESTAURANT BUILDINGS A & B - FACADE MATERIAL CHART

SOUTH

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	2432	82.7%	30% MIN
C-BRICK	424	12.0%	25% MAX
EIFS	-	-	25% MAX
CAST STONE	-	-	25% MAX
METAL PANEL (DOORS)	184	5.3%	50% MAX
TOTAL	3510 SF	100 %	

EAST

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	1150	72.2%	30% MIN
C-BRICK	192	12.1%	25% MAX
EIFS	108	6.8%	25% MAX
CAST STONE	116	7.3%	25% MAX
METAL PANEL	26.4	1.6%	50% MAX (CANOPY + FASCIA)
TOTAL	1839	100 %	
VISION GLASS	1,122		
	1713 SF		

WALL MATERIAL BEHIND AWNING IS INDICATED

NOTES:
1. ALL ROOF MOUNTED MECHANICAL EQUIPMENT TO BE SCREENED
2. SEE SHEETS P.10 & P.11 FOR WALL LIGHT PHOTOMETRICS.

SIEGAL/TUOMAALA ASSOCIATES ARCHITECTS & PLANNERS INC.

29200 northwestern hwy
suite 160
southfield, mi 48034

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www.sta-architects.com

project name:
NOVI TEN PRO

project location:
NOVI, MICHIGAN
SECTION 26

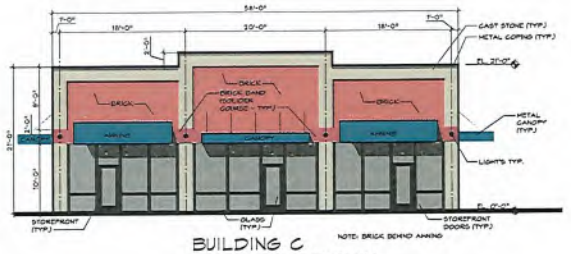
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- Oct.04, 2023 - Issue PRO
- Jan. 02, 2024 - Revised PRO
- June 17, 2024 - PRO Eligibility
- PRO Contract

sheet title:
RETAIL/ RESTAURANT BUILDINGS A & B ELEVATIONS

project number:
1537E

sheet number:
P.7

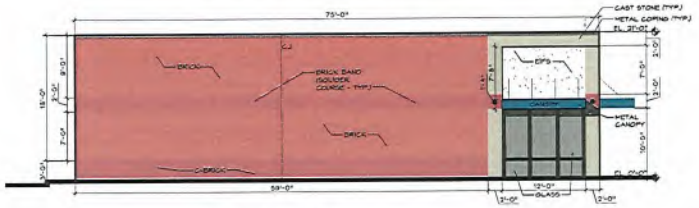
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NOTE: BRICK BEHIND AWNING

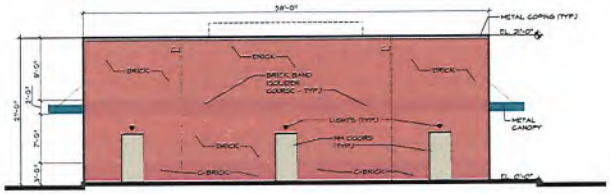
BUILDING C
NORTH ELEVATION

Scale: 1/8" = 1'-0"



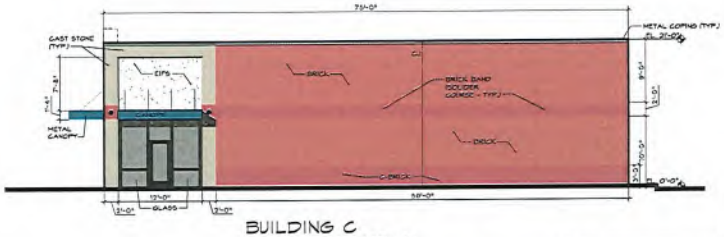
BUILDING C
EAST ELEVATION

Scale: 1/8" = 1'-0"



BUILDING C
SOUTH ELEVATION

Scale: 1/8" = 1'-0"



BUILDING C
WEST ELEVATION

Scale: 1/8" = 1'-0"

NOTES:
1. ALL ROOF MOUNTED MECHANICAL EQUIPMENT TO BE SCREENED.
2. SEE SHEETS P.10 & P.11 FOR WALL LIGHT PHOTOMETRICS.

RETAIL C - FACADE MATERIAL CHART (BUILDING D OPP. HAND)

NORTH

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	515	44.0%	50% MIN
C-BRICK	-	-	25% MAX
EIFS	-	-	25% MAX
CAST STONE	365	47.4%	25% MAX
METAL PANEL	24	5.1%	50% MAX (CANOPY + FASCIA)
TOTAL VISION GLASS	160 + 500 1282 SF	100 %	

WEST

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	1061	72.4%	50% MIN
C-BRICK	177	12.2%	25% MAX
EIFS	84	5.8%	25% MAX
CAST STONE	105	7.4%	25% MAX
METAL PANEL	25	1.7%	50% MAX
TOTAL VISION GLASS	1455 + 120 1575 SF	100 %	

RETAIL C - FACADE MATERIAL CHART (CONTINUED)

SOUTH

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	865	71.0%	50% MIN
C-BRICK	240	25.8%	25% MAX
EIFS	-	-	25% MAX
CAST STONE	-	-	25% MAX
METAL PANEL (DOORS)	65	5.2%	50% MAX
TOTAL	1218 SF	100 %	

EAST

MATERIAL	AREA (SF)	% TOTAL	ORDINANCE
BRICK	1061	72.4%	50% MIN
C-BRICK	177	12.2%	25% MAX
EIFS	84	5.8%	25% MAX
CAST STONE	105	7.4%	25% MAX
METAL PANEL	25	1.7%	50% MAX
TOTAL VISION GLASS	1455 + 220 1575 SF	100 %	

WALL MATERIAL BEHIND AWNING IS INDICATED

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LONNY S. ZIMMERMAN ARCHITECT No. 1301021328 STATE OF MICHIGAN REGISTERED ARCHITECT

project name:
NOVI TEN PRO

project location:
NOVI, MICHIGAN
SECTION 26

date/revision:
- Oct.04, 2023 - Issue PRO
- Jan. 02, 2024 - Revised PRO
- June 17, 2024 - PRO Eligibility
- PRO Contract

sheet title:
RETAIL BUILDING C & RESTAURANT BUILDING D ELEVATIONS

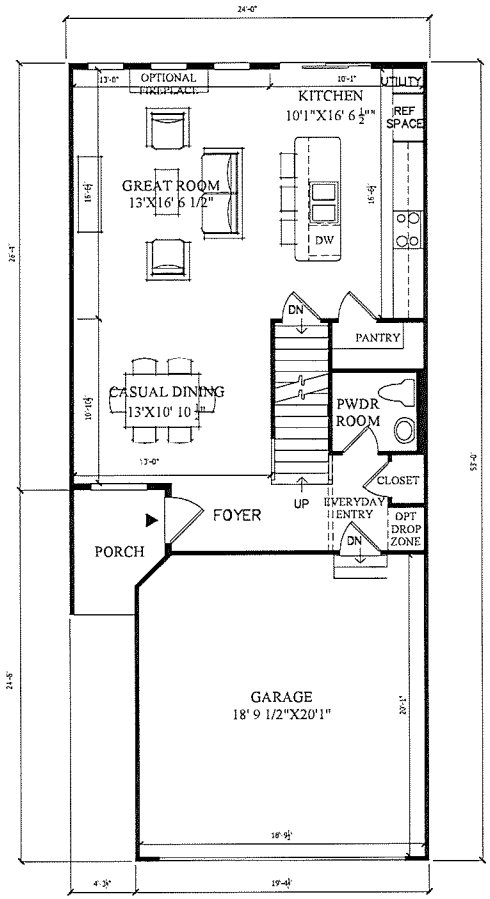
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1537E

sheet number:
P.8

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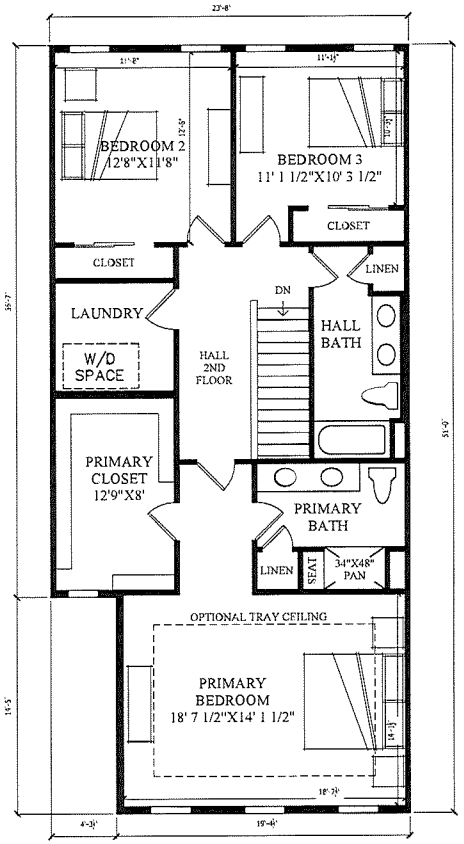
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HOWE - FIRST FLOOR PLAN

SCALE: 1/8"=1'-0"



HOWE - SECOND FLOOR PLAN

SCALE: 1/8"=1'-0"

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PROJECT NAME

SUBMITTAL/REVISION DATE

DRAWN BY

DESIGNED BY

SUBMITTAL DATE 6-30-2023

SHEET DESCRIPTION
HOWE FLOOR PLANS

LOCAL SUBMITTAL

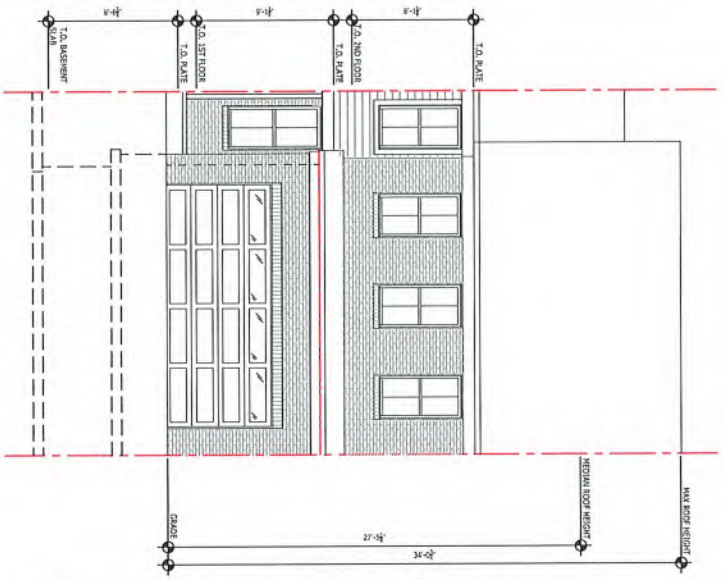
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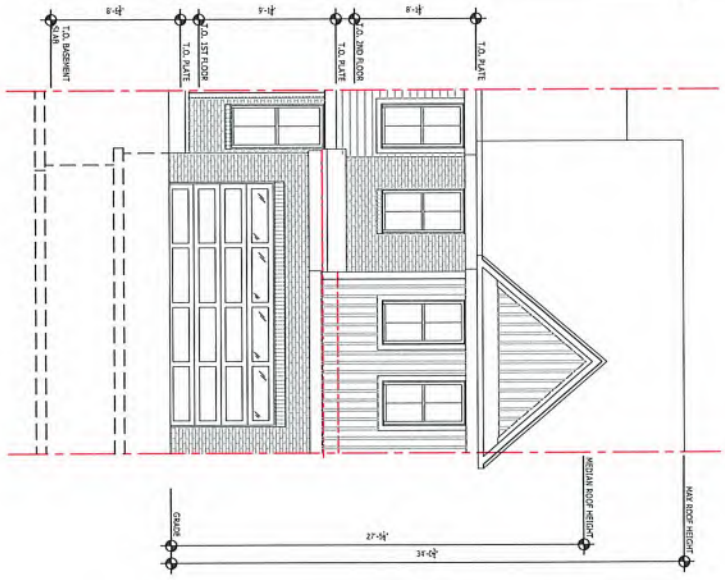
HOWE NEWHAVEN - FRONT ELEVATION

SCALE: 3/8"=1'-0"



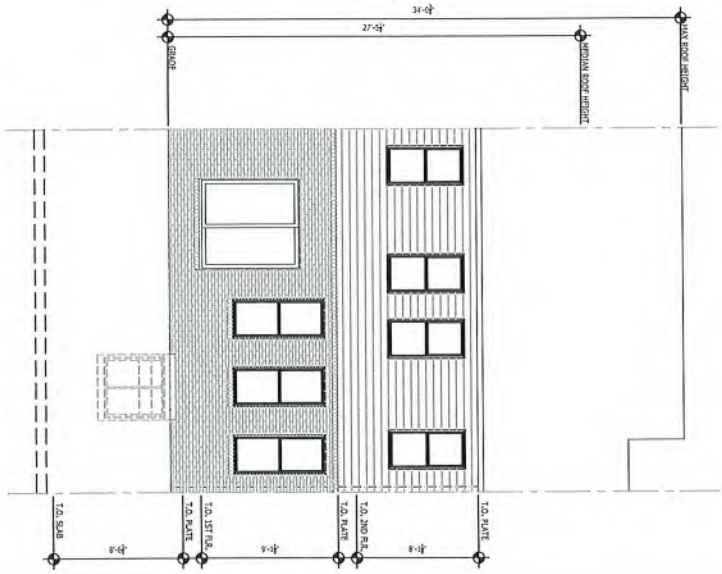
HOWE WETHERBY - FRONT ELEVATION

SCALE: 3/8"=1'-0"



HOWE ALL ELEVATIONS - REAR ELEVATION

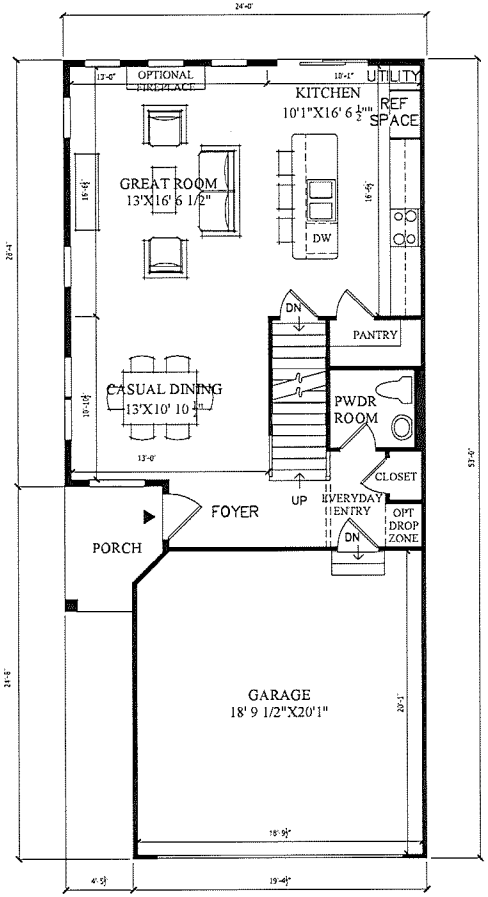
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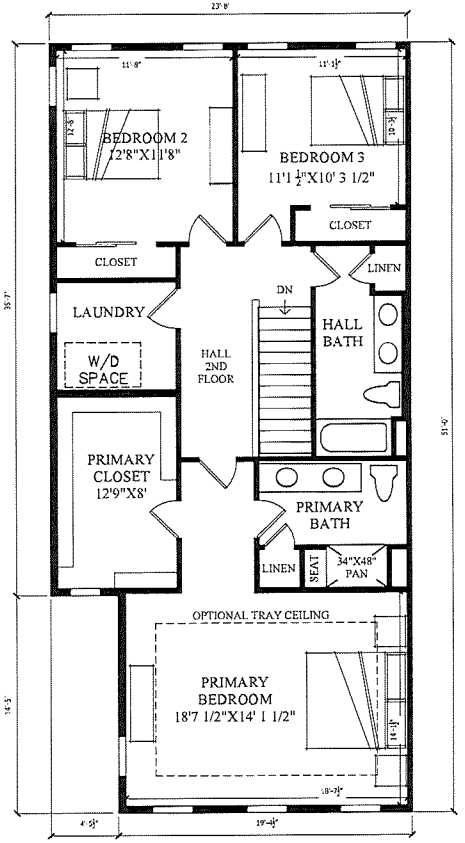
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HOWE ELITE - FIRST FLOOR PLAN

SCALE: 1/8"=1'-0"



HOWE ELITE - SECOND FLOOR PLAN

SCALE: 1/8"=1'-0"

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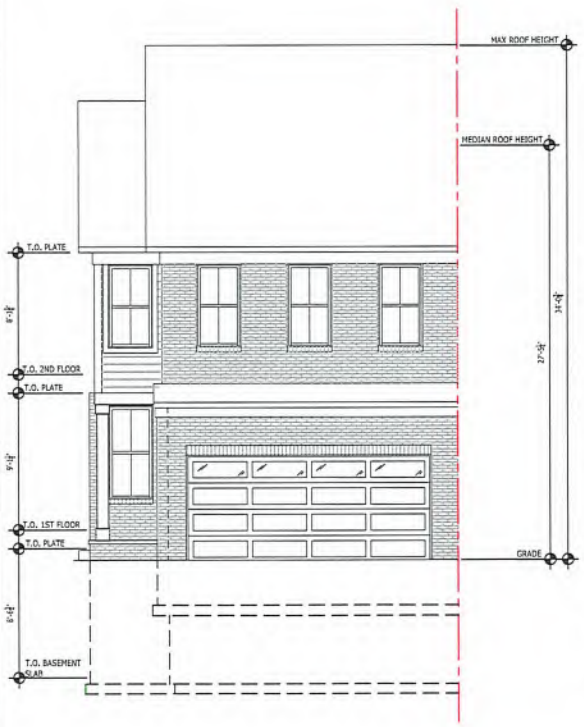
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SHEET DATE: 6-30-2023

SHEET NUMBER: TB-3

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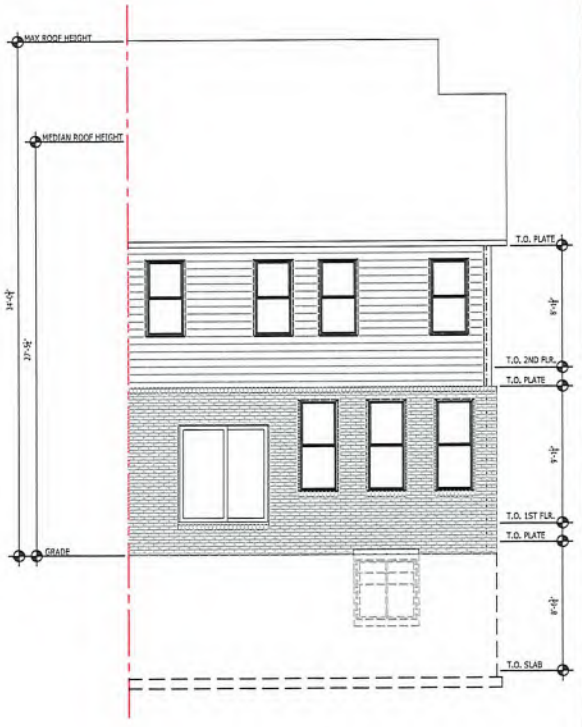
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HOWE ELITE NEWHAVEN - FRONT ELEVATION
SCALE: $\frac{3}{32}$"=1'-0"



HOWE ELITE WETHERBY - FRONT ELEVATION
SCALE: $\frac{3}{32}$"=1'-0"



HOWE ELITE ALL ELEVATIONS - REAR ELEVATION
SCALE: $\frac{3}{32}$"=1'-0"

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PROJECT LINE

LOCALITY/PROJECT NAME

ELEVATION NAME

DRAWN BY -

CHECKED BY -

SHEET DATE 6-30-2023

SHEET REGISTERED

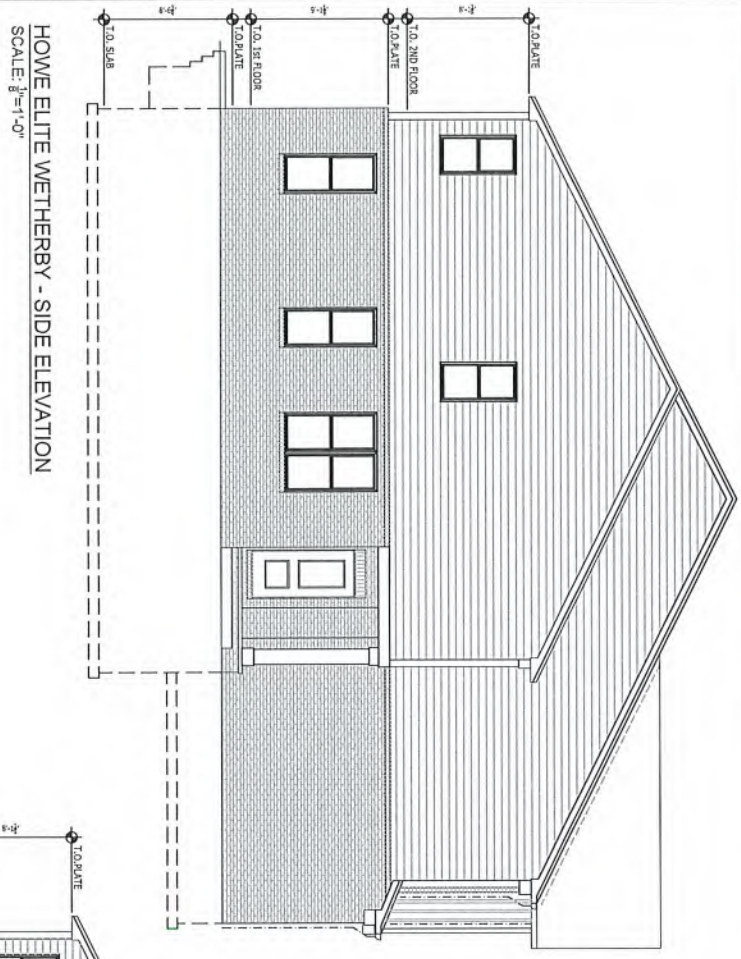
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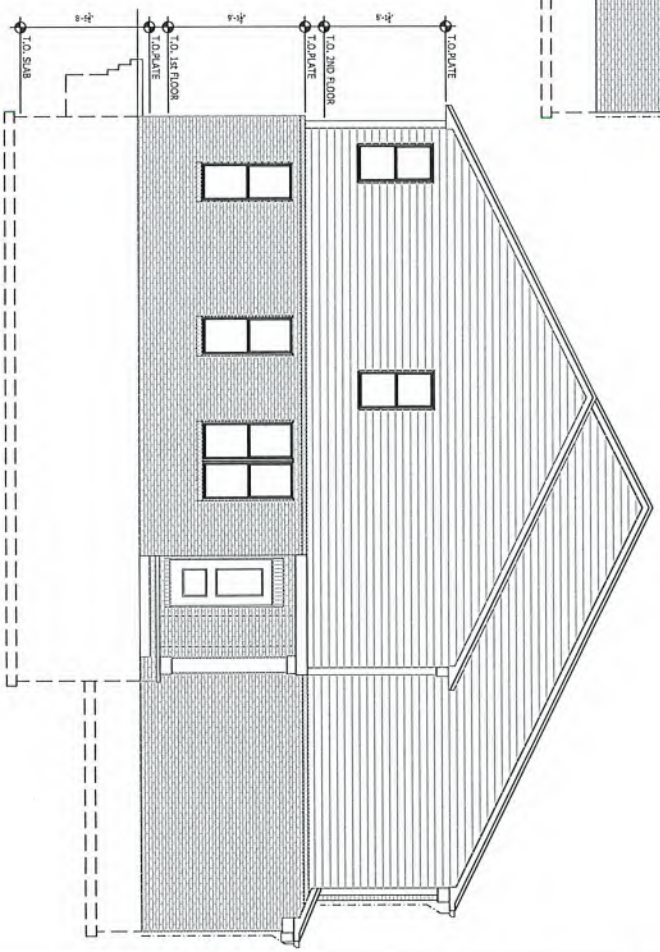
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HOWE ELITE WETHERBY - SIDE ELEVATION
SCALE: 1/8"=1'-0"



HOWE ELITE NEWHAVEN - SIDE ELEVATION
SCALE: 1/8"=1'-0"

SHEET DESCRIPTION: HOWE ELITE ELEVATIONS	DRAWN BY: - CHECKED BY: - SHEET DATE: 6-30-2023	PRODUCT LINE: - MODEL/PROJECT NAME: - ELEVATION NAME: -	SHEET REVISION INFO: SET REVISION INFO:	TOLLARCHITECTURE PHILADELPHIA · ORLANDO DALLAS · LOS ANGELES · SEATTLE 1140 Virginia Drive, Fort Washington, PA 19034 P 215-293-5300 | F 215-293-5314 A Division of Toll Brothers
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SANDERS - FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"



SANDERS - SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"

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SHEET REVISION INFO

SHEET REVISION TYPE

PROJECT LINE

CODA/PROJECT NAME

FILE ENTRY NAME

DRAWN BY -

CHECKED BY -

SHEET DATE 6-30-2023

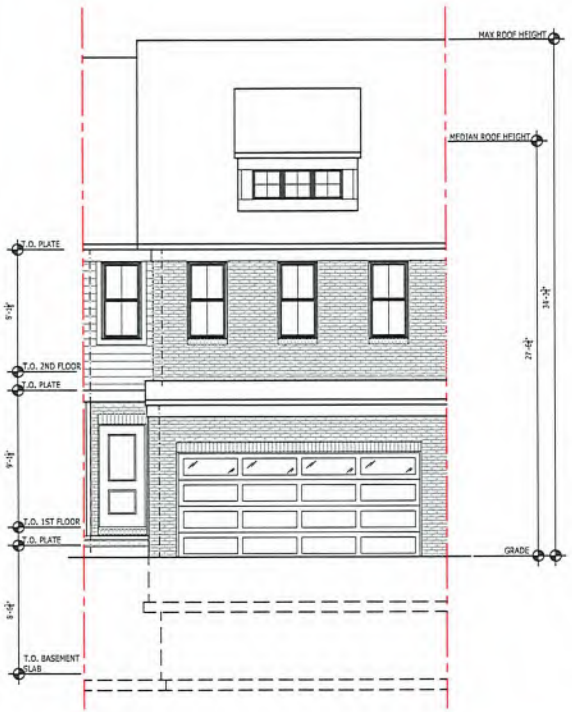
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SANDERS FLOOR PLANS

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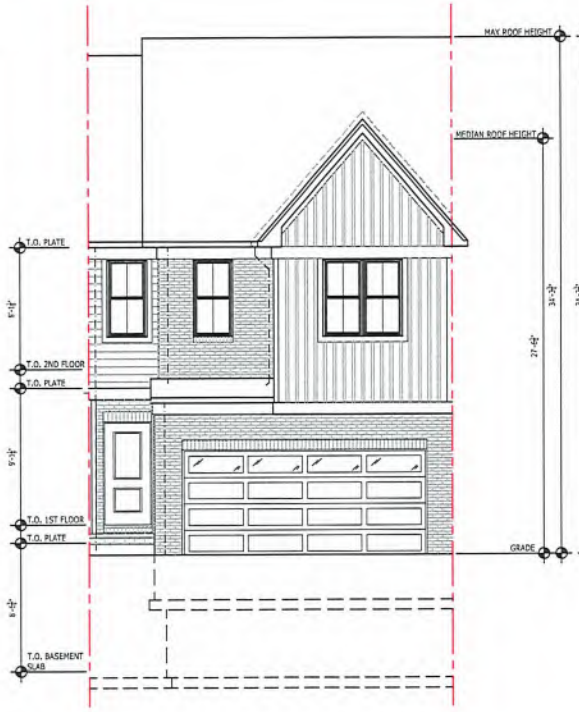
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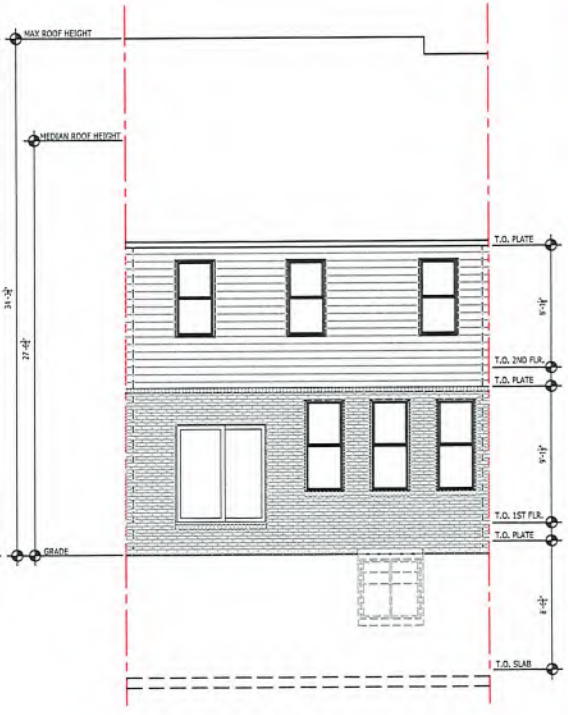
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SANDERS NEWHAVEN - FRONT ELEVATION
SCALE: $\frac{1}{08}$"=1'-0"



SANDERS WETHERBY - FRONT ELEVATION
SCALE: $\frac{1}{08}$"=1'-0"



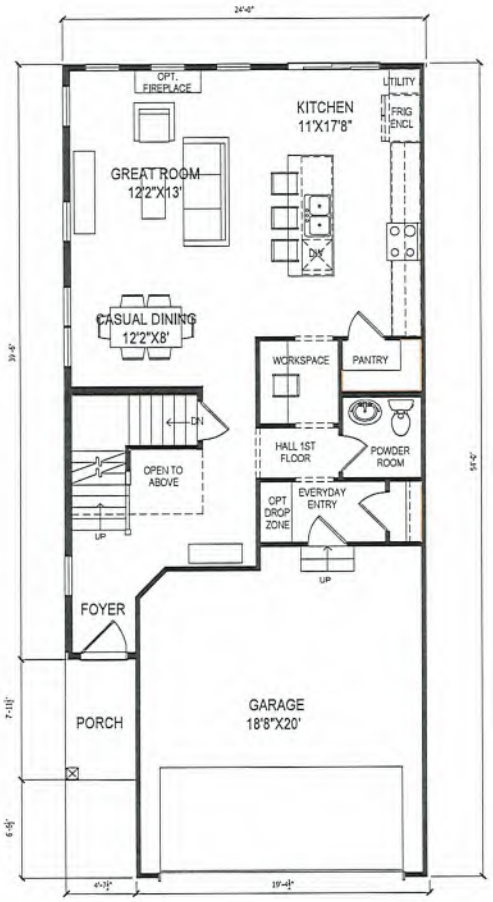
SANDERS ALL ELEVATIONS - REAR ELEVATION
SCALE: $\frac{1}{08}$"=1'-0"

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SHEET REVISION DATE
SHEET REVISION NO
PROJECT LINE
LODELLA PROJECT NAME
ELEVATION NAME
DRAWN BY -
CHECKED BY -
SHEET DATE 6-30-2023
SHEET TITLE
SANDERS ELEVATIONS
SERIAL NUMBER
SHEET NUMBER
TB-7

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SANDERS ELITE- FIRST FLOOR PLAN

SCALE: $\frac{1}{8}$"=1'-0"



SANDERS ELITE- FIRST FLOOR PLAN

SCALE: $\frac{1}{8}$"=1'-0"

TOLLARCHITECTURE
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SHEET REVISION NO

SHEET REVISION TYPE

PRODUCT LINE

MODEL/PROJECT NAME

ELEVATION NAME

DRAWN BY -

DESIGNED BY -

SHEET DATE 6-30-2023

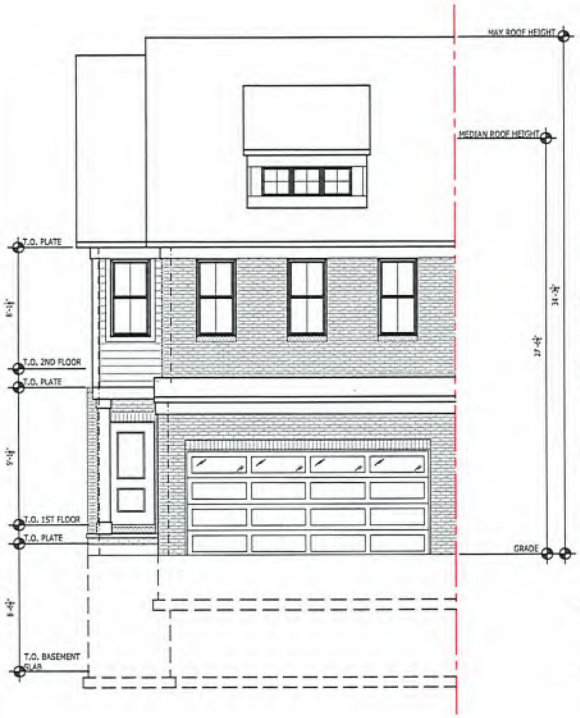
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SANDERS ELITE FLOOR PLANS

SHEET NUMBER TB-8

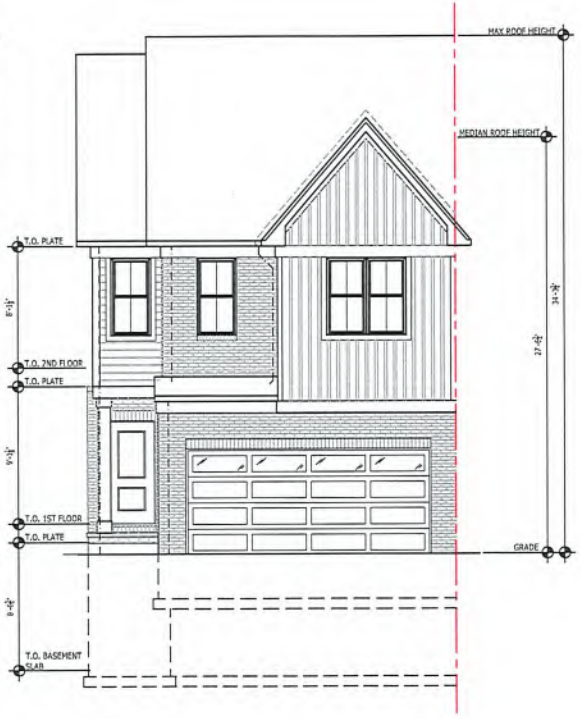
SERIAL NUMBER

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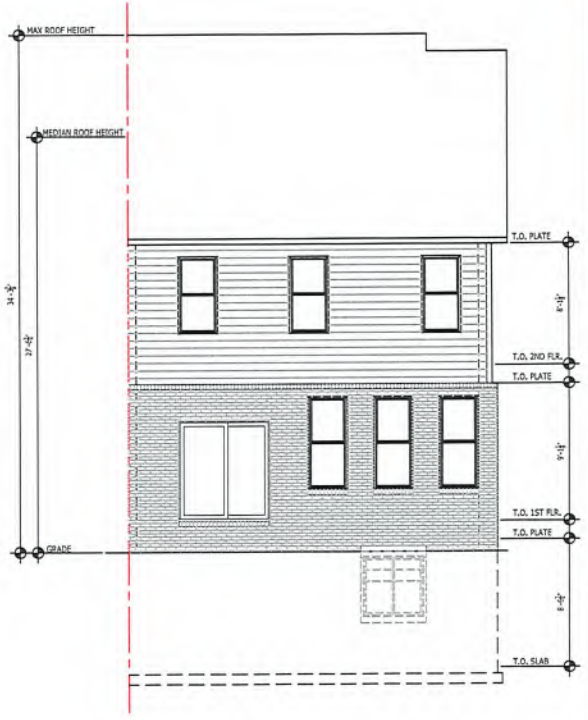
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SANDERS ELITE NEWHAVEN - FRONT ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"



SANDERS ELITE WETHERBY - FRONT ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"



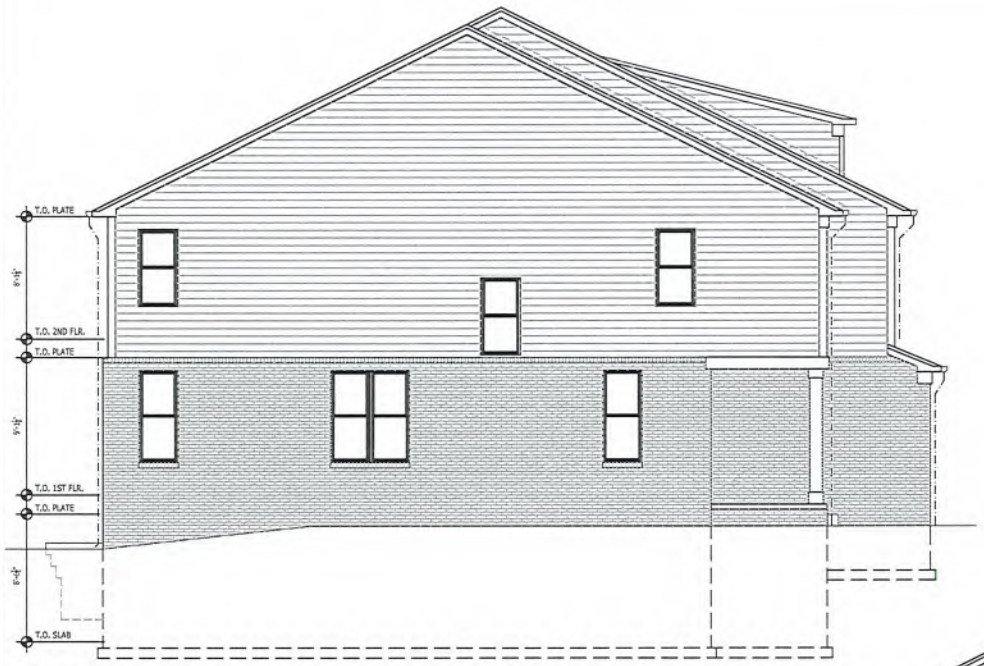
SANDERS ELITE ALL ELEVATIONS - REAR ELEVATION
SCALE: $\frac{1}{8}$"=1'-0"

TOLLARCHITECTURE
PHILADELPHIA - ORLANDO
DALLAS - LOS ANGELES - SEATTLE
1140 Virginia Drive, Fort Washington, PA 19034
P 215-293-5300 | F 215-293-5314
A Division of Toll Brothers

SHEET REVISION NO.
SET REVISED TO
PROJECT LINE
MODEL/PROJECT NAME
ELEVATION NAME
DRAWN BY -
CHECKED BY -
SHEET DATE 6-30-2023
SHEET DESCRIPTION
SANDERS ELITE ELEVATIONS
SERIAL NUMBER
SHEET NUMBER
TB-9

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SANDERS ELITE NEWHAVEN - SIDE ELEVATION
SCALE: 1/8"=1'-0"



SANDERS ELITE WETHERBY - SIDE ELEVATION
SCALE: 1/8"=1'-0"

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SHEET REVISION #
SHEET REVISION DATE

PRODUCT LINE
PRODUCT/PROJECT NAME
ELEVATION NAME

SALES/BID #
DESIGNED BY -
SHEET DATE 6-30-2023

SHEET DESCRIPTION
SANDERS ELITE ELEVATIONS

SERIAL NUMBER

SHEET NUMBER
TB-10

	5.15 Schedule Regulating Façade Materials - RM-1 - Region 1					
	Ordinance					
	Brick Natural Clay - Minimum 30%		Wood Siding, painted, t&g and batten siding - Maximum 50%		Asphalt Shingles - Maximum 50%	
Model/ Elevation	Meets	Deviation Req'd	Meets	Deviation Req'd	Meets	Deviation Req'd
Howe/ Newhaven - Front Elevation	X		X			X-55%
Howe/ Wetherby - Front Elevation		X-22%	X		X	
Howe/ All Elevations - Rear Elevation		X-27%	X		X	
Howe Elite/ Newhaven - Front Elevation	X		X			X-55%
Howe Elite/ Wetherby - Front Elevation		X-22%	X		X	
Howe Elite/ All Elevations- Rear Elevation		X-27%	X		X	
Howe Elite/ Newhaven - Side Elevation	X			X-62%	X	
Howe Elite/ Wetherby - Side Elevation	X			X-59%	X	
Sanders/ Newhaven - Front Elevation	X		X		X	
Sanders/ Wetherby - Front Elevation		X-21%	X		X	
Sanders/ All Elevations - Rear Elevation		X-26%	X		X	
Sanders Elite/ Newhaven - Front Elevation	X		X		X	
Sanders Elite/ Wetherby - Front Elevation		X-22%	X		X	
Sanders Elite/ All Elevations- Rear Elevation		X-26%	X		X	
Sanders Elite/ Newhaven- Side Elevation	X			X-62%	X	
Sanders Elite/ Wetherby- Side Elevation	X			X-58%	X	

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SHEET DESCRIPTION: FACADE MATERIAL SQUARE FOOTAGES

SHEET NUMBER: TB-11

DRAWN BY: -

CHECKED BY: -

SHEET DATE: 6-30-2023

PRODUCT LINE

1 DIGIT PROJECT NAME

ELEVATION NAME

SHEET REVISION NO

SHEET REVISION TYPE

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EXHIBIT C – STAFF & CONSULTANT REVIEW LETTERS

PLAN REVIEW CENTER REPORT

Planning Review

September 16, 2024

JZ23-09 NOVI-TEN PRO

Zoning Map Amendment No. 18.740

PETITIONER

Novi Ten Associates

REVIEW TYPE

Revised Formal PRO Plan

Rezoning Request from OS-1 Office Service and I-1 Light Industrial to Low-Density Multiple Family RM-1 and B-2 Community Business with a Planned Rezoning Overlay

PROPERTY CHARACTERISTICS

Section	26	
Site Location	South of Ten Mile Road, East of Novi Road;	
Site School District	Novi Community School District	
Current Site Zoning	OST, Office Service Technology	
Proposed Site Zoning	RM-1, Low-Density Multiple Family	
Adjoining Zoning	North	I-1 Light Industrial and I-2 General Industrial
	East	I-1 Light Industrial
	West	OS-1, Office Service and B-1 Local Business
	South	RM-1, Low-Density Multiple Family with PRO
Current Site Use	Vacant	
Adjoining Uses	North	Warehouse, Machine suppliers, Contractors, Software/Computer services, Outdoor storage
	East	Vacant, Railroad ROW
	West	Pharmacy, Dental Office
	South	Ridgeview Villas multiple family residential
Site Size	34 acres proposed for rezoning: 6.97 to B-2 and 27 to RM-1	
Parcel ID's	50-22-26-101-024, 50-22-26-101-028 (portions)	
Plan Date	June 17, 2024	

PROJECT SUMMARY

The subject property is located on the south side of Ten Mile Road, east of Novi Road in Section 26 of the City of Novi. The property to be rezoned totals about 34 acres. About 27 acres is proposed to be rezoned to RM-1, Low-Density Multiple Family. The applicant is proposing to develop 71-unit multiple-family residential units in 14 townhouse-style buildings (2-story) on a portion, while preserving 15.87 acres as a natural area. To the west and north of the residential area, 6.97 acres is proposed to be rezoned to B-2, Community Business. The commercial area would be developed with approximately 35,900 square feet of restaurant and retail uses. Three new access points to Ten Mile Road would be constructed – one for the residential section and two for the commercial portion. The commercial piece would also utilize the existing driveway shared with the dental office. A pocket park on the eastern side of the property would have a separate access drive from 10 Mile. The applicant is requesting to rezone with a Planned Rezoning Overlay.

PRO OPTION

The PRO option creates a "floating district" with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from OS-1 and I-1 to RM-1 and B-2), and the applicant submits a detailed conceptual plan for development of the site, along with site-specific conditions relating to the proposed improvements. After Staff and consultant review, the proposed request goes through initial review by the Planning Commission and City Council to review and comment on whether the project meets the requirements of eligibility for a PRO. The applicant can then make any changes to the Concept Plan based on the feedback received and resubmit for formal review. The Planning Commission holds a public hearing and makes a recommendation to City Council. The City Council reviews the Concept Plan, and if the plan receives tentative approval, it directs the preparation of an agreement between the City and the applicant, which also requires City Council approval. Following final approval of the PRO concept plan and PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. If development is not commenced within two years from the effective date of the PRO Agreement it will expire, unless otherwise agreed to by the parties.

RECOMMENDATION

Staff has noted concerns about the proposed residential uses' compatibility with the heavy industrial zoning to the north, inconsistency with the recommendations of the Master Plan's Future Land Use Map, and the estimated increase in traffic. However, most of those concerns have been eased as the applicant has eliminated some of the screening issues, changed the request from B-3, General Business to B-2, Community Business and eliminated auto-oriented uses, and provided conditions that will represent an overall benefit of the project. The number of daily trips are also much closer to the traffic that would be expected from development under the current zoning designations since the commercial area was reduced from 60,000 square feet to 36,000 square feet. The proposal provides community benefits that would not be possible to achieve in the absence of the Planned Rezoning Overlay. **Planning Staff recommends approval to move forward to Planning Commission and City Council consideration of the PRO request.**

PROJECT HISTORY

Conceptual documents for the project were submitted and reviewed by City staff and consultants in a pre-application submittal in July 2021. Comments were provided on the information submitted based on compliance with the Zoning Ordinance and City Codes, but no recommendations for approval were made at that time. Since then, a revised Planned Rezoning Overlay ordinance was adopted by City Council.

In March 2023, the Initial PRO Concept Plan was submitted for review. Staff determined that several aspects of the B-3 component did not meet the standards of the PRO Ordinance, as there were no detailed plans, use or size restrictions, or any other conditions presented that would provide an overall benefit to the public that would outweigh the detriments. As presented at that time, the B-3 rezoning would not be eligible for the optional rezoning with Planned Rezoning Overlay.

Since then, the applicant submitted a revised concept plan in October, 2023 with more details on the (then proposed) B-3 portion of the site, clarification of benefits and deviations, and additional area to be rezoned to RM-1 rather than remaining I-1 Light Industrial. Based on comments received from staff on that review, the applicant asked to have their full traffic study reviewed by the City's consultant, and have again submitted revisions to their concept plan.

On February 21, 2024, a public hearing was held and the Planning Commission offered initial feedback on the proposal. Those comments are summarized below. On April 8, 2024, City Council considered the request and provided feedback to the applicant. Those comments are also summarized on the following pages.

PLANNING COMMISSION

The Planning Commission held a Public Hearing on February 21, 2024, to review and make comments on the proposal's eligibility for using the Planned Rezoning Overlay option. Comments made at that time are reflected in the meeting minutes and are summarized here:

- The proximity of the railroad tracks crossing 10 Mile Road just east of this site poses some concerns. When the train passes through, or sometimes stops on the tracks, traffic on 10 Mile Road can get very backed up. Additional traffic in this area could make that worse.
- The applicant should provide clear depictions of what could be developed under the current I-1 District, to show what development might occur if the rezoning is not approved.
- The applicant should clearly show how stormwater detention system will work to alleviate concerns residents raised regarding flooding.
- More woodland replacement credits could be planted on-site to provide more screening between the residents to the south.
- The proposal has a very small amount of wetland impact (0.1 acre) and a large amount of wetland (15.87 acres) is planned to be permanently protected in a conservation easement.
- The residential use being proposed next to the Ridgeview development would be better in the long run to have compatible zoning rather than an industrial use adjacent to residential.
- There were questions about the existing public sidewalk easement that was granted as a public amenity when the Ridgeview PRO was approved, and it could be a nice amenity to be able to walk to the Novi Athletic Club or the dog park or up to the businesses along 10 Mile Road. However, signage might be needed to distinguish the private sidewalks from the public portion in Ridgeview.
- The proximity of the proposed pickleball courts to residents caused concerns. They tend to make a lot of noise and should be located a good distance away from homes.
- The commercial area should not be another strip mall and the project should be designed avoid it looking like one. The individual buildings are laid out in a manner different from a strip retail center.
- Data should be provided related to whether trails in proximity to neighborhoods lead to an increase in crime, as many residents were suggesting.
- The applicant should provide data on the occupancy rate of townhomes and retail/restaurant businesses that might occupy the commercial buildings so they can make their decisions based on the expected viability of the development. The data that has been provided up to now is rather dated.
- Given the concerns about traffic in this area, there are serious concerns about the drive-thru restaurant proposed, and whether there was enough consideration to ensure traffic from that use would back up onto 10 Mile.

CITY COUNCIL

The City Council provided feedback at its meeting on April 8, 2024, on the proposal's eligibility for using the Planned Rezoning Overlay option. Comments made at that time are reflected in the meeting minutes, and comments are summarized here:

- The pickleball courts do not seem to be right for this location, and perhaps the applicant should consider a pocket park for that area instead.
- Pathways connecting two neighborhoods have been a point of resistance for residents for a long time, and the trail behind the homes on the south side would likely receive complaints from the owners of those units. Maybe if they had been developed at the same time that

would have worked. Other members thought the trail connection would be seen as a positive given time.

- Developments for owners are preferable over those for renters.
- Homes that provide first-floor living opportunities are needed in the city, as is heard repeatedly in the Older Adult Needs Committee.
- To accommodate the anticipated traffic demand, there should be coordination between construction of the traffic improvements on 10 Mile at the same time as the development construction. You wouldn't want new residents living there before those improvements are finished.
- Given the area is adjacent to the floodplain, the applicant should make it very clear how the stormwater management system is going to mitigate any risk of flooding to the downstream occupants.
- Screening between the residential development to the south was a concern, and the applicant should show how the existing and proposed trees would provide a buffer between the developments. A rendering showing the perspective from the Ridgeview site would be helpful.
- Screening along 10 Mile was also mentioned as a concern.
- The preservation of the wetland/floodplain area was seen as a positive, especially since this area is part of the headwaters of the Rouge River.
- Energy efficiency, including solar panels or geothermal heating options, good windows and insulation, etc. should all be taken into consideration in the building of these projects.
- The applicant should consider reducing the number of units to reduce the impact on the existing residential development and preserve more open space. The housing should also be similar to the housing to the south.
- The development of the residential and commercial portions of the project should be completed concurrently.
- There was concern about the drive-thru restaurant use shown on the plans, which doesn't seem appropriate for this area. The applicant was asked to consider B-2 uses only, and also restrict certain uses that are not appropriate.
- Along the 10 Mile Road frontage, there appears to be a lot of parking lot area and it would be more interesting to see the buildings closer to the road or something more creative.

The applicant has revised their response letter to directly address the issues raised by the Planning Commission and City Council.

REVIEW COMMENTS

This project was reviewed for conformance with the Zoning Ordinance with respect to Article 3 (Zoning Districts), Article 4 (Use Standards), Article 5 (Site Standards), Section 7.13 (Amendments to Ordinance) and any other applicable provisions of the Zoning Ordinance. **Please see the attached chart for additional information pertaining to ordinance requirements.** Items in **bold** below must be addressed and incorporated as part of future submittals or in the PRO Agreement:

1. Supporting Documentation: The applicant has provided the following studies as part of their application packet:
   a. **Narrative:** The statement provided indicates that the proposed rezoning allows for development of a walkable community that will connect existing residents to the south to a commercial destination, and new residents with a pathway network within the site and to nearby destinations. The off-site pedestrian connections, such as direct connections to the River Oaks Apartments, as shown on Sheet P.4, are intended to be coordinated as a part of the project, and built by the applicant.

      The narrative statement also notes the conditions and deviations proposed for the project, as well as public benefits. Those are detailed later in this review.

b. **Community Impact Statement**: The statement provided was revised March 11, 2024, and the applicant has provided more recent data as requested. The statement anticipates the proposed uses would have a minor impact on City services, roads and utilities, and environmental features. Positive social and economic impacts are anticipated with increased property tax collections and activating an area of the community.

c. **Rezoning Traffic Impact Study:** The revised submitted study (updated March 11, 2024) notes that the change of use will result in a modest increase in traffic on the local road network compared to likely development under the current zoning. The anticipated daily trips are 2,970 from the proposed uses, whereas the potential uses under the existing zoning is 2,566 trips (16% increase). However, the proposed mix of uses is estimated to generate approximately 35% fewer morning peak hour trips compared to potential development under the existing zoning, and about 1% fewer afternoon peak hour trips. The applicant indicates that they intend to complete the following improvements identified in the study to mitigate the traffic impacts when the commercial portion of the project is developed:

   - *Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.*
   - *Widen westbound 10 Mile Road to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.*
   - *Extend the center left-turn lane along 10 Mile Road from where it currently ends at Catherine Industrial Road to service all commercial driveways.*

   The applicant will need to coordinate improvements with the Road Commission for Oakland County as 10 Mile Road is under its jurisdiction.

d. **Commercial Market Analysis:** The applicant has previously provided a Market Feasibility Analysis for Commercial Development prepared by The Chesapeake Group, Inc. updated August 7,2024. The report indicates there will be a growth in the number of homes and income for Novi residents, which will increase sales to $94 million from 2021-2027. This would support an additional 229,000 square feet of retail goods and services by 2027. The report specifically points out that while most commercial establishments are appropriate for this site, vehicle-oriented purchase and service activity should be excluded based on the goal to enhance walkability of the area. *"Collectively, with the enhanced linkages to existing anchors, the food and food service composition of much of the activity on the site, and the proposed adjacent other housing development with direct pedestrian linkages to the site, the commercial will act as a "village center" service the neighboring residential and anchor activity."* The report notes that survey results from households in the area reveal that safety and walkability are the two most important issues for choosing where to live.

e. **Wetland Delineation Reports:** Prepared by Niswander Environmental, dated February 2021, the report covers the area of the RM-1 residential site. Five wetland areas were identified, including 3 small areas that are proposed to be impacted. A separate report prepared by Niswander Environmental, dated June 2023, includes the Commercial area of the site. Three small wetland areas (0.12-acre total) that would be impacted, and one large wetland/floodplain surrounding Chapman Creek, which is not proposed to be impacted.

f. **Sign Location Plan:** Detail of signage on sheet 3 of Civil drawings. The sign location plan is provided in the binder of materials, and notes the change of wording needed for each sign. **The sign locations and sign details met the requirements of the Site Plan & Development Manual, and signage has been posted on the site.**

2. Intent of the Commercial District: It is the applicant's stated goal to create a Walkable Community, with the commercial area serving as a village center "for functional life needs and

recreation." Previously the applicant was asked to consider the B-2 Community Business district, which would be more consistent as it is "established to maintain a more pedestrian-friendly environment and to foster a physical development pattern that is well-planned, supportive of moderately intense commercial uses, and aesthetically appealing from both abutting thoroughfares and from within the district." The uses permitted in that district would be more suited to a village center. **The applicant has revised the request to rezone from the previously requested B-3 District to the B-2 District. In addition, they propose to prohibit the following uses: Hotel/Motel, Gas Station, Automobile Repair, Car Wash, Marijuana sales, Check Cashing, and Pawn Shop. Marijuana sales are not permitted in the City of Novi. By changing to the B-2 District, Automobile repair/service/maintenance uses and car washes would not be permitted.**

3. Land Division: The applicant proposes to rezone a portion of two larger parcels. It appears that the applicant intends to create three new parcels. Legal descriptions of the three parcels have been provided.

4. Density: In the RM-1 district, low-rise multiple family residential units are permitted, with the maximum density allowed based on the size of the proposed dwelling units. The applicant indicates all 71 proposed units will be three-bedroom units. The maximum density for 3-bedroom units is 5.4 dwelling units per acre (du/ac). This is also confirmed by the room count described in Section 3.8, which states the maximum number of rooms permitted is the land area in square feet divided by 2000. The applicant's room count is 284. For 284 rooms, the parcel size should be a minimum of 13.04 acres.

   The size of the RM-1 area is 27.07 acres for the townhome parcel. To calculate density, the net site area of a site should exclude any wetlands greater than 2 acres, and right of way. Sheet 6 (revised) shows the total area of Wetland D is 10.729 acres. The net site area of the RM-1 development parcel as calculated by the applicant is 15.74 acres (excludes all 11.33 acres of wetlands on the site). As a result, the density proposed is 4.5 dwelling units per acre (71 units/15.74 acres), which is within the ordinance standard.

5. Adjacent Industrial Uses: On the eastern side of the subject site, the proposed RM-1 residential uses will be directly opposite I-2 General Industrial zoning to the north. The I-2 district permits the most intensive industrial uses in the City, and "is designed primarily for manufacturing, assembling and fabrication activities including large scale or specialized industrial operations, whose physical effects will be felt to some degree by surrounding districts." Because of those likely physical effects, including vibration, noise, and odors, and heavy truck traffic, I-2 zoning has historically not been permitted adjacent to residential uses. Currently the uses on the north side of 10 Mile in the I-2 district include building and landscape contractors, instructional and recreation centers, a metal machinery supplier, outdoor storage yards of building supplies and heavy machinery, and an office building. Other uses permitted in the I-2 district could replace those uses in the future, including auto engine and body repair shops, freight/trucking facilities, concrete operations, junkyards, and other production and manufacturing uses. Here and elsewhere in the city, I-2 areas are often separated from residential uses by railroad tracks, or by transitional and less intense zoning districts. Rezoning the property on the south side of Ten Mile to residential might further limit the industrial uses that are currently permitted on the north side of Ten Mile Road and/or require additional landscaping requirements if the industrial uses redevelop per Section 4.57 of the Zoning Ordinance. **The plan shows landscaped berms along the south side of Ten Mile Road (8-10 feet high on the west, 4-6 feet high on the east of the entrance drive) which would partially buffer the residential units from the existing industrial uses.**

6. Usable Open Space: The applicant shows the usable open space for the residential portion of the project is a 50-foot wide area along the southern edge of the property, and indicates an 8-foot pathway in a public easement within it. **The pathway was previously shown as all concrete, however the section that extends east on the south side of the units is now shown as gravel (but**

a note indicates it may be paved if the City wishes). Staff would prefer a concrete path. Also included is the 0.4 acre park on the west side (between the residential and retail uses – a gazebo and picnic tables, as well as a playground amenity indicated), and the pocket park on the northeast side of the site. **The total usable open space proposed is 107,423 square feet, or 2.47 acres, which exceeds the amount required by the ordinance by 6.5 times.**

7. Wetland Impact: Wetland delineation was originally only completed for the RM-1 portion of the site. A wetland delineation report dated June 2023 evaluated the B-2 commercial area, and appears to show 3 more small wetland areas. The Wetland impacts are now quantified on Sheet 6, including buffer disturbance. The plans show a total wetland impact area of 0.12-acre, which is below the City's threshold to require mitigation.

8. Non-Motorized Access: The plan proposes the required 8-foot sidewalk along the frontage of 10 Mile Road, and 5-foot sidewalks on both sides of the private drive. Additional 8-foot-wide concrete and gravel pathways are proposed along the south side of the project, connecting to the commercial portion on the west side, the existing stub path at Ridgeview of Novi to the south, and continuing along the southern edge of the property and back up to 10 Mile Road (approximately 1,900-2,000 linear feet total). The path largely follows the floodplain line. In some areas it appears there are steep grades – the applicant's engineer should verify whether the pathway will be ADA accessible or will encounter any issues with constructability due to grading, flooding, woodland tree impacts, etc. **If the general public would be permitted to use the trails, an easement would be needed to be provided to permit such use – a 12-foot-wide public easement is indicated on the plans. The applicant would be responsible for maintaining the pathway not in the public right of way. This would be included as a condition within the PRO Agreement. In the applicant states that the two pathway access points to River Oaks West would also be constructed. This would be dependent on them obtaining easements from that property owner.**

9. Plan Review Chart: **The attached chart provides additional comments on many of the Ordinance review standards. Please refer to it in detail.**

10. Other Reviews:
    a. **Engineering:** Engineering indicates no objection to the PRO Plan, with additional comments to be addressed in the Site Plan process. Negative impacts to public utilities are not expected with the requested change to residential and commercial use.
    b. **Landscape:** Landscape recommends approval of the PRO Plan. There are some deviations required that are not supported, but these could be corrected during the Site Plan stage.
    c. **Traffic:** Traffic review notes that the applicant would need a deviation for the parking areas on the major drive for the RM-1 area. An opposite-side driveway spacing waiver is also likely to be required. The revised traffic study shows that the proposed rezoning would result in fewer vehicle trips during peak hours compared to possible development under current zoning.
    d. **TIS Review: AECOM reviewed the revised traffic study and recommended approval with the mitigations/improvements proposed.** Based on the reduction in the commercial area from 60,000 to 36,000 square feet, the total daily trip generation was reduced from 6,560 trips to 2,970 trips. Therefore, the overall daily trip generation is improved for the proposed project, and is about 16% higher than the estimated trips for potential development under the existing zoning (2,566 trips). Compared to potential development under the existing zoning, the study indicates "35% less morning peak hour trips and 1% less afternoon peak hour trips."
    e. **Woodlands:** The tree removal plan proposes a total of 484 tree removals requiring 927 Woodland Replacement Credits, which will require a Woodland Permit. The plans show 215 credits to be planted on site, and 712 credits paid into the Tree Fund. The project complies with the Woodland Protection Ordinance.

f. **Wetlands:** The Wetland review recommends approval. The plans show a total wetland impact of 0.12-acre, which will require a Wetland Permit, but does not meet the threshold for mitigation. A wetland buffer impact of 0.81-acre is also proposed. The project complies with the Wetland and Watercourse Protection Ordinance.

g. **Façade:** Façade notes that the residential elevations provided are not compliant with ordinance standards in some areas where the brick component is under the minimum by a small amount. A Section 9 waiver would be supported. The Commercial building elevations are in full compliance with the Façade Ordinance, and the amount of brick-stone significantly exceeds the 30% required.

h. **Fire**: Fire recommends conditional approval if comments are addressed in site plan submittals.

LAND USE AND ZONING: FOR SUBJECT PROPERTY AND ADJACENT PROPERTIES

Figure 1: Current Zoning

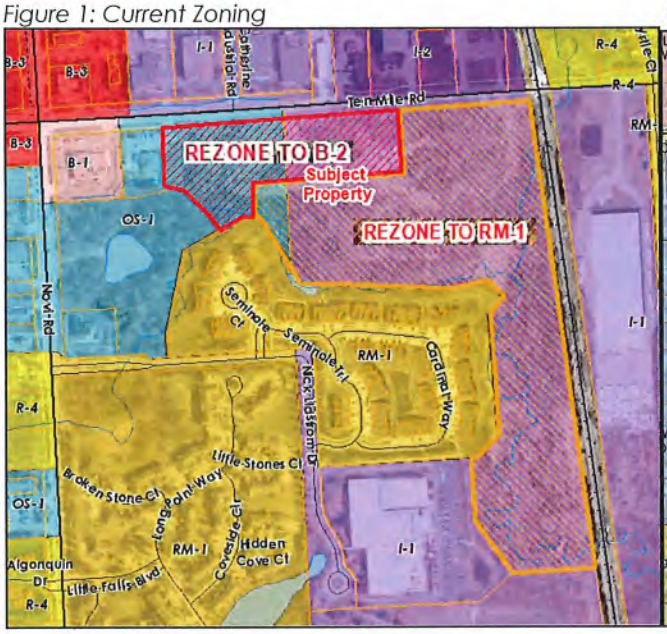
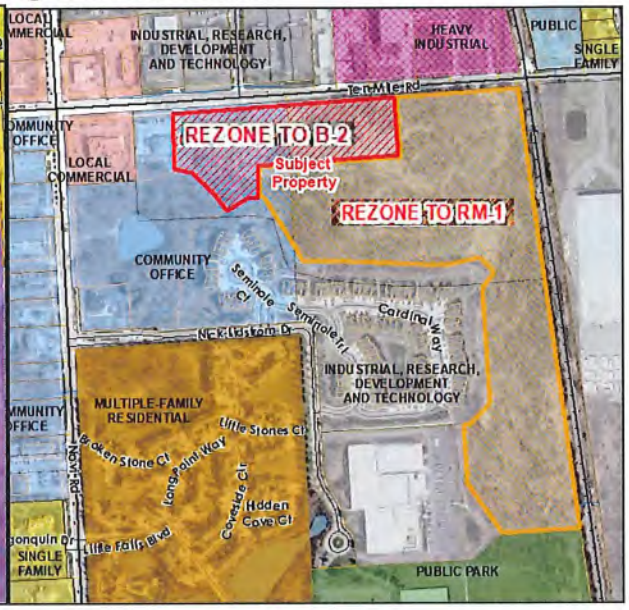


Figure 2: Future Land Use



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

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	OS-1 Office Service I-1 Light Industrial	Vacant	Industrial Research Service and Technology; Heavy Industrial (Uses consistent with I-1 and I-2, respectively)
Northern Parcels	I-1 Light Industrial I-2 General Industrial	Warehouse, Contractors, Outside Storage, Office	
Eastern Parcels	I-1 Light Industrial	Vacant	Industrial Research Service and Technology
Western Parcels	OS-1: Office Service	Dental Office; Vacant	Community Office
Southern Parcels	RM-1 with PRO	Multifamily residential	Community Office Industrial Research Service and Technology

Compatibility with Surrounding Land Use

The subject property is located along the south side of Ten Mile Road and east of Novi Road. The north side of Ten Mile Road is developed with office, warehouse, outdoor storage and other industrial uses. The area to the south is developed as a multiple-family townhouse development, Ridgeview of Novi, which was approved as a Planned Rezoning Overlay in 2015. To the west is a dental office, and the remaining vacant portion of land owned by the applicant, which fronts on Novi Road. On the east side of the project is the remaining land owned by the applicant, which abuts the railroad tracks and contains a large area of wetland and floodplain associated with the Middle Rouge River. The southern portion is now proposed for rezoning to RM-1, although it appears unlikely that it could ever be developed due to the floodplain (See Figure 4 for floodplain area).



Figure 3: Names of surrounding developments and businesses

The most noticeable impact of the proposed development on adjacent properties and 10 Mile Road users would be the increase in traffic, as shown in the applicant's traffic study. However, compared to potential development under the current zoning, there is a small overall increase in daily trips and a 35% decrease during the morning peak hour. See additional comments regarding the Rezoning Traffic Study on page 3 and in AECOM's review letter attached.

The residential use to the south may benefit from having a similar residential use to the north rather than an industrial development, as well as convenient access to commercial goods and services. The residential units are proposed to be set back over 100 feet from the southern property line, which is the same setback an I-1 use would be required to have on this parcel under the current zoning.

The applicant's narrative notes the commercial area will be developed with "*new end users such as neighborhood sidewalk café, small market, etc.*" The applicant has changed the proposed district from B-3 General Business to B-2 Community Business, which will preclude the development of drive-thru restaurants, auto dealerships, mini-lube and oil change establishments, car washes, tattoo parlors, and microbreweries. Other uses the applicant agrees to exclude include fueling stations and hotel/motels, and marijuana facilities.



Figure 4: FEMA Floodplain areas

Comparison of Zoning Districts

The following tables provide comparisons of the current and proposed zoning classifications. The proposed B-2 district is compared to OS-1 (although there is some area proposed for B-2 that is currently I-1) and the proposed RM-1 area is compared to the current I-1 zoning. It is not a direct comparison, given that the character of the districts are clearly distinct from each other. It represents a change of use from Office to Commercial/Retail, and Industrial to Residential. The requirements for building and parking setbacks, height, buffering and lot coverage are similar for the OS-1 and B-3 districts.

	OS-1 (EXISTING)	B-2 (PROPOSED)
Intent	The OS-1, Office Service District is designed to accommodate uses such as offices, banks, facilities for human care and personal services which can serve as transitional areas between residential and commercial districts and to provide a transition between major thoroughfares and residential districts.	The B-2, Community Business district is characterized by an integrated cluster of establishments served by a common parking area. The district is meant to establish a more pedestrian-friendly environment that is well-planned, supportive of moderately intense commercial

	OS-1 (EXISTING)	B-2 (PROPOSED)
		uses, and aesthetically appealing.
Principal Permitted Uses	Professional and medical office; Facilities for human care; Financial institutions with accessory drive-in facilities; Personal service establishments; Parking lots; Places of worship; Publicly owned and operated parks, parkways and outdoor recreational facilities; Public or private health and fitness facilities and clubs	Retail business and business service uses; Business establishments performing services on premises, professional services; Professional services; Dry cleaning, Service establishments of an office showroom or workshop nature; Restaurants (sit-down), banquet facilities or other food and beverage; Day care and adult day care centers; Private clubs, fraternal organizations and lodge halls; Places of Worship; Hotels and motels; Professional and medical offices **See Section 3.1.11.B for full list
Special Land Uses	Mortuary establishments; Publicly owned buildings, telephone exchange, and public utility offices; Day care and adult day care centers; Public or private indoor and private outdoor recreation	Fueling Station; Veterinary hospitals or clinics; Sale of produce and seasonal plant materials outdoors;
Lot Size	Except where otherwise provided in this Ordinance, the minimum lot area and width, and the maximum percent of lot coverage shall be determined on the basis of off-street parking, loading, greenbelt screening, yard setback or usable open space requirements as set forth in this Ordinance.	2 acres
Lot Coverage		
Building Height	30 feet	30 feet or 2 stories, whichever is less
Building Setbacks	Front: 20 feet Rear: 20 feet Side: 15 feet Exterior side yard setbacks same as front yard	Front: 40 feet Rear: 30 feet Side: 30 feet Exterior side yard setbacks same as front yard
Parking Setbacks See 3.6.2. for additional conditions	Front: 20 feet Rear: 10 feet Side: 10 feet Exterior side yard setbacks same as front	Front: 20 feet Rear: 10 feet Side: 10 feet Exterior side yard setbacks same as front

	I-1 (EXISTING)	RM-1 (PROPOSED)
Intent	The I-1 district is designed so as to primarily accommodate research, office, and light industrial uses, including wholesale activities, warehouses, and industrial operations whose external, physical effects are restricted to the area of the district and in no manner negatively affect any of the surrounding districts.	The RM-1 district is designed to provide sites for multiple-family structures, and related uses, which will generally serve as zones of transition between the non-residential districts, major thoroughfares and freeways and single family districts.

	I-1 (EXISTING)	RM-1 (PROPOSED)
Principal Permitted Uses	Professional office, office sales and service, medical offices; Publicly owned and operated parks, parkways and outdoor recreational facilities; Public or private health and fitness facilities and clubs; Research & Development, technical training and design of pilot/experimental products; Data processing & computer centers; Warehousing & wholesale establishments; Manufacturing; Industrial office sales, service and industrial office related uses; Trade or industrial schools; Laboratories experimental, film or testing; Greenhouses; Public utility, telephone exchange, electrical transformer stations and substations, etc. Public or private indoor, private outdoor recreation facilities; Pet boarding facilities; Veterinary hospitals and clinics; Motion picture, television, ratio and photographic production facilities; **See attached copy of Section 3.1.18.B for full list	Multiple-family dwellings; Independent and congregate elderly living facilities; Two-family dwellings; Shared elderly housing; One-family dwellings; Farms & greenhouses; Public parks, parkways, and outdoor recreation; Cemeteries; Home occupations; Family day care homes
Special Land Uses	See attached copy of Section 3.1.18.C, which would not be permitted on the subject property as it is adjacent to residential	Convalescent homes, assisted living facilities, hospice care facilities and child care centers
Lot Size	Except where otherwise provided in this Ordinance, the minimum lot area and width, and the maximum percent of lot coverage shall be determined on the basis of off-street parking, loading, greenbelt screening, yard setback or usable open space requirements as set forth in this Ordinance.	See Section 3.8.1
Lot Coverage		25%
Building Height	40 feet	35 ft or 2 stories, whichever is less
Building Setbacks	Front: 40 feet Side: 20 feet Rear: 20 feet **Setback increased to 100-feet where adjacent to residential district	Front: 75 feet Rear: 75 feet Side: 75 feet Exterior side yard setbacks same as front
Parking Setbacks See 3.6.2. for additional conditions	Front: 20 feet Rear: 10 feet Side: 10 feet Exterior side yard setbacks same as front **Setback increased to 100-feet where adjacent to residential district	Front: 75 feet Rear: 20 feet Side: 20 feet Exterior side yard setbacks same as front
Usable Open Space	Not applicable	200 square feet per unit

DEVELOPMENT POTENTIAL

The land is currently vacant. Development under the current OS-1 and I-1 zoning could result in a substantial amount of various types of Office, Warehouse, or Research & Development buildings being constructed on the upland area. On sheet P.2 of the Concept Plan provided, the applicant shows a 54,000 square foot office building on the OS-1 portion, and 291,200 square foot industrial building. However, this plan has not been reviewed in detail to determine if it would comply with Ordinance requirements. The plan is not considered an approved site plan, as it hasn't been reviewed and approved by the Planning Commission.

In 2009, the applicant submitted a PRO Concept Plan proposing to rezone portions of the property to B-2 and the rest to OS-1. Within the B-2 commercial portion a 64,245 square foot Kroger grocery store was proposed, with an additional 26,000 square feet of additional B-2 uses. A neighborhood shopping center with 40,978 square feet, and 18,000 square foot medical office building were also proposed.

The current concept plan proposes a development of 71 units (density of 4.5 dwellings per acre) for a low-density multifamily development which is less than the 5.4 maximum density allowed for three-bedroom units in the RM-1 zoning district on 15.75 acres (343 total number of rooms allowed, 284 rooms proposed). The Master Plan for Land Use does not anticipate residential uses of this property, so no density guidelines are provided on the future land use plan.

2016 MASTER PLAN FOR LAND USE: GOALS AND OBJECTIVES

The proposed use is currently not recommended by the 2016 Master Plan for Land Use. The following objectives as listed in the Master Plan are applicable for the proposed development. **The applicant should consider revisions to the plan to comply with as many goals as possible. Please refer to staff comments in bold and revisions recommended in bold and underline.**

1. **General Goal: Quality and Variety of Housing**
    a. Provide residential developments that support healthy lifestyles. Ensure the provision of neighborhood open space within residential developments. **The development proposes the required sidewalks along the public and private streets, as well as a walking path behind the units that connect to the development to the south. A pocket park is proposed on the east side of the site, as well as two scenic overlook points to the east of Novi Athletic Club. The residential units would be within walking distance of several civic amenities as well as retail areas.**
    b. Safe housing and neighborhoods. Enhance the City of Novi's identity as an attractive community in which to live by maintaining structurally safe and attractive housing choices and safe neighborhoods. **The housing units would be evaluated for safety during the building permit review process and inspected by the City prior to occupancy. The units appear to offer an attractive housing option.**
    c. Maintain existing housing stock and related infrastructure. **The proposed plan does not remove any existing housing stock.**
    d. Provide a wide range of housing options. Attract new residents to the City by providing a full range of quality housing opportunities that meet the housing needs of all demographic groups including but not limited to singles, couples, first time home buyers, families and the elderly. **The for-sale units proposed would provide a low-maintenance housing option for buyers interested in a walkable context.**
2. **General Goal: Community Identity**
    a. Maintain quality architecture and design throughout the City. **The proposed elevations are mostly compliant with Façade Ordinance standards but would require a Section 9 waiver, which is supported. Please refer to the façade review letter.**
3. **General Goal: Environmental Stewardship**
    a. Protect and maintain the City's woodlands, wetlands, water features, and open space. **The concept plan proposes removal of regulated woodland trees and impacts to**

several small wetland areas (approximately 0.1 acre). The narrative indicates a 15.87-acre area will be preserved within a wetland/woodland conservation easement.

b. Increase recreational opportunities in the City. **The Concept plan proposes recreational opportunities for future residents and the general public, primarily in the form of a pedestrian path behind the townhome buildings. The path is shown in a public easement, so would be available to other users besides the residents. Details for the park area should also be provided. The narrative also indicates two nature overlook areas with benches would be provided in the area east of the Novi Athletic Club, as well as a trailhead area in the northeast corner of the property that would be available to the public.**

c. Encourage energy-efficient and environmentally sustainable development through raising awareness and standards that support best practices. **The applicant should consider sustainable, energy-efficient and best-practice design for site elements and building materials, such as LEED recommended strategies.**

4. **General Goal: Infrastructure**
   a. Provide and maintain adequate water and sewer service for the City's needs. **Please refer to the Engineering memo. No concerns are noted.**
   b. Provide and maintain adequate transportation facilities for the City's needs. Address vehicular and non-motorized transportation facilities. **The traffic study indicates that the surrounding road network will need some improvements to optimize the road network. The applicant has proposed to complete those improvements.**

5. **General Goal: Economic Development / Community Identity**
   a. Ensure compatibility between residential and non-residential developments. **Please refer to comments about compatibility with surrounding development earlier in this review.**

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

The Planned Rezoning Overlay process involves a PRO concept plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Section 7.13.2). Within the process, which is initiated by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval which must be reflected in the Concept Plan and or the PRO agreement.

The PRO conditions must be in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district. *Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan, and/or in the PRO Conditions imposed, and/or in other conditions and provisions set forth in the PRO Agreement.*

The applicant has listed the following benefits/conditions for development:

1. *"The complete east portion adjacent to the railroad tracks and the south 50-foot-wide strip along the wetland of the proposed PRO (15.87 acres of the 27.07 RM-1 rezoning) are being retained as a natural area with a conservation easement to preserve its existing marshland and wildlife. This natural area, with wetlands, wraps around the PRO and includes on the west end a proposed new 0.4-acre park/playground located between the proposed residential and retail sites. The proposed trail system, with its overlooks near the Novi Athletic Club becomes a usable and accessible community resource."* **This is a benefit to both residents and the environment to have additional natural resources preserved in perpetuity.**

2. *"To help achieve walkability and connectivity of the entire area, a trail system is being added which consists of new crushed limestone paths, overlooks, and existing sidewalks. This walkway system provides connectivity between surrounding existing residential areas and*

new proposed PRO residential area with all the marshland nature areas, the proposed pocket park, the Novi Athletic Club, Ice Arena, and Dog Park, and with the new proposed local (retail) along Ten Mile Road. The retail consists of the new proposed retail and restaurant areas, and the existing Walgreen's and dental office. New walkways and bike paths wind through the natural area, overlook 15.87 acre wildlife area and connect this PRO development to the recreation areas: The $3.2 million dollars worth of Novi 10 land previously donated to the city, initiated by Novi request (18 acres of land): For the Novi Arena Facility and the Novi Dog Park." **This is a benefit as future residents as well as the general public will have access to a pleasant area for walking that connects various community amenities. The City would prefer the pathway be concrete rather than crushed limestone.**

3. *"Two pocket parks are added: One added at the trail head on 10 Mile Road at the north end of the new conservation area. The second is on the west end of the trail townhouses to include playground equipment."* **This is a benetit as future residents as well as the general public will have access to the pocket parks and trails. The applicant states the trailhead area will be dedicated to the City. The applicant should clarify the property boundaries of the area that would be dedicated as it is not shown on the plan. It remains unclear it they will be providing amenities and responsible for maintaining it. There are no details currently provided.**

4. *"A planted plaza over 20 feet deep, with benches and other amenities is proposed to be continuous along the storefronts of the new local retail area including a variety of planter sizes and types with a variety of trees and flowers."* **This goes beyond what the ordinance requires and is considered an enhancement of the project area that could be used by any customers of the retail area.**

5. *Proposed use restrictions not permitting certain automotive and other business uses in the proposed B-2 commercial zoning (Sec. 3.1.12.B & C) are to be part of the PRO. Not permitted uses are:*
    a. *Vehicle Oriented Uses: gas/fueling station,*
    b. *Other excluded uses: Check cashing, Pawn shop, Hotel/motel (Marijuana sales already not permitted in the City of Novi will also be excluded by the PRO documents in case the city's law is changed to allow it in the future.)*

    This is an enhancement ot the property as the City can be assured that the future tenants ot the property will not include certain less desirable uses, and is more restrictive than the ordinance requires.

6. *EV Charging Stations will be located at each of the commercial buildings (8 indicated in total). Outlets for 240-volt EV chargers will be provided in each townhouse garage.*
    This is an amenity that goes beyond what the ordinance requires.

7. *Open Space (Section 3.1.7.D) the amount of open space provided for the RM-1 townhouses exceeds ordinance requirements.* **This is a benetit as future residents as well as the general public will have access to the trails and trailhead area.**

8. *Commercial Building Setbacks:*
    a. *Front: 40 feet required....101 feet provided*
    b. *Rear: 30 feet required....74 feet provided*
    c. *Side: 30 feet required.....88 feet provided*

9. *Residential Building Height (Sec. 3.1.7.D):* 29 feet maximum proposed is more limiting than the 35 feet permitted. **This is a benefit as the buildings will be less obtrusive than the 35-feet otherwise permitted.**

10. Commercial Building Height (Sec. 3.1.12.D): Twenty-three feet maximum proposed is more limiting than the 30 feet permitted. **This is a benefit as the buildings will be lower profile than the 30-feet otherwise permitted.**

11. Residential Lot Coverage (Sec. 3.1.7.D): *25% maximum is permitted, 14% is proposed.* **This is a benefit as more permeable surface will be preserved, which allows stormwater to permeate and more green space is available.**

Staff notes the following additional conditions that may meet the standard of being more strict and limiting:

12. Residential Setback (Sec. 3.1.7.D.): The development standards of the RM-1 District require a minimum rear yard setback of 75 feet. The applicant proposes a greater setback of 100 feet minimum. **This benefits the neighborhood to the south as buildings are further away than the ordinance requires, with less of the existing trees to be cleared.**

13. Residential Density (Sec. 3.1.7.D): *In the RM-1 District, a development of 3-bedroom units can have up to 5.4 dwelling units per acre. This development proposes 4.5 dwelling units per acre.* **This is 17% more limiting than otherwise permitted in the district.**

14. 10 Mile Road Improvements: The applicant states they will off-set their impacts on 10 Mile Road by constructing the following improvements:
    a. *Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.*
    b. *Widen westbound 10 Mile Road to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.*
    c. *Extend the center left-turn lane along 10 Mile Road from where it currently ends at Catherine Industrial Road to service all commercial driveways.*

    As noted in the Engineering Review letter, these improvements will require the acquisition of Right of Way on the north side of 10 Mile Road, and the approval of those property owners, as well as the approval of the design by the RCOC.

ORDINANCE DEVIATIONS

Section 7.13.2.D.i.c(2) permits deviations from the strict interpretation of the Zoning Ordinance within a PRO agreement. These deviations must be accompanied by a finding by City Council that "***each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas.***" Such deviations must be considered by City Council, who will make a finding of whether to include those deviations in a proposed PRO agreement. A PRO agreement would be considered by City Council only after tentative approval of the proposed concept plan and rezoning.

Staff has reviewed the applicant's Concept Plan in as much detail as possible to determine what deviations from the Zoning Ordinance are currently shown. The applicant may choose to revise the concept plan to better comply with the standards of the Zoning Ordinance, or may proceed with the plan as submitted with the understanding that those deviations would have to be approved by City Council in a proposed PRO agreement.

The following are Ordinance deviations that have been requested by the applicant *shown in italics*. **Staff comments are in bold.**

1. Building Orientation (Sec. 3.8.2.D): *deviation is requested for proposed residential building to not be configured 45 degrees to the property lines normally for aesthetic reasons. Most of the*

buildings are not on any main road and they front to a substantial irregular shaped 20-acre wetland nature area of a minimum 200 feet wide separation across from Toll's existing multifamily Ridgeview project. Also, please note, this is one of the most common easily granted variance requests: where layouts are dictated by natural land features such as two rivers and large canyon, not created by the applicant. **This deviation has been commonly requested and granted in both PRO development projects and in by-right multiple family site plan projects.**

2. Side and Rear Setbacks *(Sec 3.1.7.D and Sec 3.6.2.B): A Zoning Ordinance deviation is requested to reduce the side setback from 75 feet to 25 feet along the north property line for two residential buildings abutting the proposed commercial area (B-2). This has been granted elsewhere in the city and still includes screening between the residential and commercial. That screening is located on the residential edge of the zoning line that separates the residential from the commercial and functions with the same screening effect. (Only a small portion, at northwest corner being wall plus landscape, instead of berm.) Deviates from Section 5.5.3.A.ii but provides same screening, as it is located between the uses.*

3. Distance between Buildings *(Sec 3.8.2.H): A Zoning Ordinance deviation is requested to reduce the building separation distance from the calculated formula (resulting in 31-32.72 feet required) to a distance of 30 feet between all buildings.* **This deviation of less than 3 feet is considered minor and enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.**

4. Parking along Major Drives *(Sec. 5.10): A Zoning Ordinance deviation is requested to allow for perpendicular parking on a major drive.* **Angled and perpendicular parking is permitted on a minor drive, but not on a major drive; a total of 8 spaces of on-street perpendicular parking for guests is proposed the Major Drive in two locations. Not granting the deviation would result in no visitor parking space being provided.**

5. Major Drive Radius *(Sec. 5.10):* Deviation from the ordinance requirement for a minimum centerline radius of 100 feet, to allow the 85-foot radius shown at the western curve. **The reduced radius does not impede the fire truck access route, and may serve to slow traffic speeds, creating a safer roadway.**

6. Landscape Berms (Section 5.5.3.A.ii): *A Zoning Ordinance deviation is requested to not provide a 10 to 15-foot-high landscape berm on a proposed RM-1 district adjacent to an I-1 district. This deviation is requested to wave this requirement to preserve open viewing to the beautiful natural features instead of the usual berm screening that blocks the views from industrial.* **The berm would be unnecessary in this case as the adjacent I-1 area is east of the railroad tracks and would likely result in greater wetland and woodland impacts, as well as fill in the floodplain.**

7. Right-of-Way Landscaping (Section 5.5.3.B.ii): *A deviation for the lack the required street trees and berm along 10 Mile Road due to underground utilities.* **The required trees are to be provided elsewhere. This deviation is supported due to the utility conflicts.**

8. Adjacent to Public Rights-of-Way – Berm/Wall (Zoning Sec. 5.5.3.B.ii, iii): The required 3-foot-tall berm is not proposed, however an alternative brick screening wall 3-feet in height is proposed. **This deviation is now supported with the screening wall.**

9. Building Foundation Landscaping (Zoning Sec 5.5.3.D): None of the commercial buildings meet the requirements for building foundation landscaping along the front side, and allow the planter landscaping to count toward foundation requirements. **However, Buildings A, C and D are only slightly deficient, so the waiver is supported. The applicant states Building B landscaping will be increased to lessen the deviation or eliminate it.**

10. Section 9 Waiver (Section 5.15): Proposed elevations for residential buildings have an underage of minimum required brick on all rear and some front facades (26-27% proposed, 30% minimum required) and an overage of Asphalt shingles (56% front side, 50% maximum allowed). **As the deviations are minor and do not adversely affect the aesthetic quality of the facades, the waiver is supported.**

11. Opposite-Side Driveway Spacing Waiver (Code of Ordinances, 11.216.d.1.d & e.): The Design and Construction Standards indicate a minimum of 150 feet is required between a new driveway and an existing "downstream" driveway. The proposed driveways are 105 feet and 118 feet. **The applicant indicates they have RCOC approval of the proposed driveway locations, however the City would also need to approve a waiver from its standards.**

12. Color Spectrum Management (Sec. 5.7.3.F): A recent amendment to the Zoning Ordinance has a requirement that light fixtures shall not have a Correlated Color Temperature (CCT) greater than 3000 Kelvin (K). The photometric sheets show light fixtures measuring 4000K. **Staff supports the deviation as the industry standard appears to be 4000K, and that level still represents a warm tone that is pleasing to the eye rather than a cool or unnaturally bright light.**

See other review letters for additional possible deviations to be addressed in future submittals. All deviations from the ordinance requirements shall be identified and included in PRO Agreement. Any additional deviations identified during Site Plan Review (after the Concept Plan and PRO Agreement is approved), will require amendment of the PRO Agreement.

APPLICANT'S BURDEN UNDER PRO ORDINANCE

The Planned Rezoning Overlay ordinance (PRO) requires the applicant to demonstrate that certain requirements and standards are met. The applicant should be prepared to discuss these items, especially in number 1 below, where the ordinance suggests that the enhancement under the PRO request would be unlikely to be achieved or would not be assured without utilizing the Planned Rezoning Overlay. Section 7.13.2.D.ii states the following:

1. *(Sec. 7.13.2.D.ii.a) The PRO accomplishes the integration of the proposed land development project with the characteristics of the project area in such a manner that results in an enhancement of the project area as compared to the existing zoning that would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay.*
2. *(Sec. 7.13.2.D.ii.b) Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement such that the City Council concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land use proposed by the applicant, it would be in the public interest to grant the Rezoning with Planned Rezoning Overlay. In determining whether approval of a proposed application would be in the public interest, the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.*

IDENTIFYING BENEFITS TO PUBLIC RESULTING FROM THE REZONING AND THE PROPOSED DEVIATIONS

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and that the benefits to the public of the proposed PRO rezoning would clearly outweigh the detriments. The following benefits suggested by the applicant (*as listed in their narrative*) appear to qualify as public benefits as resulting from the development proposal:

1. *"The complete east portion adjacent to the railroad tracks and the south 50-foot-wide strip along the wetland of the proposed PRO (15.87 acres of the 27.07 RM-1 rezoning) are being retained as a natural area with a conservation easement to preserve its existing marshland and wildlife. This natural area, with wetlands, wraps around the PRO and includes on the west end a proposed new 0.4 acre park/playground located between the proposed residential and retail sites. The proposed trail system, with its overlooks near the Novi Athletic Club becomes a usable and accessible community resource."* **It would be beneficial to the City to have these wetland and woodland areas permanently protected within conservation easements. This area is covered by floodplain associated with the Walled Lake Branch of the Middle Rouge River, and Chapman Creek, so protecting the land around the streams would benefit the watershed and wildlife habitat. It is unlikely that this area would ever be proposed for development because of the floodplain.**

2. *"To help achieve walkability and connectivity of the entire area, a trail system is being added which consists of new crushed limestone paths, overlooks, and existing sidewalks. This walkway system provides connectivity between surrounding existing residential areas and new proposed PRO residential area with all the marshland nature areas, the proposed [pocket park], the Novi Athletic Club, Ice Arena, and Dog Park, and with the new proposed local [retail] along Ten Mile Road. The retail consists of the new proposed retail and restaurant areas, and the existing Walgreen's and dental office. New Walkways and bike paths that overlook 15.87-acre wildlife area and connect this PRO development to the recreation areas: The $3.2 million dollars worth of Novi 10 land previously donated to the city, initiated by Novi request (18 acres of land): For the Novi Arena Facility and the Novi Dog Park."* **The applicant will be arranging and conducting off-site improvements. Off-site easements would be required to do some of this work.**

15. *"Two pocket parks are being added: One added at the trail head on 10 Mile Road at the north end of the new conservation area. The second is on the west end of the townhouses to include playground equipment."* **No amenities or schematics have been shown for this area (formerly pickleball courts), and the parking spaces have been removed. Additional study of the area proposed for the trail head will be needed. The applicant states the trailhead area will be dedicated to the City. The applicant should clarify the property boundaries of the area that would be dedicated as it is not shown on the plan. It remains unclear if they will be providing amenities and responsible for maintaining it. There are no details currently provided.**

3. *A planted plaza over 20 feet deep, with benches and other amenities is proposed to be continuous along the storefronts of the new local retail area including a variety of planter sizes and types with a variety of trees and flowers.* **The planters and benches at the storefronts could be an attractive amenity which isn't found in many retail developments in Novi. This is an enhancement that goes beyond what the ordinance requires.**

4. The applicant also mentions a previous donation of 18 acres of land he made at the City's request, which was used to create the Novi Ice Arena and the Dog Park, and was not associated with any other development project proposed by the applicant. In his narrative, Dan Weiss states:

> *While this previous donation does not count as one of the NEW extra benefits required for PRO evaluation, it is in fact part of our same parent land parcel, from same owner, same family applicant and Novi is empowered to consider ALL relevant facts in their totality. And so accordingly, I hereby respectfully request that this prior 18-acre ($3.2 million dollar) land donation be recognized for its benefit to the City of Novi. While certainly not determinative, it should not be*

totally discounted either. Please further note, the reason this is mentioned lastly in the analysis is, as detailed above, even if this was no factor, this proposed project is, on its own, beneficial to the community and in conformance with sound urban planning and the city's stated goals, without any extra such benefits given to the city. And this application is not as some mere typical real estate developer but is from a demonstrated solid member of this community for over 40 years, having lived and worked here for over three generations, and caring about the welfare of the community. And we humbly ask for this project to please be approved expeditiously, as submitted here.

5. **The applicant should clarify whether the dedication of Right of Way along 10 Mile Road is also proposed. This could be an additional benefit to the public.**

This is a PRO in which the applicant seeks both a rezoning and a list of ordinance deviations. In Staff's opinion the proposed benefits to the City can be considered an enhancement to the area that provides benefits that outweigh the detriments.

NEXT STEP: PLANNING COMMISSION PUBLIC HEARING

Planning Commission will hold a public hearing on the rezoning request from OS-1 (Office Service) and I-1 (Light Industrial) to B-3 (General Business) and RM-1 (Multiple Family Low Rise Residential) with a Planned Rezoning Overlay. Following the public hearing, they will make a recommendation to City Council whether to approve or deny the request, or may postpone making a recommendation if they determine additional information or changes are needed.

The next available meeting date is October 30, 2024. Please let me know if you are interested in being placed on that agenda.

CITY COUNCIL CONSIDERATION

After the Planning Commission makes its recommendation, the PRO Concept Plan will be scheduled for consideration by the City Council. If the City Council grants tentative approval at that time, they will direct the City Attorney to draft a PRO Agreement describing the terms of the rezoning approval. Once the PRO Agreement has been drafted and approved by the applicant's attorney, it will return City Council for final approval.

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

Lindsay Bell

Lindsay Bell, *AICP*, Senior Planner

PLANNING REVIEW CHART: B-2 and RM-1 with PRO Rezoning

Review Date: July 18, 2024
Review Type: Formal PRO Submittal
Project Name: JZ23-09 Novi-Ten Mile
East of Novi Road, South of Ten Mile
Plan Date: June 17, 2024
Prepared by: Lindsay Bell, Senior Planner
E-mail: lbell@cityofnovi.org; **Phone:** (248) 347-0484

*Items in **Bold** need to be addressed by the applicant with next submittal. Items in **Underlined Bold** are possible deviations identified. Underlined items need to be addressed during the Site Plan phase. Italic items are to be noted.*

Item	Required Code	Proposed	Meets Code	Comments
Zoning and Use Requirements				
Master Plan (adopted July 27, 2017)	West: Community Office; East: Industrial, R&D, Tech	6.97 acres with 35,900 sf of commercial/office; 71-unit residential development with PRO overlay on 27.07 acres;	**No**	*Proposed rezoning is not consistent with the 2016 Master Plan*
Area Study	The site does not fall under any special category	NA	NA	
Zoning (Effective January 8, 2015)	OS-1 Office Service; I-1 Light Industrial	B-2 Community Business; RM-1 Low Density Low-rise Multi-Residential District	**No**	**Planned Rezoning Overlay proposed – see detailed comments in Planning Review letter**
Uses Permitted (Sec 3.1.21.B & C)	Office and Service Uses Sec. 3.1.21.B. - Principal Uses Permitted. Sec. 3.1.21.C. – Special Land Uses Permitted.	3 commercial buildings ~35,900 square feet shown for B-2 area (assumes restaurants and retail uses) Multiple Family Residential – 71 units	**TBD**	**B-2 use proposed - exclusions are gas station, auto repair, car wash, car sales, hotels & motels, marijuana sales, check cashing and pawn shop**
Phasing	Provide phases lines and detail description of activities in each phase	Applicant indicates Phasing not proposed	NA	
Planned Rezoning Overlay Document Requirements (Section 7.13.2 and SDM: Site development Manual)				
Written Statement (Section 7.13.2) The statement should include the following:	Statement of eligibility for PRO Approval: Describe the rezoning requested including uses proposed, justification for why it makes sense	Provided in narrative	**TBD**	
	How does the project constitute an overall benefit to the public that outweighs any material detriments or could otherwise be accomplished without	Provided in narrative	Yes	**See detailed comments in Planning Review letter**

Item	Required Code	Proposed	Meets Code	Comments
	the rezoning?			
	Deviations and Conditions proposed for inclusion in the PRO Agreement (i.e., Zoning Ordinance deviations, limitation on total units, height or uses, etc)	Some deviations and conditions proposed; Limitation on uses for B-2 portion	**TBD**	**See detailed comments and suggested conditions in Planning Review**
Rezoning Traffic Impact Study Site development Manual	Required regardless of site size, with requirements in SDM	Provided	Yes	*See TIS Review from AECOM*
Community Impact Statement (Sec. 2.2)	Required according to site plan manual (SDM link: Site development Manual)	Provided	Yes	
Rezoning Signs *(Site Plan Development Manual)*	Sign location plan Mock-up of sign details	Provided in binder Provided Sheet 6	Yes Yes	
B-2 Commercial: Height, bulk, density and area limitations (Sec 3.1.11.D)				
Frontage on a Public Street. (Sec. 5.12)	Frontage on a Public Street is required	The site has frontage and access to Ten Mile Road	Yes	
Minimum Lot Size	2 acres	**6.97 acres to be rezoned to B-2**	Yes	*Remaining acreage excluded from PRO to remain OS-1 District*
Minimum Zoning Lot Size for each Unit: Width in Feet	Except where otherwise provided in this Ordinance, the minimum lot area and width, and the maximum percent of lot coverage shall be determined on the basis of off-street parking, loading, greenbelt screening, yard setback or usable open space		NA	
Maximum % of Lot Area Covered (By All Buildings)	Section 3.6.2.D			
Building Height	30 ft. (See Sec. 3.10.2.B. for additional height to 42 ft)	23 ft max proposed	Yes	**Building height could be a condition that is more limiting than ordinance allows**

Item	Required Code	Proposed	Meets Code	Comments
B-2 Building Setbacks (Sec 3.1.11.D)				
Front (along 10 Mile Rd)	40 ft.	101 ft	Yes	**Building setbacks could be a condition that is more limiting than ordinance allows**
Rear (South)	30 ft.	74 ft	Yes	
Side (East & West)	30 ft.	133 ft (west) 88 ft (east)	Yes	
B-2 Parking Setback (Sec 3.1.11.D) Refer to applicable notes in Sec 3.6.2				
Front (along 10 Mile Rd)	20 ft.	20 ft	Yes	
Rear (South)	10 ft.	20 ft	Yes	
Side (East & West)	10 ft.	60 ft. (west) 10 ft. (east)	Yes	
B-2: Note To District Standards (Sec 3.6.2)				
Exterior Side Yard Abutting a Street (Sec 3.6.2.C)	All exterior side yards abutting a street shall be provided with a setback equal to front yard.	No exterior side yards	NA	
Off-Street Parking in Front Yard (Sec 3.6.2.E)	Front yard parking permitted if setback requirements of district and landscaping standards of Section 5.5.3 are observed	Front yard parking proposed		**See Landscape review letter for comments**
Setback Abutting a Residential District (Sec 3.6.2.L)	Minimum yard setback shall be 20 feet	74 ft. min proposed on south side	Yes	
Wetland/Watercourse Setback (Sec 3.6.2.M)	A setback of 25ft from wetlands and from high watermark course shall be maintained	Buffers are now shown on the plan and area of impact quantified	Yes	**Requires a natural features encroachment authorization**
Parking setback screening *(Sec 3.6.2.P)*	Required parking setback area shall be landscaped per Section 5.5.3.			**See Landscape review letter for comments**
Modification of parking setback requirements *(Sec 3.6.2.Q)*	The Planning Commission may modify parking setback requirements based on conditions listed in Sec 3.6.2.Q		NA	
B-2 District Required Conditions *(Sec. 3.10)*				
Business Establishments *(Sec. 3.10.1.A)*	All business establishments shall be retail or service establishments dealing directly with customers. All goods produced on the premises shall be sold at retail on premises	Shall comply		

Item	Required Code	Proposed	Meets Code	Comments
Building Height *(Sec. 3.10.2.A)*	The maximum height of buildings may be increased to 42 feet (up to 3 stories) for a development that does not abut a residential district	Max height of 23 ft	Yes	
Business, Servicing, Processing *(Sec. 3.10.2.B.)*	All business, servicing or processing except for off-street parking, loading/unloading, and those outdoor sales uses permitted in Section 3.1.11.C, shall be conducted within completely enclosed buildings	No outdoor activities proposed at this time	Yes	**Outdoor patios for restaurants can be permitted**
Loading Requirements *(Sec. 3.10.3.A)*	No truck well, loading dock, overhead door or other type of service bay door shall face a major thoroughfare, nor an abutting residential district. Pedestrian exits or emergency door are permitted on such building facades.	No truck wells or overhead doors indicated	Yes	
Off-Street Loading and Unloading (Sec. 5.4)	Required in the rear yard at a ratio of 10 sf for each front foot to building. Bldg A: 1,700 sf Bldg B: 1,700 sf Bldg C: 600 sf Bldg D: 700 sf	Bldg A: 1,700 sf Bldg B: 1,700 sf Bldg C: 870 sf Bldg D: 1,276 sf	Yes	
Number of Parking Spaces Restaurants Retail (Sec.5.2.12.A)	Restaurant (sit Down): 1 for each 70 sf GFA Retail: 1 for each 200 sf GLFA Assume: Restaurant – 10,700 @ 70 sf = 153 spaces Retail – 26,700 sf / 200 sf = 134 spaces **309 spaces total**	Plan shows total of 323 spaces provided for commercial area	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Parking Space Dimensions and Maneuvering Lanes (Sec. 5.3.2)	- 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives 9 ft. x 17 ft. parking spaces allowed along 7 ft. wide interior sidewalks as long as detail indicates a 4" curb at these locations and along landscaping	- 28 ft. two-way drives	Yes	**Refer to Traffic comments for comments on parking dimensions**
Parking stall located adjacent to a parking lot entrance (public or private) (Sec. 5.3.13)	shall not be located closer than twenty-five (25) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer	Does not apply	NA	
Barrier Free Spaces Barrier Free Code	2 accessible space (including 1 Van accessible) for every 26 to 50 spaces		**TBD**	This would be reviewed in site plan submittal
Barrier Free Space Dimensions Barrier Free Code	- 8' wide with an 8' wide access aisle for van accessible spaces - 8' wide with a 5' wide access aisle for regular accessible spaces		**TBD**	This would be reviewed in site plan submittal
Barrier Free Signs Barrier Free Code	One sign for each accessible parking space.		**TBD**	This would be reviewed in site plan submittal
Corner Clearance (Sec. 5.9)	No fence, wall, plant material, sign or other obstruction shall be permitted within the clear view zone above a height of 2 feet from established street grade		**TBD**	Note Corner Clearance zone on site plan and landscape plans – this will be reviewed in site plan submittal
Minimum number of Bicycle Parking (Sec. 5.16.1) Retail/Restaurants/ Business Offices	5% of required auto spaces, min. 2 spaces		TBD	This would be reviewed in site plan submittal along with bike parking layout
Bicycle Parking General requirements *(Sec. 5.16)*	- No farther than 120 ft. from the entrance being served - When 4 or more spaces are required for a building with multiple entrances, the spaces shall be provided in multiple locations - Spaces to be paved and the bike rack shall be inverted "U" design		TBD	

Item	Required Code		Proposed	Meets Code	Comments
	- Shall be accessible via 6 ft. paved sidewalk				
Bicycle Parking Lot layout *(Sec 5.16.6)*	Parking space width: 7 ft. One tier width: 11 ft. Two tier width: 18 ft. Maneuvering lane width: 4 ft. Parking space depfh: 32 in			TBD	
RM-1 Residential: Height, bulk, density and area limitations (Sec 3.1.7.D)					
Frontage on a Public Street. (Sec. 5.12)	Frontage on a Public Sfreef is required		The site has frontage and access to Ten Mile Road via private street	Yes	
Minimum Parcel Size for each Unit: in Acres (Sec 3.8.1)	RM-1 and RM-2 Required Conditions			Yes	
Minimum Zoning Lot Size for each Unit: Width in Feet (Sec 3.8.1)					
Usable Open Space Area (Sec 3.1.7.D)	200 sf Minimum usable open space per dwelling unit For a total of 71 dwelling units, required Open Space: 14,200 SF Refer to definitions for Usable Open Space and Open Space		Sheet 6 indicates 107,378 sf of usable open space provided - Consists of 50' width surrounding walking path, park with picnic tables/gazebo, and pocket park area	Yes	**Open space could be a condition that exceeds what the ordinance requires**
Maximum % of Lot Area Covered (By All Buildings)	25%		14%	Yes	**Lot Coverage could be a condition that is more strict than ordinance requires**
Building Height (Sec. 3.1.7)	35 ft. or 2 stories whichever is less		29 feet	Yes	**Building height could be a condition that is more strict than ordinance requires**
Minimum Floor Area per Unit (Sec. 3.1.7.D)	Efficiency	400 sq. ft.	Not proposed	NA	
	1 bedroom	500 sq. ft.	Not proposed	NA	
	2 bedroom	750 sq. ft.	Not proposed	NA	
	3 bedroom	900 sq. ft.	1,600-1,900 sq. ft.	Yes	
	4 bedroom	1,000 sq. ff.	Nof Proposed	NA	
Maximum Dwelling	Efficiency	5%	Not proposed	Yes	**Will ROW be dedicated?**

Item	Required Code		Proposed	Meets Code	Comments
Unit Density/Net Site Area (Sec. 3.1.7.D)	1 bedroom	10.9 Max 20%	Not proposed	Yes	**Indicate size. Could be considered additional public benefit**
	2 bedroom	7.3	Not proposed		
	3+ bedroom	5.4	4.5 DUA Total site: 27.07 Acres ROW Area: ?? Acres Wetland: 11.33 **Net Site Area (given by applicant): 15.74 Acres**		
Residential Building Setbacks (Sec 3.1.8.D)					
Front (along 10 Mile Rd)	75 ft.		75 ft.	Yes	*Additional setbacks required by Sec 3.6.2.B*
Rear (South)	75 ft.		75 ft.	Yes	
Side	75 ft.		75 ft. **25 ft adjacent to B-2 portion**	Yes **No**	**This would be a deviation.**
Parking Setback (Sec 3.1.8.D) (Sec 3.1.12.D) Refer to applicable notes in Sec 3.6.2					
Front (along 10 Mile Rd)	75 ft.		20 ft. on all sides. Parking is provided in the garage and in front of the garage. Proposed parking along the streets meets the setback requirements	Yes	
Rear (West)	20 ft.			Yes	
Side (North & South)	20 ft.			Yes	
Residential: Note to District Standards (Sec 3.6.2)					
Building structure setback (Sec 3.6.2.B)	Other than single family or 2-family, building setback shall be minimum of whichever is greater: 1) height of main building; 2) 75 feet; or 3) setback listed in Section 3.1 (50 ft front)		Setbacks of 25 feet for 2 buildings adjacent to B-2 area	**No**	**This would be a deviation for side yard setbacks for 2 buildings adjacent to B-2 area.**
Exterior Side Yard Abutting a Street (Sec 3.6.2.C)	All exterior side yards abutting a street shall be provided with a setback equal to front yard.		No exterior side yards	NA	
Wetland/Watercourse Setback (Sec 3.6.2.M)	A setback of 25 ft from wetlands and from high watermark course shall be maintained		Wetlands exist in several areas of the site; impacts proposed	Yes	**See Wetland Review letter for detailed comments**
RM-1 and RM-2 Required Conditions (Sec 3.8) & (Sec 3.10)					
Total number of rooms (Sec. 3.8.1)	Total No. of rooms < Net site area in SF/2000		Total number of rooms = 71 units x 4 rooms = **284 rooms**	Yes	*17% less than permitted*

Item	Required Code		Proposed	Meets Code	Comments
	686,070 SF/2000 = 343				
Public Utilities (Sec. 3.8.1)	All public utilities should be available		All public utilities are available	Yes	**See Engineering Review for detailed comments**
Maximum Number of Units (Sec. 3.8.1.A.ii)	Efficiency < 5 percent of the units		Not Proposed	NA	
	1 bedroom units < 20 percent of the units		Not Proposed	NA	
	Balance should be at least 2 bedroom units		All are 3-bedroom units	Yes	
Room Count per Dwelling Unit Size (Sec. 3.8.1.C) *An extra room such as den, library or other extra room count as an additional bedroom	**Dwelling Unit Size**	**Room Count ***		Yes	
	Efficiency	1	Not proposed		
	1 bedroom	2	Not proposed		
	2 bedroom	3	Not proposed		
	3 or more bedrooms	4	4		
For the purpose of determining lot area requirements and density in a multiple-family district, a room is a living room, dining room or bedroom, equal to at least eighty (80) square feet in area. A room shall not include the area in kitchen, sanitary facilities, utility provisions, corridors, hallways, and storage. Plans presented showing one (1), two (2), or three (3) bedroom units and including a "den," "library," or other extra room shall count such extra room as a bedroom for the purpose of computing density.					
Setback along natural shoreline (Sec. 3.8.2.A)	A minimum of 150 feet along natural shoreline is required.		No natural shoreline exists within the property	NA	
Structure frontage (Sec. 3.8.2.B)	Each structure in the dwelling group shall front either on a dedicated public street or approved private drive.		All structures front on proposed private major drive	Yes	
Maximum length of the buildings (Sec. 3.8.2.C)	A single building or a group of attached buildings cannot exceed 180 ft.		Max of ~170 proposed, building entrances proposed	Yes	
Modification of maximum length (Sec. 3.8.2.C)	Planning Commission may modify the extra length up to 360 ft. if			NA	
	Common areas with a minimum capacity of 50 persons for recreation or social purposes				
	Additional setback of 1 ft. for every 3 ft. in excess of 180 ft. from all property lines.				

Item	Required Code	Proposed	Meets Code	Comments
Building Orientation (Sec. 3.8.2.D)	Where any mulfiple dwelling structure and/ or accessory structure is located along an outer perimeter properfy line adjacent to another residential or nonresidenfial district, said structure shall be oriented at a minimum angle ot forfy-tive (45) degrees to said property line.	Buildings orientations do not appear to meet the minimum requirement tor all buildings	**No**	**Applicant requests a deviation in the PRO Agreement**
Yard setback restrictions (Sec. 3.8.2.E)	Within any tront, side or rear yard, otf-street parking, maneuvering lanes, service drives or loading areas cannot exceed 30% of yard area	No oft-street parking or loading area is proposed in exterior yard areas	Yes	
Off-Street Parking or related drives (Sec. 3.8.2.F) Off-street parking and related drives shall be...	No closer than 25 ft. to any wall ot a dwelling structure that contains openings involving living areas or	Complies – 25 teet	Yes	
	No closer than 8 ft. for other walls or	In contormance	Yes	
	No closer than 20 ft. trom ROW and property line	In contormance	Yes	
Pedestrian Connectivity (Sec. 3.8.2.G)	5 feet sidewalks on both sides of the Private drive are required to permit safe and convenient pedestrian access.	5-toot Sidewalks shown along the private drive	Yes	
	Where teasible sidewalks shall be connected to other pedestrian features abutting fhe site.	Sidewalks shown to connect to Ridgeview pafhway	Yes	
	All sidewalks shall comply with barrier free design standards			This would be reviewed in site plan submiffal
Minimum Distance between the buildings (Sec. 3.8.2.H)	**(**Total length ot building A **+** total length of building B **+** 2(height ot building **+** height of building B**))**/6 **Calculations show 31-36 feet required**	30-31 teet	**No**	**Applicant requests deviation for distance between buildings in a few locations (variance of 1- 3 feet)**
Minimum Distance between the buildings (Sec. 3.8.2.H)	In no instance shall this distance be less than thirty (30) teet unless there is a corner-to-corner relationship in	Buildings are min. of 30 tt. trom each other	Yes	

Item	Required Code	Proposed	Meets Code	Comments
	which case the minimum distance shall be fifteen (15) feet.			
Number of Parking Spaces Residential, Multiple-family (Sec.5.2.12.A)	Two (2) for each dwelling unit having two (2) or less bedrooms and two and one-half (2 ½) for each dwelling unit having three (3) or more bedrooms **For 71 Three-BR units, required spaces = 178 spaces**	142 garage spaces 142 driveway spaces 10 visitor spaces **294 spaces total**	Yes	
Parking Space Dimensions and Maneuvering Lanes (Sec. 5.3.2)	- 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives - 9 ft. x 17 ft. parking spaces allowed along 7 ft. wide interior sidewalks as long as detail indicates a 4" curb at these locations and along landscaping	- 28 ft. two-way drives - Parking shown in garages and driveways - Parking spaces along drive - would need a deviation	Yes	**Refer to Traffic comments for comments on parking dimensions**
Parking stall located adjacent to a parking lot entrance (public or private) (Sec. 5.3.13)	- shall not be located closer than twenty-five (25) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer	Does not apply	NA	
Barrier Free Spaces Barrier Free Code	2 accessible space (including 1 Van accessible) for every 26 to 50 spaces	1 spaces provided		This would be reviewed in site plan submittal
Barrier Free Space Dimensions Barrier Free Code	- 8' wide with an 8' wide access aisle for van accessible spaces - 8' wide with a 5' wide access aisle for regular accessible spaces			
Barrier Free Signs Barrier Free Code	One sign for each accessible parking space.			
Corner Clearance (Sec. 5.9)	No fence, wall plant material, sign or other obstruction shall be permitted within the clear view zone above a height of 2 feet from established street grade			This would be reviewed in site plan submittal
Minimum number of Bicycle Parking (Sec. 5.16.1)	One (1) space for each five (5) dwelling units	8 spaces in two locations; 16 spaces	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Multiple-family residential	**Required: 15 Spaces**			
Bicycle Parking General requirements (Sec. 5.16)	No farther than 120 ft. from the entrance being served	4 racks – 2 separate locations	Yes	
	When 4 or more spaces are required for a building with multiple entrances, the spaces shall be provided in multiple locations			
	Spaces to be paved and the bike rack shall be inverted "U" design Shall be accessible via 6 ft. paved sidewalk			
Bicycle Parking Lot layout *(Sec 5.16.6)*	Parking space width: 7 ft. One tier width: 11 ft. Two tier width: 18 ft. Maneuvering lane width: 4 ft. Parking space depth: 32 in	Shown	Yes	**See new layout dimensions of recently adopted text amendment**
5.10 Additional Road Design, Building Setback, And Parking Setback Requirements, Multiple-Family Uses				
Road standards *(Sec. 5.10)*	A private drive network within a cluster, two - family, multiple-family, or non-residential uses and developments shall be built to City of Novi Design and Construction Standards for local street standards (28 feet back-to-back width)	Major drive 28 feet wide	Yes	*Proposed road is "major drive" with direct access to exterior public road*
Major Drives	- Width: 28 feet	Proposed major drive is 28 feet wide	Yes	
Minor Drive	- Cannot exceed 600 feet - Width: 24 feet with no on-street parking - Width: 28 feet with parking on one side - Parking on two sides is not allowed - Needs turn-around if longer than 150 feet	No minor drive proposed	NA	
Parking on Major and Minor Drives (Sec. 5.10)	- Angled and perpendicular parking, permitted on minor	**On-street perpendicular parking is proposed on the Major Drive**	**No**	**Deviation for major road standards: on-street perpendicular parking,**

	drive, buf not from a major drive; - minimum centerline radius: 100 feet - Adjacent parking and on-street parking shall be limifed near curves with less than two-hundred thirfy (230) feef of centerline radius - Minimum building setback from the end of a parking stall shall be 25 feet in residential districts.	**Minimum centerline radius is 85-120'**	**No**	**minimum centerline radius, and parking near curve greater than 230 ft**
Accessory and Roof top Structures				
Dumpster Sec 4.19.2.F	- Located in rear yard - Attached to the building or - No closer than 10 ft. from building if not attached - Not located in parking setback - If no setback, then it cannot be any closer than 10 ff, from property line. - Away from Barrier free Spaces	Individual frash pick-up for residential units Dumpsters shown for commercial appear fo be 20 feet from residential	Yes	
Dumpster Enclosure Sec. 21-145. (c) Chapter 21 of City Code of Ordinances	- Screened from public view - A wall or fence 1 ft. higher than height of refuse bin - And no less than 5 ft. on three sides - Posts or bumpers to protect the screening - Hard surface pad. - Screening Materials: Masonry, wood or evergreen shrubbery	Trash screening enclosures shown	Yes	*Details will be reviewed in site plan submittals*
Roof top equipment and wall mounted utility equipment Sec. 4.19.2.E.ii	All roof top equipment must be screened and all wall mounted utility equipment must be enclosed and integrafed into fhe design and color of the building	Not shown	TBD	*Details will be reviewed in site plan submittals*
Roof top appurtenances screening	Roof fop appurtenances shall be screened in	No roof top equipment for residential	TBD	

	accordance with applicable facade regulations, and shall not be visible from any street, road or adjacent property.			
Sidewalks and Other Requirements				
Non-Motorized Plan	Proposed Off-Road Trails and Neighborhood Connector Pathways.	8-foot crushed gravel pathway proposed; Mid-block crossings?	Yes	
Sidewalks (Subdivision Ordinance: Sec. 4.05)	Sidewalks are required on both sides of proposed drives	5-ft Sidewalks are proposed on both sides of the proposed private drive	Yes?	
Public Sidewalks (Chapter 11, Sec.11-276(b), Subdivision Ordinance: Sec. 4.05)	A 8-foot sidewalk is required along 10 Mile Road	Sidewalk proposed	Yes	
Entryway lighting Sec. 5.7	One street light is required per entrance.			Applicant to work with engineering and DTE on the location and type of the fixtures proposed in the right of way for residential community
Building Code and Other Requirements				
Building Code	Building exits must be connected to sidewalk system or parking lot.		NA	**Barrier-free requirements?**
Design and Construction Standards Manual	Land description, Sidwell number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).			**Provide a legal description of proposed parcels with formal Concept Plan submittal**
General layout and dimension of proposed physical improvements	Location of all existing and proposed buildings, proposed building heights, building layouts, (floor area in square feet), location of proposed parking and parking layout, streets and drives, and indicate square footage of pavement area (indicate public or private).	Generally provided	Yes	**Refer to all review letters for additional information requested.**
Economic Impact	- Total cost of the proposed building & site improvements - Number of anticipated	- $35 million construction cost - 100 new permanent full and part-time		

	jobs created (during construction & after building is occupied, if known)	jobs, numerous construction jobs		
Other Permits and Approvals				
Development/ Business Sign (City Code Sec 28.3) Sign permit applications may be reviewed an part of Preliminary Site Plan or separately for Building Office review.	The leading edge of the sign structure shall be a minimum of 10 ft. behind the right-of-way. Entranceway shall be a maximum of 24 square feet, measured by completely enclosing all lettering within a geometric shape. Maximum height of the sign shall be 5 ft.			**Show the location of any entranceway signs if proposed; Deviations from sign ordinance may be included in PRO submittal if variances are anticipated**
Development and Street Names	Development and street names must be approved by the Street Naming Committee before Preliminary Site Plan approval	Novi Ten Commercial and Towns at Novi Station proposed		Submit a Project & Street Naming Application to get all names approved
Property Split	The proposed property split must be submitted to the Assessing Department for approval.			Property combinations/splits must be approved before final site plan approval
Other Legal Requirements				
PRO Agreement (Sec. 7.13.2.D(3)	A PRO Agreement shall be prepared by the City Attorney and the applicant (or designee) and approved by the City Council, and which shall incorporate the PRO Plan and set forth the PRO Conditions and conditions imposed			If tentative approval is granted, Council will direct City Attorney to prepare the agreement, which will then be shared with applicant for negotiation
Master Deed/Covenants and Restrictions	Applicant is required to submit this information for review with the Final Site Plan submittal	Not applicable at this moment		If proposed, Master Deed draft shall be submitted prior to Stamping Set approval.
Conservation easements	Conservation easements may be required for woodland impacts	Conservation easements would be required if a condition in the PRO Agreement		Draft documents would be required prior to stamping set approval.
Lighting and Photometric Plan (Sec. 5.7)				
Intent (Sec. 5.7.1)	Establish appropriate minimum levels, prevent unnecessary glare, reduce spillover onto		Yes	

	adjacent properties & reduce unnecessary transmission of light into the night sky			
Lighting Plan (Sec. 5.7.A.i)	Site plan showing location of all existing & proposed buildings, landscaping, streets, drives, parking areas & exterior lighting fixtures	Provided separately for commercial and residential area	Yes	
Building Lighting (Sec. 5.7.2.A.iii)	Relevant building elevation drawings showing all tixtures, the portions ot the walls to be illuminated, illuminance levels of walls and the aiming points ot any remote fixtures.	Not provided		**Provide commercial lighting on building elevations at time of site plan submittal**
Lighting Plan (Sec.5.7.2.A.ii)	Specitications for all proposed & existing lighting fixtures	Provided	Yes	**Provide hours of operation**
	Photometric data	Provided	Yes	
	Fixture height	25 feet commercial	Yes	
	Mounting & design	Provided	Yes	
	Glare control devices (Also see Sec. 5.7.3.D)			
	Type & color rendition of lamps	Provided – see below	TBD	
	Hours of operation	Not shown		
Required Conditions (Sec. 5.7.3.A)	Height not to exceed maximum height of zoning district (or 25 ft. where adjacent to residential districts or uses)	Commercial: 25 feet max Residential: 6-10 feet proposed	Yes	
Required Conditions (Sec. 5.7.3.B)	- Electrical service to light fixtures shall be placed underground - Flashing light shall not be permitted - Only necessary lighting for security purposes & limited operations shall be permitted after a site's hours of operation	Notes provided	Yes	
Indoor Lighting *(Sec. 5.7.3.H)*	- Indoor lighting shall not be the source of exterior glare or spillover		TBD	
Security Lighting (Sec. 5.7.3.H) Lighting for security	- All fixtures shall be located, shielded and aimed at the areas to be secured.		TBD	

purposes shall be directed only onto the area to be secured.	- Fixtures mounted on the building and designed to illuminate the facade are preferred			
Color Spectrum Management *(Sec. 5.7.3.F)*	Non-Res and Multifamily: For all permanent lighfing installations - minimum Color Rendering Index of 70 and Correlated Color Temperature of no greater than 3000 Kelvin	CRI 70 for all fixtures Appears 4000K CCT is proposed	**No**	*Clarify Correlated Color Temperature of fixtures – may not exceed 3000 Kelvin* **– or request a deviation**
Parking Lot Lighting *(Sec. 5.7.3.J)*	- Provide the minimum illumination necessary to ensure adequate vision and comfort. - Full cut-off fixfures shall be used to prevent glare and spillover.	Appears to be proposed		
Min. Illumination (Sec. 5.7.3.L)	Parking areas: 0.2 min	0.4 fc	Yes	**Provide missing minimum illumination levels**
	Loading & unloading areas: 0.4 min	1.3 fc min	Yes	
	Walkways: 0.2 min			
	Building entrances, frequent use: 1.0 min			
	Building entrances, infrequent use: 0.2 min			
Average Light Level *(Sec.5.7.3.L)*	Average light level of the surface being lit to the lowesf lighf of the surface being lit shall not exceed 4:1	Commercial: 4.2:1 Residenfial: 2.5:1	Yes	*Revise calculations to show only lit areas (exclude 0.0 fc values to calculate ratio)*
Max. Illumination adjacent to Non-Residential *(Sec. 5.7.3.L)*	When site abuts a non-residential district, maximum illumination at the property line shall not exceed 1 foot candle	0.5 max shown	Yes	
Max. Illumination adjacent to Residential *(Sec. 5.7.3.M)*	- Fixture height not to exceed 25 feet - Cut off angle of 90 degrees or less - No direct light source shall be visible at fhe properfy line adjacenf to residential at ground level - Maximum illumination at the prop line not fo exceed 0.5 fc.	Max 25 feet shown 0.2 fc max shown at residential property line	Yes	

Residential Developments *(Sec. 5.7.3.O)*	- Shall pravide lighting at each entrance intersecting with a majar tharaughfare sufficient ta illuminate the entrance (0.2 FC min), and nat ta exceed 25 ft - May deviate fram the minimum illumination levels and unifarmity requirement af Sec. 5.7.3.L sa long as aff-street parking lots, property lines, and security lighting is sufficient	- 10 ft height fixture provided at 10 Mile entrance - Min. 0.2 fc at entrance Complies	Yes	

NOTES:

1. This table is a warking summary chart and naf intended ta subsfitute far any Ordinance or City af Navi requirements or standards.
2. The sectian af the applicable ardinance ar standard is indicated in parenthesis. Please refer ta thase sections in Article 3, 4 and 5 of the zaning ordinance far further details
3. Please include a written respanse ta any points requiring clarificatian ar for any correspanding site plan modifications to the City af Navi Planning Deparfment with future submittals.

ENGINEERING REVIEW

cityofnovi.org

PLAN REVIEW CENTER REPORT

7/18/2024

Engineering Review

Novi Ten
JZ23-0009

APPLICANT

Novi Ten Associates, LLC

REVIEW TYPE

Formal PRO Plan

PROPERTY CHARACTERISTICS

- Site Location: South side of Ten Mile Road east of Novi Road
- Site Size: 42.90 acres
- Plan Date: 6/17/2024
- Design Engineer: Seiber Keast Lehner Engineering

PROJECT SUMMARY

- Proposed Rezoning from OS-1 to B-3 and RM-1, construction of 3 commercial/office buildings with associated parking and 71-unit residential development.
- Water service would be provided by an 8-inch extension from the existing 16-inch water main along the south side of 10 Mile Road and the existing 8-inch water main stub located in Ridgeview.
- Sanitary sewer service would be provided by connecting to an existing sanitary sewer along the south side of 10 Mile Road. County approval will be needed the 36-inch sanitary main on the east side of the property.
- Storm water would be collected by a single storm sewer collection system and detained in a basin sized for the 100-year storm event. The basin would subsequently dewater into the existing wetland east of the proposed basin.

RECOMMENDATION

Approval of the Formal PRO Plan is recommended with the following items addressed at the time of Site Plan Submittal.

Comments:

The Formal PRO Plan meets the general requirements of the design and construction standards as set forth in Chapter 11 of the City of Novi Code of Ordinances, the Storm

Water Management Ordinance and the Engineering Design Manual with the following items to be addressed at the time of Site Plan Submittal:

General

1. Based on the McDowell soils investigation report, a dewatering plan will be needed for this site.
2. RCOC approval will be required for the widening of Ten Mile Road, right-of-way dedication will be needed from the norther property owners as well. All off-site easements will need to be approved prior to stamping set approval.
3. Approval from property owners on the north side of Ten Mile Road will be needed for the work associated with the Ten Mile widening.
4. The dedication of the master-planned right-of-way is requested for the project on Ten Mile Road. The master planned right-of-way for Ten Mile is 120-feet.
5. An opposite-side driveway spacing **Waiver**, granted by the Planning Commission, will be needed. The Engineering Division supports this waiver request contingent upon RCOC approval.
6. Label slopes for proposed 8' gravel pedestrian walkway, show proposed grades around the walkway. Grading for walkway may impact wetland buffer, provide all grading details for walkway in next submittal.
7. The proposed public portion of the 8-foot-wide gravel pathways require a 12-foot wide easement.
8. **Only at the time of the printed Stamping Set submittal,** provide the City's standard detail sheets for water main (5 sheets), sanitary sewer (3 sheets), storm sewer (2 sheets), paving (2 sheets) and Boardwalks/Pathways (1 sheet). The most updated details can be found on the City's website under Engineering Standards and Construction Details.
9. A Right-of-Way Permit will be required from the City of Novi and RCOC.
10. Provide a traffic control plan for the proposed road work activity on Ten Mile Road, provide an approximate timeline for road widening and project construction.
11. Provide a construction materials table on the utility plan listing the quantity and material type for each utility (water, sanitary and storm) being proposed.
12. Provide a utility crossing table indicating that at least 18-inch vertical clearance will be provided, or that additional bedding measures will be utilized at points of conflict where adequate clearance cannot be maintained.
13. Generally, all proposed trees shall remain outside utility easements. Where proposed trees are required within a utility easement, the trees shall maintain a minimum 5-foot horizontal separation from water main and storm sewer and 10-foot horizontal separation from sanitary sewer. All utilities shall be shown on the landscape plan, or other appropriate sheet, to confirm the separation distance.
14. Show the locations of all light poles on the utility plan and indicate the typical foundation depth for the pole to verify that no conflicts with utilities will occur. Light poles in a utility easement will require a License Agreement.

Water Main

15. All water main easements shall be 20-feet wide. Show the proposed easement on utility plans.
16. A tapping sleeve, valve and well is required at the connection to the existing water main.
17. Generally, the distribution system in all developments is required to have the ability to serve at least; three thousand (3,000) gallons per minute in apartment, cluster residential and similar complexes, institutional and school areas; and at least four thousand (4,000) gallons per minute in office, industrial and shopping centers is essential. Water mains are required to be extended along all road frontages abutting the proposed development at the direction of the city in accordance with the City of Novi Master Plan current edition for water main construction.
18. Provide additional valves to limit pipe runs to a maximum of 800 feet between valves.
19. Per current EGLE requirement, provide a profile for all proposed water main 8-inch and larger.
20. 6-inch hydrant leads are allowed for leads less than or equal to 25 feet in length. 8-inch leads are required for leads greater than 25 feet in length.
21. All gate valves 6" or larger shall be placed in a well with the exception of a hydrant shut off valve. A valve shall be placed in a box for water main smaller than 6".
22. Valves shall be arranged so that no single line failure will require more than eight hundred (800) feet of main to be out of service.
23. Provide a separate domestic lead and, if required by the Fire Marshal, a minimum 6-inch fire lead for each building with a unique shut-off valve for each.
24. In the general notes and on the profile, add the following note: "Per the Ten States Standards Article 8.8.3, one full 20-foot pipe length of water main shall be used whenever storm sewer or sanitary sewer is crossed, and the pipe shall be centered on the crossing, in order to ensure 10-foot separation between water main and sewers." Additionally, show the 20-foot pipe lengths on the profile.
25. A sealed set of utility plans along with the Michigan Department of Environment, Great Lakes & Energy (EGLE) permit application for water main construction, the Streamlined Water Main Permit Checklist, Contaminated Site Evaluation Checklist, and an electronic version of the utility plan should be submitted to the Engineering Division for review, assuming no further design changes are anticipated. Utility plan sets shall include only the cover sheet, any applicable utility sheets, and the standard detail sheets.

Irrigation Comments

26. Irrigation plans will be needed at the time of preliminary site plan submittal.

Sanitary Sewer

27. Provide sanitary sewer monitoring manholes, for the commercial buildings. If not in the right-of-way, provide a 20-foot-wide access easement to the monitoring manhole from the right-of-way.
28. Provide a sanitary sewer basis of design for the development on the utility plan sheet. (Calculations should use peaking factor of 4.0 and 3.2 People/REU).
29. Section 11-164 (g)-4 states the maximum length of a sanitary sewer lead shall not exceed 100-feet unless otherwise approved. Extend Sanitary Sewer so that leads are not more than 100-feet long **or** provide clean-outs every 100-feet.
30. Note on the construction materials table that 6-inch sanitary leads shall be a minimum SDR 23.5, and mains shall be SDR 26.
31. Provide a note on the Utility Plan and sanitary profile stating the sanitary leads will be buried at least 5 feet deep where under the influence of pavement.
32. Illustrate all pipes intersecting with manholes on the sanitary profiles.
33. Three (3) sealed sets of revised utility plans along with the Michigan Department of Environment, Great Lakes & Energy (EGLE) permit application, electronic utility plan for sanitary sewer construction, and the Streamlined Sanitary Sewer Permit Certification Checklist should be submitted to the Engineering Division for review, assuming no further design changes are anticipated. Utility plan sets shall include only the cover sheet, any applicable utility sheets, and the standard detail sheets. It should be indicated with the application if an expedited EGLE review is requested. EGLE will charge a fee that can be paid directly to the State.

Storm Sewer

34. A minimum cover depth of 3 feet shall be maintained over all proposed storm sewer. An explanation shall be provided where the cover depth cannot be provided.
35. Provide a four-foot-deep sump and an oil/gas separator in the last storm structure prior to discharge to the storm water basin.
36. The minimum pipe size for storm sewers receiving surface runoff shall be 12-inch diameter. Provide profiles for all storm sewer 12-inch and larger. All storm pipes accepting surface drainage shall be 12-inch or larger.
37. Plastic pipe is not allowed in the right-of-way, the maximum allowable size for plastic storm sewer is 12-inch. (Smaller diameters are allowed for roof drains)
38. Label the 10-year HGL on the storm sewer profiles and ensure the HGL remains at least 1-foot below the rim of each structure.
39. Illustrate all pipes intersecting storm structures on the storm profiles.
40. Provide a schedule listing the casting type, rim elevation, diameter, and invert sizes/elevations for each proposed, adjusted, or modified storm structure on the utility plan. Round castings shall be provided on all catch basins except curb inlet structures.
41. Show and label all roof conductors and show where they tie into the storm sewer.

Storm Water Management Plan

42. The Storm Water Management Plan (SWMP) for this development shall be designed in accordance with the Storm Water Ordinance and Chapter 5 of the **Engineering Design Manual (updated Jan 31, 2024)**
43. C factor calculations should be updated per the updated storm standards, C factor for green area is determined by the hydrologic soil type.
44. Verify that calculations are accurate based on the current C factor our calculations do not match what is show on the plans.
45. $V_{CP\text{-}R}$ can only be subtracted from 100-year storage volume if infiltration, if possible, on-site, based on the soil's investigation infiltration is not possible.
46. An adequate maintenance access route to the basin outlet structure and any other pretreatment structures shall be provided (15 feet wide, maximum running slope of 1V:5H, maximum cross slope of 3%, and able to withstand the passage of heavy equipment). Verify the access route does not conflict with proposed landscaping.
47. Provide a 5-foot-wide stone bridge/access route allowing direct access to the standpipe from the bank of the basin during high-water conditions (i.e. stone 6-inches above high water elevation). Provide a detail and/or note as necessary.
48. As part of the Storm Drainage Facility Maintenance Easement Agreement, provide an access easement for maintenance over the storm water detention system and the pretreatment structure. Also, include an access easement to the detention area from the public road right-of-way.
49. Provide manufacturer's details and sizing calculations for the pretreatment structure(s) on the plans. Provide drainage area and runoff coefficient calculations specific to the area tributary to each treatment structure. The treated flow rate should be based on the 1-year storm event intensity (~1.6 In/Hr).
50. A 4-foot-wide safety shelf is required one foot below the permanent water surface elevation within the basin.

Paving & Grading

51. Provide a construction materials table on the Paving Plan listing the quantity and material type for each pavement cross-section being proposed.
52. Sidewalks on private roadways should be located such that the outside edge of the sidewalk is a minimum of 15 feet from back of curb.
53. Provide typical driveway dimensions, contact engineering division if a variance is requested. City standard driveway dimensions are 16-foot-wide driveway with 3-foot tapers.
54. Provide an emergency access gate, the City's break-away gate detail (Figure VIII-K) can be found in Section 11-194 of the Code of Ordinances.
55. Provide a note on the plan stating that the emergency access gate is to be installed and closed prior to the issuance of the first building permit in the subdivision.

56. Provide existing and proposed contours on the Grading Plan at the time of the Final Site Plan submittal.
57. Provide at least 3-foot of buffer distance between the sidewalk and any fixed objects, including hydrants and irrigation backflow devices. Include a note on the plan where the 3-foot separation cannot be provided.
58. Site grading shall be limited to 1V:4H (25-percent), excluding landscaping berms.
59. Per MDOT Special Provision for Crushed Concrete; the use of crushed concrete is prohibited on the project within 100 feet of any water course (stream, river, county drain, etc.) and lake, regardless of the application of location of the water course or lake relative to the project limits.
60. The end islands shall conform to the City standard island design, or variations of the standard design, while still conforming to the standards as outlined in Section 2506 of Appendix A of the Zoning ordinance (i.e. 2' minor radius, 15' major radius, minimum 10' wide, 3' shorter than adjacent 19' stall).
61. Provide top of curb/walk and pavement/gutter grades to indicate height of curb adjacent to parking stalls or drive areas. Indicate where 4-inch curb and 6-inch curb is proposed, show line 2-foot overhang on plans.
62. Sheets showing retaining wall details shall be signed and sealed by the design engineer responsible for the proposed retaining wall design and all associated calculations.
63. A License Agreement will be required if there are proposed retaining wall within any utility easements.
64. Retaining walls that are 48-inches or larger shall need a permit from Building Department. A retaining wall that has a grade change of 30" or more within a 3' horizontal distance will require a guardrail.
65. Show proposed grades around retaining walls.
66. Per Section 26.5-35(c), a statement is required on any plan containing a private street with the following language: "City of Novi has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this [plan/plat]".

Flood Plain

67. ***Connection to the water main stub on the Ridgeview property will require impact to the floodplain.*** A City of Novi Floodplain Use Permit will be required for the proposed floodplain impact. This should be submitted as soon as possible. Contact the Building Department for submittal information. **A Joint Permit Application (JPA) through the Michigan Department of Environment, Great Lakes & Energy (EGLE) and U.S. Army Corps of Engineers (USACE) may also be required for the proposed floodplain impact prior to site plan approval.**

Off-Site Easements

68. Any off-site utility easements anticipated must be executed **prior to Stamping Set Approval**. Indicate if any off-site easements are anticipated for the water main connection or the widening of Ten Mile Road.

To the extent this review letter addresses items and requirements that require the approval of or a permit from an agency or entity other than the City, this review shall not be considered an indication or statement that such approvals or permits will be issued.

Please contact Humna Anjum at (248)735-5632 or email at hanjum@cityofnovi.org with any questions.

Humna Anjum,
Project Engineer

cc: Lindsay Bell, Community Development
Ben Nelson, Engineering
Ben Croy, City Engineer

LANDSCAPE REVIEW

cityofnovi.org

PLAN REVIEW CENTER REPORT

July 17, 2024

Novi-Ten

Revised PRO Concept Site Plan - Landscaping

Review Type
Revised PRO Concept Plan – Landscaping Review

Job #
JZ23-0009

Property Characteristics

• Site Location:	Ten Mile Road east of Novi Road
• Site Acreage:	19.6 ac. (residential section is 11.2 ac.)
• Site Zoning:	Current: I-1. Proposed: Commercial B-3, Residential RM-1
• Adjacent Zoning:	North: I-1 and I-2, East: I-1, South: RM-1 PRO, West: OS-1
• Plan Date:	June 17, 2024

Ordinance Considerations

This project was reviewed for conformance with Chapter 37: Woodland Protection, Zoning Article 5.5 Landscape Standards, the Landscape Design Manual and any other applicable provisions of the Zoning Ordinance. Please follow guidelines of the Zoning Ordinance and Landscape Design Guidelines. This review and the accompanying landscape chart are summaries and are not intended to substitute for any Ordinance.

Items in **bold** below must be addressed and incorporated as part of the PRO review. Underlined items should be included for the Preliminary Site Plans and *Underlined and italicized* items must be included on Final Site Plans.

RECOMMENDATION:

This project is **recommended for Conceptual Plan Approval.** The residential portion of the project is mostly acceptable and the commercial section requires deviations that are not supported by staff but could be corrected on the Preliminary Site Plans.

LANDSCAPE DEVIATIONS REQUIRED PER PLANS PROVIDED:

Residential:

- No street trees along are proposed along 10 Mile Road – *supported by staff due to utility conflicts (would also be supported for Commercial section if utility conflicts were there too)*
- Lack of berm between commercial and residential north of Buildings 5 and 6 – *supported by staff as wall and screening landscaping are proposed, drive-thrus have been removed from the plans*

Commercial:

- No street trees can be planted along 10 Mile Road due to a conflict with the existing water main – *supported by staff*
- Lack of greenbelt berm along 10 Mile Road – *supported by staff because a 3 foot tall brick wall is proposed to screen the parking lot*
- Deficiency in foundation landscaping for every building – *not supported by staff for Building B.*
- The bay north of Building A is 16 spaces long – *not supported by staff*

General Notes:

- **Please put the City's Project Number, JZ23-0009, on the STA cover sheet as well.**

Please work to remove the unsupported deviations noted above.

Ordinance Considerations

Existing Trees (Sec 37 Woodland Protection, Preliminary Site Plan checklist #17 and LDM 2.3 (2))

1. Tree survey and charts are provided for both sections.
2. Woodland replacement calculations are provided for both sections.
   a. **Commercial:** 228 replacements are required. 34 are proposed to be planted on site and a deposit to the tree fund will be made for the remaining credits.
   b. **MF Residential:** 699 replacements are required. 181 are proposed to be planted on site and a deposit to the tree fund will be made for the remaining credits.
3. **The calculations need to be revised for both sections to reflect that evergreens only count as 0.67 woodland replacement credits and the proposed deposits to the tree fund corrected.**
4. Please show conservation easement boundaries for all woodland replacement trees.

Adjacent to Residential - Butter (Zoning Sec. 5.5.3.A.ii and iii) (Both sections)

1. The project is adjacent to commercial property on the west, to multi-family residential on the south and to industrial property and the railroad to the east. Within the site, residential abuts commercial.
2. A 6-8 foot tall wall or landscaped berm is required between residential property and office/commercial uses.
3. The plan indicates a landscaped berm between Residential Buildings 1-4 and Commercial Building A. The berm crests are only 2-3 feet above the commercial parking lot and approximately 8-12 feet above the bottom of the slope. The slope is heavily landscaped with evergreen trees. If the berm uses a 1:3 slope, the crests can be raised 2-5 feet, eliminating the need for a deviation. **Please do that.**
4. The plan also shows two 8-foot masonry walls north of Residential Buildings 5 and 6 with evergreen trees planted along the adjacent parking lot perimeter. Large evergreen trees are now provided south of the walls to provide better buffering for those residential buildings. **A landscape deviation is required to provide a wall instead of a berm, but *it would be supported by staff.***

COMMERCIAL SECTION

Adjacent to Public Rights-of-Way – Berm/Wall, Buffer and Street Trees (Zoning Sec. 5.5.3.B.ii, iii)

1. The required 3-foot-tall berm is not proposed but a 3-foot tall brick wall is proposed instead of the berm. **This would require a landscape deviation.** *It would be supported by staff.*
2. The required canopy and subcanopy trees are proposed, and the number of required shrubs also appear to be proposed.
3. A utility conflict along Ten Mile Road between the existing water main and the sidewalk prevents the required street trees from being planted so they are not proposed. This requires a landscape deviation. *It is supported by staff.*

Parking Lot Landscaping (Zoning Sec. 5.5.3.C.)

1. The required parking lot interior area and trees, and perimeter trees, are provided, but some islands still do not have trees and the perimeter trees need to be rearranged somewhat.
2. **See the landscape chart for a more detailed discussion of the parking lot landscaping.**

Building Foundation Landscaping (Zoning Sec 5.5.3.D)

1. The calculations need to be corrected per the ordinance requirement for at least 75% of the buildings' perimeter to be landscaped.

2. In total, the required foundation landscaping for the four buildings is provided, but some individual building's landscaping is deficient. As the total is met, this is required.
3. Three of the four buildings' frontage facing Ten Mile Road has less than the 60% landscaping as required by the ordinance. Building B is significantly less than the requirement. **The minor deficiencies for Buildings A and C are accepted, but Building B requires a deviation that** *is not supported by staff.* **Please increase the frontage landscaping for Building B.**

RESIDENTIAL SECTION

Adjacent to Public Rights-of-Way – Berm/Wall, Buffer and Street Trees (Zoning Sec. 5.5.3.B.ii, iii)

1. The required greenbelt berm and landscaping appear to be provided.
2. As with the Commercial section, the utility conflict along Ten Mile road prevents the required street trees from being planted. **A landscape deviation is required for the lack of street trees.** *It will be supported by staff.*

Multi-Family Residential/Attached Dwelling Unit Landscaping (Zoning Sec 5.5.3.F.iii)

1. Multi-family unit trees
   a. As 71 townhouse units are proposed, 213 trees are required, up to 25% of which can be subcanopy trees.
   b. 213 trees are proposed on the site, some of which are along the interior drive, many of which are on the berm between the residential portion of the development and the commercial section, and some of which are in the greenbelt. Until species are proposed, it's difficult to determine the makeup of the trees proposed.
2. Interior Drive Trees
   a. Based on the length of the interior drive, 35 interior drive trees are required. 35 trees, plus 4 multi-family unit trees are proposed along the streets.
3. Building Foundation Landscaping
   a. A sample foundation detail shows that 40% of the building fronts will be landscaped, exceeding the 35% required.
   b. Please include plant labels on the Final Site Plans at the latest and add the plants to the plant list and cost estimate.

GENERAL REQUIREMENTS APPLICABLE TO BOTH SECTIONS

Plant List (LDM 4, 10)

1. Not provided.
2. Please add plant labels to the plan view and provide a plant list on the Preliminary Site Plans, or Final Site Plans at the latest.
3. The plants should meet the requirements detailed on the landscape chart.

Planting Notations and Details (LDM 10)

1. Provided for the Residential plans but not the Commercial Plans.
2. As the Commercial and Residential landscaping may well be done by different contractors, please include the planting notes and details with each set of plans.

Storm Basin Landscape (Zoning Sec 5.5.3.E.iv and LDM 3)

1. Conceptual landscaping indicates that all landscaping will be provided.
2. Woodland replacement trees may be used to meet the tree requirement, but they must be protected by an easement.

Irrigation (LDM 10)

Please provide the plans for an automatic irrigation system, or alternative plans for providing sufficient water for the plants' establishment and long-term survival on the Final Site Plans.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5621 or rmeader@cityofnovi.org.

Rick Meader – Landscape Architect

LANDSCAPE REVIEW SUMMARY CHART – Formal PRO Concept Plan

Review Date: July 15, 2024
Project Name: JZ23-09: Novi Ten
Project Location: Ten Mile Road east of Novi Road
Plan Date: June 17, 2024
Prepared by: Rick Meader, Landscape Architect E-mail: rmeader@cityofnovi.org; Phone: (248) 735-5621

Items in **Bold** need to be addressed by the applicant before approval of the PRO Concept Plan. Underlined items need to be addressed on Preliminary Site Plans. *Underlined and italicized* items need to be addressed for Final Site Plan.

LANDSCAPE DEVIATIONS REQUIRED PER PLANS PROVIDED:
Residential:
- No street trees along 10 Mile Road in residential section – *supported by staff due to utility conflicts (would also be supported for Commercial section if utility conflicts were there too)*
- Lack of berm between commercial and residential north of Buildings 5 and 6 – *supported by staff as wall and screening landscaping are proposed, drive-thrus have been removed from the plans.*

Commercial:
- No street trees can be planted along 10 Mile Road due to a conflict with the existing water main – *supported by staff*
- Lack of greenbelt berm along 10 Mile Road in the Commercial section – *supported by staff because a 3 foot tall screening wall is proposed in lieu of the berm*
- Deficiency in screening foundation landscaping for every building – *not supported by staff for Building B.*
- The bay north of Building A is 16 spaces long – *not supported by staff*

General Notes:
- **Please put the City's Project Number, JZ23-0009, on the STA cover sheet as well.**

Item	Required	Proposed	Meets Code	Comments
Landscape Plan Requirements – Basic Information (LDM (2))				
Landscape Plan *(Zoning Sec 5.5.2, LDM 2.e)*	• New commercial or residential developments • Addition to existing building greater than 25% increase in overall footage or 400 SF whichever is less. • 1"-20' minimum with proper North. Variations from this scale can be approved by LA	• Residential Landscape Plan is 1"=50' • Residential greenbelt, detention pond and foundation plans are 1"=30' • Commercial Landscape Plan is 1"=40' • No Commercial Foundation plans are provided	• Yes • Yes • Yes • TBD	*When they are provided, the commercial foundation landscape plans should be no smaller than 1"=20'*
Project Name/Address *(LDM 2.a.)*	Name and location of the project	• Yes • Location map is provided on	Yes	*Please add the location map to the Commercial landscape*

Item	Required	Proposed	Meets Code	Comments
		residential landscape plan		plans.
Owner/Developer Contact Information *(LDM 2.a.)*	Name, address and telephone number of the owner and developer or association	• Commercial: Weiss Construction • Residential: Toll Brothers	Yes	
Landscape Architect contact information *(LDM 2.b.)*	Name, Address and telephone number of RLA/PLA/LLA who created the plan	• Commercial: James Gray – Vert Verde • Residential: Jim Allen – Allen Design	Yes	
Sealed by LA. *(LDM 2.g.)*	Requires original signature	Yes – copies		
Survey information *(LDM 2.c.)*	Legal description or boundary line survey	Civil Sheets 2 and 3	Yes	
Miss Dig Note (800) 482-7171 *(LDM.3.a.(8))*	Show on all plan sheets	• Commercial: No • Residential: Yes	No Yes	
EXISTING CONDITIONS				
Existing plant material Existing woodlands or wetlands *(LDM 2.e.(2))*	• Show location type and size. • Label to be saved or removed. • Plan shall state if none exists.	• Wetlands are delineated • Commercial tree survey and removals are on the Commercial Landscape Plans Sheets PL-1 and PL-2 • Residential Tree survey and removals are on the Residential Landscape Plans Sheets RL-3 and LR-5 • Commercial tree replacement calculations are on PL-1 • Residential tree replacement calculations on RL-5.	• Yes • Yes • Yes • Yes • Yes	Please correct the calculations for both sections to reflect that evergreen trees only receive 0.67 credits per tree.
Natural Features protection		25-foot environmental setbacks are shown on both the Commercial and Residential	Yes	

Item	Required	Proposed	Meets Code	Comments
		Landscape Plans		
Soil type *(LDM.2.r.)*	As determined by Soils survey of Oakland county	Civil Cover Sheet	Yes	
Zoning *(LDM 2.f.)*	Site: I-1 and OS-1 Proposed: RM and B3 North: I-1 and I-2 East: I-1; West: OS-1 South: RM-1	Shown on Civil Cover Sheet • Site: I-1 • Proposed RM-1 for Residential, B-3 for Commercial • East: I-1 • South: RM-1 PRO • West: OS-1 • North: I-1 & I-2	Yes	
PROPOSED IMPROVEMENTS				
Existing and proposed improvements *(LDM 2.e.(4))*	Existing and proposed buildings, easements, parking spaces, vehicular use areas, and R.O.W	• Detailed residential plan and conceptual commercial plans are shown on the PRO Concept Plan. • All Residential and Commercial elements are shown on the landscape plans.	• Yes • Yes	
Existing and proposed utilities *(LDM 2.e.(4))*	• Overhead and underground utilities, including hydrants, water, sanitary and storm lines and structures. • Light posts should also be shown.	• Conceptual utility structures and lines are shown on the Commercial and Residential landscape plans • Light posts are shown on the Commercial and Residential landscape plans • The sanitary line passes through some of the landscape islands such that the trees can't be located in the islands.	• Yes • Yes • No	**Please revise the utility layout so all required landscape plantings can be planted per the ordinance.**
Proposed topography - 2' contour minimum *(LDM 2.e.(1))*	Provide proposed contours at 2' interval	• Proposed contours are shown on P3, Civil Sheets 6A and 6B, and the	• Yes • No • No	**1. Please show all required berms on a grading plan.** **2. Please label the contours on 6B with**

Item	Required	Proposed	Meets Code	Comments
		residential landscape plan. • Contours are not shown on the Commercial plans • Contours on residential berm are not consistent with those shown on PRO plan or residential		**their elevations and verify that the contours work.** 3. Show contours between the parking lot and the residential section and make sure they tie together correctly. **4. Show all berms consistently between plan sheets.**
Clear Zones *(LDM 2.e.(5))*	RCOC clear vision zones for 10 Mile Road entry points	• RCOC clear vision zone is shown on the Residential Landscape Plan. • No clear vision zone is shown on the Commercial Landscape Plan.	• Yes • No	**1.** *Please provide RCOC clear vision zones on the Commercial landscape plans* **2.** *Keep all trees and shrubs over 30" out of clear zones.*
LANDSCAPING REQUIREMENTS				
Berms and ROW Planting				
• All berms shall have a maximum slope of 33%. Gradual slopes are encouraged. Show 1ft. contours • Berm should be located on lot line except in conflict with utilities. • Berms should be constructed with 6" of topsoil.				
Residential Adjacent to Non-residential (Sec 5.5.3.A) & (LDM 1.a)				
Berm requirements *(Zoning Sec 5.5.A)*	Residential adjacent to Commercial requires: • 6-8 foot high landscaped berm or wall • 10-15 foot high wall or berm for drive-in restaurants. • 10-15 foot high wall or berm for industrial • Opacity 80% winter, 90% summer. Residential adjacent to Industrial requires: • 10-15 foot high wall or berm for industrial • Opacity 80% winter, 90% summer. • As the development does not directly abut the industrial property to the east, no screening berm is	• A landscaped berm approximately 2-3 feet tall is proposed between the Residential Buildings 1 and 2 and Commercial Building A (the crest is approximately 3 feet higher than the commercial parking lot and 6-8 feet higher than the bottom of the slope). • An 8-foot high masonry wall is provided between the commercial section and the	• No • Yes	**1. A landscape deviation will be required for the masonry wall.** 2. *It would be supported by staff as dense large evergreen trees are now proposed on the residential side.* **3. If a 3:1 slope instead of 4:1 slope is used for the berm between the commercial and residential properties, the berm can increase the height of the berm relative to the parking lot by 2-5 feet and be acceptable to staff. Please do that.** 4. No berm is required

Item	Required	Proposed	Meets Code	Comments
	required.	north side of the westernmost residential buildings. Evergreen plantings are indicated in front of the wall. • No berm is provided along the east side of the property. • Cross sections indicate that the berm does not provide sufficient height on the commercial side. Dense landscaping is provided on the berm to increase the buffering.		along the east side of the property as the adjoining industrial property there is on the other side of the railroad.
Planting requirements *(LDM 1.a.)*	LDM Novi Street Tree List	• Dense plantings are proposed on berm • Large evergreens are proposed south of the screening walls.	• Yes • Yes	
Adjacent to Public Rights-of-Way (Sec 5.5.B) and (LDM 1.b)				
ROW Landscape Screening Requirements Chart *(Sec 5.5.3.B. ii)*				
Greenbelt width (2)(3) (5)	• **Commercial (B3) adj to pkg:** 20 ft • **MF Residential:** Not adj to pkg: 34 ft	• **Commercial:** 20 ft • **MF Residential:** 75 ft	• Yes • Yes	
Min. berm crest width	• **Commercial (B3) adj to pkg:** 2 ft • **MF Residential:** 2 ft	• **Commercial:** 0 ft • **MF Residential:** 2 ft A 3 foot tall brick wall is proposed in lieu of the berm	• No • Yes • No	**1. Please provide the required berms in the commercial section.** **2. Lack of the required berm is a deficiency that would require a landscape deviation.** **3.** *It would be supported by staff because the proposed wall will provide the required screening.*
Min. berm height (9)	• **Commercial (B3) adj to pkg:** 2 ft	• **Commercial:** 0 ft • **MF Residential:**	• Yes • TBD	**1. See above** **2. Please add contour**

Item	Required	Proposed	Meets Code	Comments
	• **MF Residential:** 2 ft	unclear		**labels to the residential section's berms so their heights can be determined.**
3' wall	(4)(7)	3 foot wall is proposed along the 10 Mile Road frontage in place of the required berm		*The deviation for the lack of berm is supported by staff because the wall will provide the required screening.*
Canopy deciduous or large evergreen trees Notes (10)(12)	**Commercial: (B3) adj to pkg:** • 1 tree per 70 lf • (1020-30-30-30)/70 = 13 trees **MF Residential (not adj to pkg):** • 1 tree per 35 lf • (570-56)/35 = 15 trees	• Commercial: 18 trees • MF Residential: 15 trees	• Yes • Yes	
Sub-canopy deciduous trees Notes (10)(12)	**Commercial: (B3) adj to pkg:** • 1 tree per 40 lf • (1020-30-30-30)/40 = 23 trees **MF Residential (not adj to pkg):** • 1 tree per 35 lf • (570-56)/25 = 21 trees	• Commercial: 27 trees • MF Residential trees: 21	• Yes • Yes	
Shrubs Notes (10)(12)	**Commercial: (B3) adj to pkg:** • 3 shrubs per 40 lf • 3*(1020-30-30-30)/40 = 70 shrubs	93 shrubs per plan calculation	TBD	1. As the plan does not include plant counts or IDs, confirmation of the number of shrubs provided will need to be done when those are provided. 2. **It is assumed that the 93 shrubs will be provided on those plans so no deviation will be required.**
Canopy deciduous trees in area between sidewalk and curb	**Commercial: (B3) adj to pkg:** • 1 tree per 40 lf • (1020-30-30-30)/40 = 23 trees **MF Residential:**	No trees are proposed in the right-of-way in front of the MF residential section or Commercial section due to	• No • No	1. **A landscape deviation is required to not provide the trees.** 2. *As the existing 12" water main along 10 Mile Road does not*

Item	Required	Proposed	Meets Code	Comments
	• 1 tree per 35 lf • (570-56)/25 = 21 trees	conflicts with existing utilities in the right-of-way.		*allow room for the street trees, the requested deviation is supported by staff.*
Multi-Family Residential (Sec 5.5.3.F.ii)				
Building Landscaping *(Zoning Sec 5.5.3.E.ii.)*	• 3 deciduous canopy trees or large evergreen trees per dwelling unit on the first floor. • 71 units * 3 = 213 trees • 25% can be subcanopy trees.	• Calculations are provided. • It appears that 213 trees are provided	Yes	Please provide tree IDs and counts on the Preliminary Site Plans.
Interior Street Landscaping	• 1 deciduous canopy tree along interior roads for every 35 lf (both sides), excluding driveways, interior roads adjacent to public rights-of-way and parking entry drives. • Trees in boulevard islands do not count toward street tree requirement • (2368-1136)/35=35 trees	• Calculations are provided. • 35 trees plus 4 multi-family unit trees	Yes	
Foundation Landscaping	35% of building façades facing road should be landscaped	A standard unit landscaping detail is provided on Sheet L-2 that shows 40% of the units façade will be landscaped	Yes	*Please add detailed landscaping on the Final Site Plans.*
Woodland Replacements (Section 37-8) – Both Commercial and Residential				
Woodland Replacement Trees	Requirements per Section 37 **Commercial:** 228 replacements are required **MF Residential:** 699 replacements are required	**Commercial:** • 34 trees (30 canopy trees and 4 evergreen trees) • Contribution to tree fund for 194 credits **MF Residential:** • 181 trees – 22 appear to be evergreen trees • Contribution to tree fund for 518 credits	TBD	1. Evergreen replacements only receive 0.67 credits per tree. **2. Please revise the calculations to include this. A greater contribution to the tree fund than I shown may be necessary.**

Item	Required	Proposed	Meets Code	Comments
		• Woodland replacement trees are used to meet the detention basin tree requirement – this is allowed by the ordinance • No more than 10% of the credits planted are evergreens		
Parking Area Landscape Requirements (Zoning Sec 5.5.3.C & LDM 5) – Commercial only				
General requirements *(LDM 1.c)*	• Clear sight distance within parking islands • No evergreen trees	It does not appear that any plantings will block visibility across islands in the Commercial section but not all plantings are shown at this time.	TBD	
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	Not indicated	TBD	
General *(Zoning Sec 5.5.3.C)*				
Parking lot Islands *(a, b. i)*	• A minimum of 200 SF to qualify • 200sf landscape space per tree planted in island. • 6" curbs • Islands minimum width 10' BOC to BOC	**Commercial:** • Island areas are sufficiently sized. • Not all have trees in them **MF Residential:** No islands are proposed	TBD	
Curbs and Parking stall reduction *(c)*	Parking stall can be reduced to 17' with 4" curb adjacent to a sidewalk of minimum 7 ft.	**Commercial:** Spaces are 17 or 19 feet long **MF Residential:** All spaces are 17 feet long with a 7 foot adjacent walk	• Yes • Yes	
Contiguous space limit *(i)*	Maximum of 15 contiguous spaces	The bay north of Building A is 16 spaces.	No	**1. A landscape deviation would be required for this.** *It would not be supported by staff.* **2. Please shorten or break up that bay to reduce it to 15 spaces or less.**

Item	Required	Proposed	Meets Code	Comments
Category 1: For OS-1, OS-2, OSC, OST, B-1, B-2, B-3, NCC, EXPO, FS, TC, TC-1, RC, Special Land Use or non-residential use in any R district *(Zoning Sec 5.5.3.C.iii)*				
A = Total square footage of vehicular use areas x 7.5%	• A = x SF x 7.5% • A = 50,000 sf * 7.5% = 3750 sf	Calculation provided	Yes	
B = Total square footage of additional paved vehicular use areas over 50,000 SF x 1 %	• B = x SF x 1% • B = (139,449-50,000)sf * 1% = 895 sf	Calculation provided	Yes	
All Categories				
C = A+B Total square footage of landscaped islands	• C = A + B • C = 3750+895 = 4645sf	15,230 sf	Yes	**1. Please remove the island area that is used for parking lot perimeter trees from the interior area provided total.** **2. Add the area of islands where trees will be added.**
D = C/200 Number of canopy trees required	• D = C/200 = x trees • D = 4645/200 = 23 trees	38 trees	Yes	**1. Please add trees to the islands at the northeast corner of Building C and the northwest corner of Building D. They are required as those are endcap islands.** **2. Please add a tree in the interior island with a lamp north of Building C.** **3. Please move the trees at the north edges of the islands in the northern edge islands into those islands' interior. The sanitary line will need to be adjusted to allow for that.**
Parking Lot Perimeter Trees	• 1 Canopy tree per 35 lf • Interior drive trees should be used as perimeter trees along the two bays (1 per bay, based on their length) • Interior drive widths can be deducted from the perimeter	• Along 10 Mile Rd: 18 trees • Remaining perimeter: 35 trees	No	1. Greenbelt canopy trees may be double-counted as parking lot perimeter trees if they are within 15 feet of the parking lot. **2. Only 12 of the greenbelt canopy trees may be**

Item	Required	Proposed	Meets Code	Comments
	• Along 10 Mile Rd: 842/70 = 12 trees • Remaining perimeter: (1495-30-34-42)/35 = 40 trees			**counted toward the total requirement of trees provided. The remaining perimeter trees must be completely met with the calculated requirement.** **3.** Since the requirement for interior trees can be met, parking lot perimeter trees can be moved in the perimeter interior islands. **4.** Please spread out the non-greenbelt perimeter trees that are closer than 30 feet apart around the rest of the site so there is consistent coverage. **5.** All trees must be within 15 feet of the perimeter to count as perimeter trees. **Please move those that aren't.** **6. If there are questions about this, the landscape architect is encouraged to call me.**
Building Foundation Landscaping Requirements - for Commercial only (*Sec 5.5.3.D*)				
Interior Site Landscaping SF	• Equal to entire perimeter of the building (less entrances) x 8 • Landscape areas may be no less than 4 feet wide/deep • No less than 75% of a building's perimeter should be landscaped, but ideally all but entries should be landscaped • Landscaping does not count lawn areas	• Calculations are provided on P.5 • The entire loading area wall is deleted from the calculation for every building. • Building A: 2320sf • Building B: 4009sf • Building C: 2210sf • Building D: 1525sf • TOTAL: 10064sf	Yes	**1. Please revise the calculations for each building such that a maximum of 25% of the building perimeter is deducted.** **2. Label the SF of each foundation on Sheet PL-3.** **3. The applicant is encouraged to shorten the loading zones for Buildings A & B so at least 75% of the total building**

Item	Required	Proposed	Meets Code	Comments
	• Building A: (500*.75)*8=3000sf • Building B: (500*.75)*8=3000sf • Building C: (266*.75)*8=1596sf • Building D: (266*.75)*8=1596sf • TOTAL: 9192sf			**perimeter is landscaped.**
Frontage landscaping *(Sec 5.5.3.D.d)*	No less than 60% of a façade facing a public road shall be landscaped with a mix of trees, shrubs, perennials, annuals and/or ornamental grasses	• Building A: 99/170=58.2% • Building B: 71/170=41.8% • Building C: 33/58= 56.9% • Building D: 41/58=70.6%	• No • No • No • Yes	**1. A deviation is required for the deficient buildings.** 2. *It would be supported by staf for Buildings A and C, but not B.* **3. Please provide the required frontage landscaping for Building B.**
Parking land banked	NA	None		
Miscellaneous Landscaping Requirements				
Plantings around Fire Hydrant *(d)*	• No plantings with matured height greater than 12' within 10 ft. of fire hydrants, manholes, catch basins or other utility structures. • Trees may also not be planted within 10 feet of an underground sanitary sewer line.	**Commercial:** No landscaping is provided near hydrants **MF Residential:** Correct spacing appears to have been provided	• Yes • Yes	Please add a tree in the island near the northwest corner of Building D as there appears to be room for the tree and the hydrant in that island.
Landscaped area *(g)*	Areas not dedicated to parking use or driveways exceeding 100 sq. ft. shall be landscaped	No groundcovers or detailed landscaping is shown on the Commercial landscape plan	TBD	1. *Please indicate groundcovers or areas of other landscaping with hatching at a minimum.* 2. *Detailed plans can be provided on the Final Site Plans.*
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	Not indicated on either plan except for the detention pond	No	*See above*
Snow deposit *(LDM.2.q.)*	Show snow deposit areas on plan in locations where landscaping won't be damaged	**Commercial:** Not indicated **MF Residential:** A note indicates	• No • Yes	*Please show at least 2 potential snow deposit areas on the Commercial section.*

Item	Required	Proposed	Meets Code	Comments
		that snow will be deposited along the street in the curb lawn		
Transformers/Utility boxes *(LDM 1.e from 1 through 5)*	• A minimum of 2 ft. separation between box and the plants • Ground cover below 4" is allowed up to pad. • No plant materials within 8 ft. from the doors	• City screening detail is included on Sheet RL-4 • A note on RL-1 indicates that all transformer boxes shall be screened per that detail. • No notes or details regarding transformers are on the Commercial Plans. • No transtormers are shown on either landscape plan	TBD	1. *Please show transformers and other utility boxes when their locations are determined.* 2. *Add an estimated number of shrubs for each transformer's screening to the plant list per the city utility landscape detail.* 3. *Add the city detail with the other details on the Commercial plans.*
Detention/Retention Basin Planting requirements *(Sec. 5.5.3.E.iv)*	• Clusters of large native shrubs shall cover 70-75% of the basin rim area, 10 feet above the permanent water level. • Canopy trees shall be placed along east, west and south sides of the pond to help shade the pond. Woodland replacement trees may be used to meet this requirement if a conservation easement protecting them is provided. • 10" to 14" tall grass along sides of basin • Refer to wetland for basin mix • Include seed mix details on landscape plan	• Conceptual shrubs are shown that meet the requirement. • Woodland replacement trees are shown meeting the requirement for the canopy trees. This is allowed. • A seed mix is shown on Sheet L-2.	• Yes • Yes • Yes	
Phragmites and Japanese Knotweed Control	Any populations of Phragmites australis or Invasive Knotweed found on the site must be eliminated	A note indicates that no Phragmites or Japanese Knotweed were found on the site	Yes	1. *If any is found during construction, it must be chemically treated to completely eliminate*

Item	Required	Proposed	Meets Code	Comments
				it from the site. 2. Please add a note stating the above to both the Commercial and Residential landscape plans.
Plant List (LDM 2.h. and 4) – Include all cost estimates				
Quantities and sizes		No plant list is provided.		Provide a plant list on the landscape plans for each section (separate plant lists)
Root type		No	No	See above
Botanical and common names	• At least 50% of the species used shall be native to Michigan • Non-woodland replacement tree diversity must follow guidelines of Landscape Design Manual Section 4. • Species on the City's Prohibited Species List (LDM Table 11.b(2)b may not be used	No plant list is provided	TBD	1. See above 2. Please label all plantings on the plan view on the Final Site Plans, at the latest.
Type and amount of lawn		Not indicated	TBD	Need for final site plan
Cost estimate (LDM 2.t)	For all new plantings, mulch and sod as listed on the plan	Not provided	TBD	Need for final site plan
Landscape Notes and Details– Utilize City of Novi Standard Notes – as the areas are likely to be built by different contractors, please include the below information with both the Residential and Commercial sets of plans.				
Planting Details/Info (LDM 2.i) – Utilize City of Novi Standard Details				
Canopy Deciduous Tree	Refer to LDM for detail drawings	Sheet RL-4	Yes	Add to commercial set
Evergreen Tree		Sheet RL-4	Yes	
Shrub		Sheet RL-4	Yes	Add to commercial set
Multi-stem tree		Sheet RL-4	Yes	Add to commercial set if multi-stem trees will be used
Perennial/ Ground Cover		Sheet RL-4	Yes	Add to commercial set
Tree stakes and guys	Wood stakes, fabric guys.	Sheet RL-4	Yes	Add to commercial set
Cross-Section of Berms (LDM 2.j)				
Slope, height and width	• Label contour lines • Maximum 33% slope	Cross sections for the area between	No	Provide details on landscape plans for all

Item	Required	Proposed	Meets Code	Comments
	• Constructed of loam • 6" top layer of topsoil	the commercial and residential areas are provided		berms
Type of Ground Cover		No	No	Indicate on cross section
Setbacks from Utilities	Overhead utility lines and 15 ft. setback from edge of utility or 20 ft. setback from closest pole, 10 feet from structures, hydrants	No overhead utilities exist on the site or along 10 Mile Road.	NA	
Walls (LDM 2.k & Zoning Sec 5.5.3.vi)				
Material, height and type of construction footing	Freestanding walls should have brick or stone exterior with masonry or concrete interior	• Two 8-foot screening walls are proposed between the westernmost residential buildings and the Commercial sections • Several retaining walls are indicated, but none in the right-of-way	TBD	Please add TW/BW elevations for retaining walls.
Walls greater than 3 ½ ft. should be designed and sealed by an Engineer		Detailed wall plans for screening walls and retaining walls taller than 3.5 feet should be submitted for review with building drawings.	TBD	
Notes (LDM 2.i) – Utilize City of Novi Standard Details				
Installation date *(LDM 2.l. & Zoning Sec 5.5.5.B)*	• Provide intended date • Between Mar 15 – Nov 15	• Sheet RL-4 • Between Mar 15-Nov 15 2024 or 2025	Yes/No	Please add installation dates for the Commercial section.
Maintenance & Statement of intent *(LDM 2.m & Zoning Sec 5.5.6)*	• Include statement of intent to install and guarantee all materials for 2 years. • Include a minimum one cultivation in June, July and August for the 2-year warranty period.	Notes included on Sheet RL-4	Yes/No	Please add notes for the Commercial section.
Plant source *(LDM 2.n & LDM 3.a.(2))*	Shall be northern nursery grown, No.1 grade.	Note included on Sheet RL-4	Yes/No	Please add note for the Commercial section.

Item	Required	Proposed	Meets Code	Comments
Establishment period *(Zoning Sec 5.5.6.B)*	**2 yr. Guarantee**	Note included on Sheet RL-4	Yes/No	*Please add note for the Commercial section.*
Approval of substitutions. *(Zoning Sec 5.5.5.E)*	City must approve any substitutions in writing prior to installation.	Note included on Sheet RL-4	Yes/No	*Please add note for the Commercial section.*
General Landscape Requirements (LDM 3)				
General Conditions *(LDM 3.a)*	Plant materials shall not be planted within 4 ft. of property line	No	No	*Please add a callout stating this on the west end of the Commercial landscape plan.*
Irrigation plan *(LDM 2.s.)*	A method of providing water for establishment and long-term survival must be provided	No		1. *Please add the irrigation plan or information as to how plants will be watered sufficiently for establishment and long- term survival on the Final Site Plans.* 2. *If xeriscaping is used, please provide information about plantings included.* 3. *This information is required on the Final Site Plans.* 4. *If an irrigation system will be used, it should meet the requirements stated at the bottom of this chart.*
Other information *(LDM 2.u)*	Required by Planning Commission	NA		
Landscape tree credit *(LDM3.b.(d))*	• Substitutions to landscape standards for preserved canopy trees outside woodlands and wetlands should be approved by LA. • Refer to Landscape tree Credit Chart in LDM	None taken		
Plant Sizes for ROW, Woodland replacement and others *(LDM 3.c)*	Canopy Deciduous shall be 3" and sub-canopy deciduous shall be 2.5" caliper. Refer to section for more details	No plant lists are provided	TBD	*Include correct sizes on plant list.*
Plant size credit *(LDM3.c.(2))*	NA	No		

Item	Required	Proposed	Meets Code	Comments
Prohibited Plants *(LDM 3.d)*		No		
Recommended trees for planting under overhead utilities *(LDM 3.e)*	Label the distance from the overhead utilities	A note indicates that there are no overhead utilities on the site.	Yes	A site visit confirms that overhead wires along 10 Mile Road are on the north side of the road.
Collected or Transplanted trees *(LDM 3.f)*		None proposed		
Nonliving Durable Material: Mulch *(LDM 4)*	• Trees shall be mulched to 3" depth and shrubs, groundcovers to 2" depth • Specify natural color, finely shredded hardwood bark mulch. • Include in cost estimate.	Indicated on details on Sheet L-3	Yes	

NOTES:

1. This table is a working summary chart and not intended to substitute for any Ordinance or City of Novi requirements or standards.
2. The section of the applicable ordinance or standard is indicated in parenthesis. For the landscape requirements, please see the Zoning Ordinance landscape section 5.5 and the Landscape Design Manual for the appropriate items under the applicable zoning classification.
3. Please include a written response to any points requiring clarification or for any corresponding site plan modifications to the City of Novi Planning Department with future submittals.

Irrigation System Requirements

1. Any booster pump installed to connect the project's irrigation system to an existing irrigation system must be downstream of the RPZ.
2. The RPZ must be installed in accordance with the 2015 Michigan Plumbing Code.
3. The RPZ must be installed in accordance with the manufacture installation instructions for winterization that includes drain ports and blowout ports.
4. The RPZ must be installed a minimum of 12-inches above FINISHED grade.
5. Attached is a handout that addresses winterization installation requirements to assist with this.
6. A plumbing permit is required.
7. The assembly must be tested after installation with results recorded on the City of Novi test report form.

WOODLAND AND WETLAND REVIEW

merjent

p 612.746.3660 ▪ f 612.746.3679 ▪ www.merjent.com

1 Main Street SE ▪ Suite 300 ▪ Minneapolis, Minnesota ▪ 55414

July 16, 2024

Lindsay Bell
Planner – Community Development
City of Novi
45175 Ten Mile Road
Novi, MI 48375

Submitted electronically to lbell@cityofnovi.org

Re: Novi Ten Planned Rezoning Overlay Wetland and Woodland Review (Formal Application; JZ23-09)

Dear Lindsay,

Merjent, Inc. (Merjent) has conducted a site plan review of the planned rezoning overlay (PRO) for the formal PRO application for Novi Ten Town Homes and Retail (site). Two sets of site plans were provided:

- One plan prepared by Siegel/Tuomaala Associates, Architects, and Planners, Inc. (STA) dated June 17, 2024. This site plan is for the northwestern portion of the site where a B-2 Zone is proposed.
- One plan prepared by Seiber Keast Lehner (SKL) dated June 17, 2024 with Landscape Plans prepared by Allen Design dated June 17, 2024. This site plan is for the eastern portion of the site where an RM-1 Zone is proposed.

Merjent reviewed the plans for conformance with the City of Novi's (City) current Woodland Protection Ordinance, Chapter 37, and Wetlands and Watercourse Protection Ordinance, Chapter 12 Article V. The site is located southeast of the intersection of Novi Road and Ten Mile Road in Section 26 of the City. Development is proposed within parcels 50-22-26-101-028 and 50-22-26-101-024. The site contains City-regulated woodlands and City-regulated wetlands (**Figure 1** and **Figure 2**). It should be noted that **Figure 1** and **Figure 2** only contain portions of the site parcels where development is proposed in the provided site plans. For ease of review, the impacts from both site plans have been combined in the reviews below.

In addition to the site plans, Merjent reviewed a Wetland Boundary Review conducted by the Mannik and Smith Group (MSG) in 2023 and subsequent Wetland Delineation Reports prepared by Niswander Environmental, LLC (Niswander) for both the commercial (February 2021) and residential (June 2023) portions of the site.

Woodlands

Woodland Recommendation: Merjent **recommends approval** of the Novi Ten PRO application, pending clarification on tree tags. A list of comments is provided below to meet the requirements of the Woodland Protection Ordinance. The following Woodland Regulations apply to this site:

Woodland Regulation	Required
Woodland Permit (Chapter 37, Section 37-26)	Yes
Tree Replacement (Chapter 37, Section 37-8)	Yes
Tree Protection (Fence; Chapter 37, Section 37-9)	Yes
Woodland Conservation Easement (Chapter 37-30[e])	Yes, if feasible

Woodland Review Comments

1. City-regulated woodlands, as identified on the City of Novi Woodlands interactive map website, are present onsite. **Note that both the woodlands and property limits depicted on the City map are considered approximations (Figure 1).** Pursuant to Section 37-2 and Section 37-4 of Chapter 37, Woodlands Protection, woodland areas can be identified by additional features such as soil quality, habitat quality, tree species and diversity, health and vigor of tree stand, understory species and quality, presence of wildlife, and other factors such as the value of the woodland area as a scenic asset, wind block, noise buffer, healthy environment, and the value of historic or specimen trees. A site visit was performed on July 12, 2024 to verify and review the extent of woodlands on-site. Merjent has determined that all of the trees on-site should be considered regulated woodland due to the stand density and connectivity to other larger regulated woodland areas. Select photos from the site visit are included in **Attachment A**.

2. When a proposed site plan is located within a regulated woodland, any tree proposed for removal with a diameter at breast height (DBH) greater than or equal to eight inches will require tree replacement and a Woodland Use Permit per Section 37-8. This also applies to any tree that will be preserved, but where impacts to critical root zones are proposed.

3. Regardless of the presence of regulated woodlands onsite, a Woodland Use Permit is required to perform construction on any site containing the removal of trees larger than 36 inches in diameter at breast height (DBH).

4. The plans have proposed the cumulative removal of 484 trees. A **Woodland Use Permit** is required to perform construction on any site containing regulated woodlands. The permit for this site would require Planning Commission approval because there are more than three trees proposed to be impacted/removed by construction. Comment seven (below) may affect the total number of proposed trees for removal.

5. **Woodland Replacement**. Based on review of the plans, the following woodland replacements are currently listed:

Tree Size (DBH, inches)	Number of Trees (commercial site + residential site)	Ratio Replacement/Removed Tree	Total Replacements Required (commercial site + residential site)
8-11	180 (40+140)	1	180 (40+140)
12-20	225 (45+180)	2	450 (90+360)
21-29	30	3	90

Tree Size (DBH, inches)	Number of Trees (commercial site + residential site)	Ratio Replacement/Removed Tree	Total Replacements Required (commercial site + residential site)
	(9+21)		(27+63)
30+	3 (2+1)	4	12 (8+4)
Multi-stem	46 (12+34)	Sum of Stem DBH/8 (rounded up)*	195 (63+132)
Total	**484** (108+376)	-	**927** (228+699)

- Sheet PL-1 lists that 102 regulated trees will be removed but the sum of trees listed under the required replacements section is 108 trees (40+45+9+2+12). A potential error in summing the number of trees removed may have occurred. However, this does not impact the number of replacements required.

6. For tree replacement credits that will be planted on-site, a financial guarantee of $400/tree replacement credit is required to ensure the planting of the on-site woodland replacement credits. The financial guarantee will be released after trees have been planted and approved by the City of Novi. The applicant must request a tree planting inspection. For the Novi Ten PRO, the applicant has proposed planting 215 (34+181) replacement trees on-site. A **Woodland Replacement Financial Guarantee of $86,000** (215 trees x $400/tree) is required as part of the Woodland Use Permit fees to ensure a successful planting of on-site Woodland Replacement Tree Credits.

   The Applicant shall guarantee trees for two growing seasons after installation and the City's acceptance, per the City's Performance Guarantees Ordinance. A **two-year maintenance bond in the amount of 25% ($21,500)** of the value of the trees, but in no case less than $1,000, shall be required to ensure the continued health of the trees following acceptance (Chapter 26.5, Section 26.5-37).

   Note that the Applicant is responsible for requesting an inspection of the installed on-site Woodland Replacement Trees.

   While not necessary for PSP approval, a list of trees proposed for replacement will need to be provided in the final site plan. Approximate locations are provided in the associated landscape plans. Section 37-8 of the City of Novi Woodlands Protection Ordinance and the City of Novi Landscape Design Manual provide guidelines for replacement trees.

7. The Applicant will be required to pay into the **City of Novi Tree Fund $284,800** for the remaining 712 woodland replacements not planted on site (712 woodland replacement credits x $400/credit). This fee is non-refundable.

8. **Critical root zone**. Accurate critical root zones must be depicted on the site plan for all regulated trees within 50 feet of the proposed grading or construction activities. Tree symbols are present on the plan but are relatively small. Additionally, it is unclear whether the tree symbol on the plan represents the trunk, dripline, or critical root zone of the tree. The tree symbol should be clarified in the legend or

elsewhere on the plan. Critical root zones should be identified using a separate symbol on the site plans.

9. Regulated woodland disturbance includes impacts to the critical root zone of regulated trees, including but not limited to encroachment by grading, landscaping, and construction. If impacts to the critical root zone of regulated woodland trees are proposed – woodland replacements are required. Revised woodland replacement calculations or plan revisions may be necessary to address any unclear encroachments into the critical root zone.

10. A **woodland fence guarantee of $6,000** ($5,000 x 120%) is required per Chapter 26.5-37. The financial guarantee shall be paid prior to issuance of the City of Novi Woodland Use Permit.
    a. The cost to stake, install, and remove the tree protection fencing should be added to Sheets PL-1 and RL-3 in order to calculate woodland fence inspection fees.
    b. The location and extent of tree protection fence should be added to the commercial site plan prior to final site plan approval; locations and diagrams of tree protection fencing have been included in the residential site plan. This can be added to Sheet PL-1 for the commercial site plan.

11. **Woodland Replacement Inspection** – The Applicant is responsible for walking the entire site to confirm that all woodland replacement trees/shrubs have been planted on site according to the approved site plan stamping set. If any material is missing, dead or dying, replacements should be made prior to requesting the inspection. The applicant should also provide an as-built landscape plan if the trees planted do not match the species and/or location shown on the approved site plan stamping set. Once this occurs the Applicant should contact the Bond Coordinator to schedule the inspection (Angie Sosnowski at asosnowski@cityofnovi.org; 248-347-0441) and complete the inspection request form. If additional inspections are needed, then additional inspection fees will be required to be paid by the applicant.

12. **Woodland Guarantee Inspection –** Prior to requesting the 2-year woodland guarantee inspection, the Applicant is responsible for walking the entire site to confirm that all plant material has survived and is healthy. If any material is missing, dead or dying, replacements should be made prior to requesting the inspection. Once this occurs the Applicant should contact the Bond Coordinator to schedule the 2-year guarantee inspection (Angie Sosnowski at asosnowski@cityofnovi.org / 248-347-0441) and complete the inspection request form. If additional inspections are needed, then additional inspection fees will be required to be paid by the applicant. Based upon a successful inspection for the 2-year warranty the Landscape/Woodland/Street trees financial guarantee will be returned to the Applicant.

    If the woodland replacements, street trees, or landscaping guarantee period is scheduled to end during the period when inspections are not conducted (November 15th – April 15th) the Applicant is responsible for contacting the Bond Coordinator and Woodland/Landscape Inspector in the late summer/early fall prior to the 2-year expiration to schedule an inspection.

13. The Applicant may be required to provide preservation/conservation easements as directed by the City of Novi Community Development Department for any areas of woodland replacement trees. The applicant shall demonstrate that all proposed woodland replacement trees and existing regulated woodland trees to remain will be guaranteed to be preserved as planted with a conservation easement or landscape easement to be granted to the city. This language shall be submitted to the City Attorney

for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Woodland permit. Any associated easement boundaries shall be indicated on the Plan.

14. Pursuant to Section 37-28, all trees should be identified via a tag affixed loosely with a single nail. All trees on-site were appropriately tagged, there may be an inconsistency between the tag numbers and the provided tree survey. An example photo is provided in **Attachment A** of a tree tagged with tree tag number 507 but is more consistent with the approximate location of Tree 10493. The applicant should clarify the tree tag numbers relative to the numbers provided in the survey.

Wetlands

Wetland Recommendation: Merjent **recommends approval** of the Novi Ten PRO formal application based on the comments provided below.

Upon review of published resources, the Site appears to contain or immediately borders:

- ☒ City-regulated wetlands, as identified on the City of Novi interactive map website. Note that both wetland and property limits depicted on the City's map are considered approximations (**Figure 2**).
- ☒ Wetlands that are regulated by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).
- ☒ Wetlands as identified on National Wetland Inventory (NWI) and Michigan Resource Inventory System (MIRIS) maps, as identified on the EGLE Wetlands Viewer interactive map website (**Attachment B**). NWI and MIRIS wetlands are identified by the associated governmental bodies' interpretation of topographic data and aerial photographs.
- ☒ Hydric (wetland) soil as mapped by the U.S. Department of Agriculture, Natural Resources Conservation Service, as identified on the EGLE Wetlands Viewer interactive map website (**Attachment B**).

Permits and Regulatory Status

Due to the comments below, the following wetland-related items will be required for this project:

Item	Required/Not Required
Wetland Permit (specify Non-minor or Minor)	Required, Non-minor
Wetland Mitigation	Not City Required (May be required by EGLE)
Environmental Enhancement Plan	Required
Wetland Buffer Authorization	Required
EGLE Wetland Permit	Likely Required
Wetland Conservation Easement	Not required unless mitigation is constructed within the City

Wetland Review Comments

1. Merjent conducted a site visit on July 12, 2024 to become familiar with the site in conjunction with the previous review(s) conducted by MSG. Select photographs are included in **Attachment A**.

2. Impacts have been proposed to six wetlands on-site, totaling approximately 0.12 acre loss of wetland. The impacts are summarized below.

Wetland ID	Classification	Acres On-site	Wetland Impact Area (acre)	Wetland Impact Volume (cu. ft.)	Buffer Impact Area (acre)	Buffer Impact Volume (cu. ft.)
A	Emergent	0.050	0.050	4,356	0.189	Not provided
B	Emergent	0.029	0.029	3,790	0.111	Not provided
C	Emergent/Scrub-shrub	0.452	--	--	0.065	Not provided
D	Emergent/Scrub-shrub	10.73	--	--	0.082	Not provided
E	Emergent	0.012	0.012	523	0.101	Not provided
XX	Forested	0.01	0.01	354	0.07	Not provided
YY	Emergent/Forested	0.01	0.01	561	0.09	Not provided
ZZ	Emergent	0.01	0.01	1290	0.10	Not provided
Total	-	**11.30**	**0.12**	**10,874**	**0.81**	--

3. In addition to wetlands, the City of Novi regulates wetland and watercourse buffers/setbacks. Article 24 of the Zoning Ordinance, Schedule of Regulations, states: "There shall be maintained in all districts a wetland and watercourse setback, as provided herein, unless and to the extent, it is determined to be in the public interest not to maintain such a setback. The intent of this provision is to require a minimum setback from wetlands and watercourses". The established wetland and watercourse buffer/setback limit is 25 horizontal feet, regardless of grade change.
    a. Appropriate setbacks have been incorporated into the site plans. Prior to final site plan approval, the applicant shall provide fill volumes for the associated buffer impacts similar to the areas provided on Sheet 6A and Sheet 6B. Total setback disturbance sizes are summarized in Comment two above.

4. As stated in MSG's Wetland Boundary Review, when a project permanently impacts 0.25 acre or more of essential wetland, the City of Novi requires mitigation at a ratio of 2:1 for forested wetlands and 1.5:1 for emergent and scrub-shrub wetlands. The total proposed impact to City and EGLE-regulated wetlands is approximately 0.12 acre. Based on the total being less than 0.25 acre, mitigation is not required by the City but an environmental enhancement plan will be required.
    a. The applicant has included additional tree plantings and supplementary native herbaceous plantings around the proposed detention basin. The applicant will need to communicate with whomever will maintain this area upon construction completion that mowing will not be allowed in native planting areas to allow full growth of native plants..

5. EGLE's *MiEnviro Portal Site Explorer* was reviewed for the site *63-West 10 Mile Rd-Novi* and it was found that a Pre-application Meeting was held with EGLE on or around March 31, 2021 and that a permit will be required from EGLE for the project. A City of Novi Wetland Use Permit cannot be granted until a permit is received from EGLE authorizing impacts to water resources.

6. The City of Novi requires the boundary lines of any watercourses or wetlands on the Site to be clearly flagged or staked and such flagging/staking shall remain in place throughout the conduct of permit activity. During Merjent's site visit on July 12, 2024 it was noted that the flagging from the delineation was still present. Select photos are included in **Attachment A**. The site does not need to be re-flagged during the site plan review process, but prior to granting a Wetland Use Permit and construction the wetlands should be verified as being accurately staked or flagged.

7. The cost to perform any wetland protection and restoration shall be listed on the site plan, per Chapter 26.5, Section 26.5-7 (b) of the City of Novi Code of Ordinances. A **Wetland Financial Performance Guarantee** in the amount of 120% of the cost to perform any wetland protection, restoration, and development will be collected prior to the granting of a Wetland Use Permit.

8. The Applicant is encouraged to provide wetland conservation easements for any areas of remaining wetland and 25-foot wetland buffer. The Applicant shall provide wetland conservation easements as directed by the City of Novi Community Development Department for any areas of proposed wetland mitigation areas (if necessary). Additionally, EGLE may request conservation easements around remaining wetlands on-site if a permit is required from EGLE. This requirement would be unrelated to the requirements of the City of Novi Wetland Use Permit. This language shall be submitted to the City Attorney for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Wetland Use Permit.
    a. An existing conservation easement is present south of the site associated with the Ridgeview of Novi construction. Additional wetlands on-site (Wetland D) can be added to the existing conservation easement associated with the Ridgeview of Novi.

Should you have any questions or concerns with this review, please contact me via email at jason.demoss@merjent.com or via phone at (619) 944-3835.

Sincerely,

Merjent, Inc.

Jason DeMoss, PWS
Environmental Consultant

Enclosures:

Figure 1 – City of Novi Woodlands Map
Figure 2 – City of Novi Wetlands Map
Attachment A – Site Photographs
Attachment B – Wetland Resource Documents

merjent

CC:
Diana Shanahan, City of Novi, dshanahan@cityofnovi.org
Rick Meader, City of Novi, rmeader@cityofnovi.org
Barbara McBeth, City of Novi, bmcbeth@cityofnovi.org
Robb Roos, Merjent, robb.roos@merjent.com



Figure 1. City of Novi Regulated Woodlands Map
Approximate Site boundary is shown in red.
(Approximate) Regulated Woodland areas are shown in green.

merjent



Figure 2. City of Novi Regulated Wetlands Map
Approximate Site boundary is shown in red.
(Approximate) Regulated Wetland areas are shown in turquoise.

merjent

Attachment A
Site Photographs



Overview of the upland within the eastern portion site



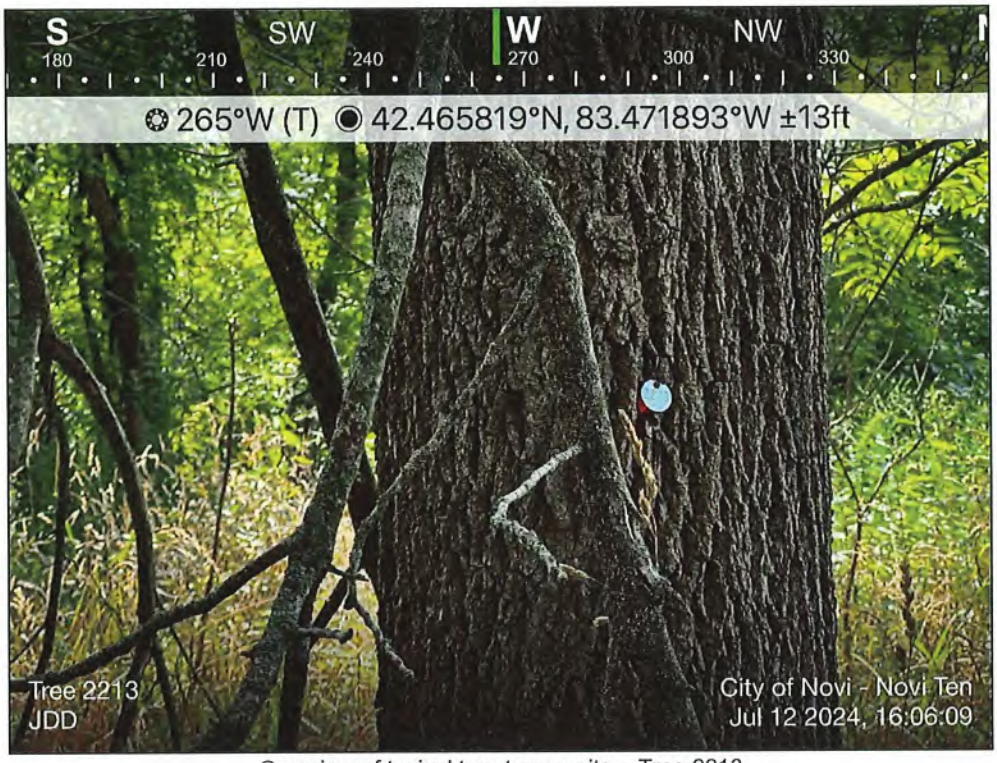
Overview of a typical forested area within the site



Overview of the northern forested portion of the site



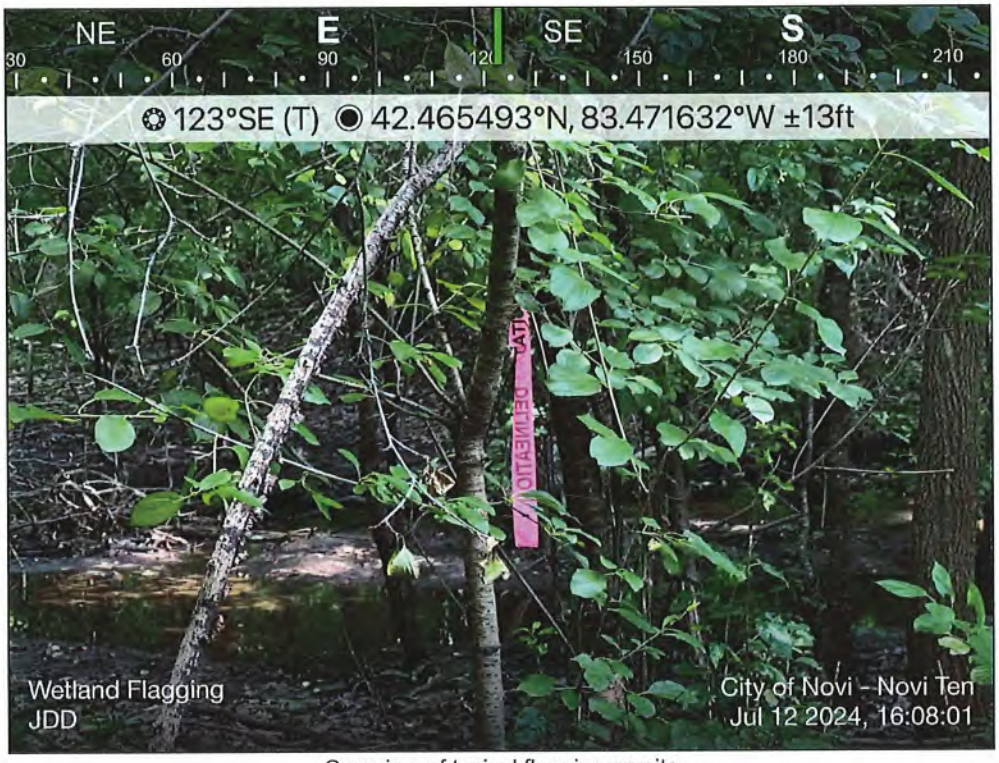
Overview of a typical tree tag on-site; view of Tree tag 507. However, this tree is likely more consistent with Tree 10493 or Tree 1050



Overview of typical tree tag on-site – Tree 2213



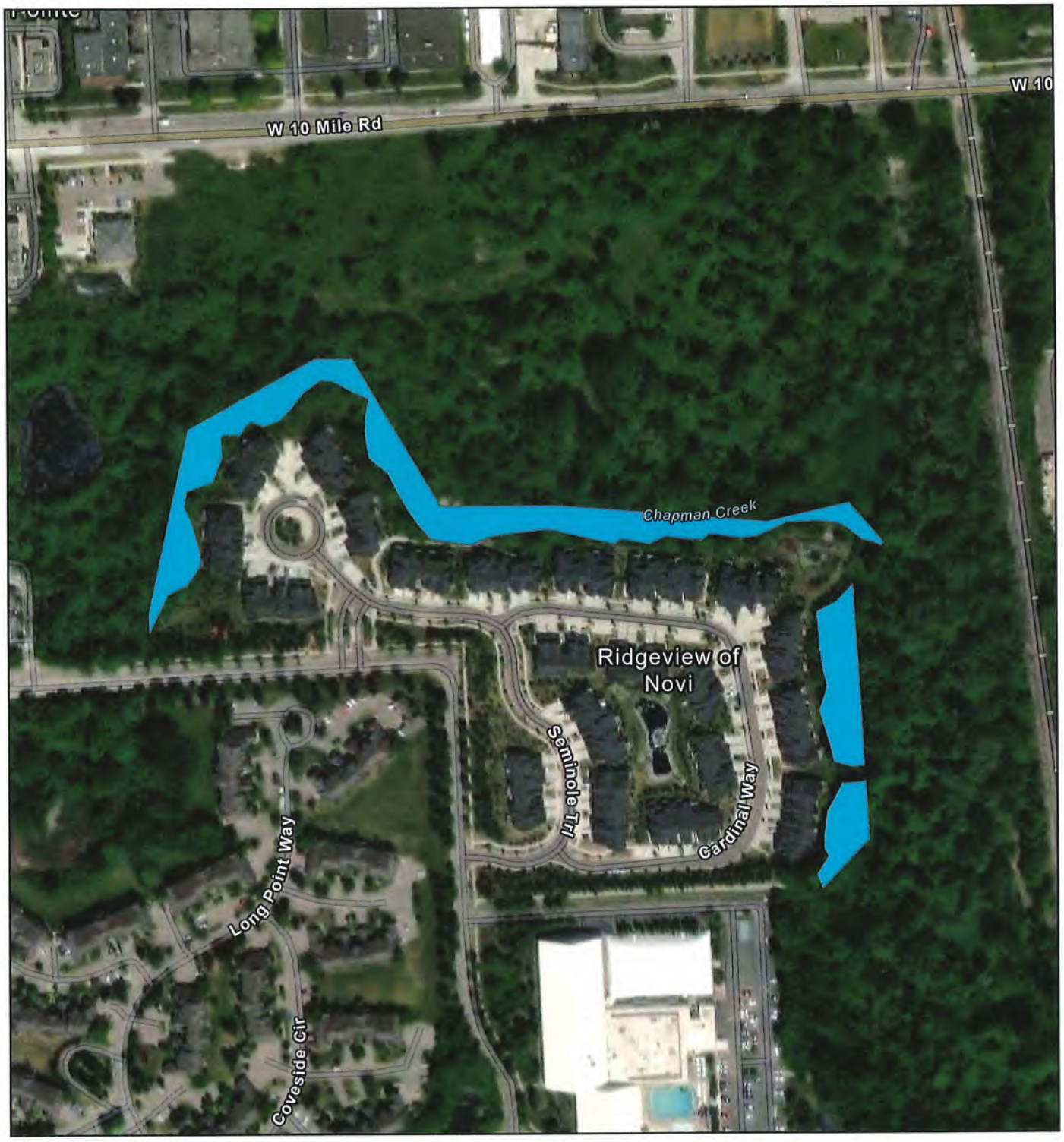
Overview of the western portion of the site



Overview of typical flagging on-site

Attachment B
Wetland Resource Documents

Novi Ten PRO Existing Easement



7/16/2024

1:4,523

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.18 km

Esri Community Maps Contributors, City of Novi, MI, Province of Ontario, Oakland County, Michigan, SEMCOG, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, Maxar

Wetlands Map Viewer



July 16, 2024

Part 303 Final Wetlands Inventory

- Wetlands as identified on NWI and MIRIS maps
- Soil areas which include wetland soils
- Wetlands as identified on NWI and MIRIS maps and soil areas which include wetland soils

National Wetlands Inventory 2005

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

1:6,385

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Disclamer: This map is not intended to be used to determine the specific

TRAFFIC REVIEW

AECOM
27777 Franklin Road
Southfield
MI, 48034
USA
aecom.com

Project name:
JZ23-09 – Novi Ten Formal PRO Traffic Review

From:
AECOM

Date:
July 15, 2024

To:
Barbara McBeth, AICP
City of Novi
45175 10 Mile Road
Novi, Michigan 48375

CC:
Lindsay Bell, Heather Zeigler, Humna Anjum, Diana Shanahan, Adam Yako, Dan Commer

Memo

Subject: JZ23-09 – Novi Ten Formal PRO Traffic Review

The formal PRO site plan was reviewed to the level of detail provided and AECOM recommends **denial** for the applicant to move forward until the comments below are addressed to the satisfaction of the City.

GENERAL COMMENTS

1. The applicant, Novi Ten Associates, is proposing a residential and commercial development consisting of 71 housing units, as of this time 35,900 SF total of retail/restaurants, and a park area. An architectural plan for the commercial phase was provided and the comments for that phase are *italicized* below.
2. The development is located on 10 Mile Road, east of Novi Road. 10 Mile Road is under the jurisdiction of the Road Commission for Oakland County.
3. The site is zoned OS-1 and I-1. The applicant is seeking to rezone the commercial area to B-2 and the residential to RM-1 through a PRO Agreement.
4. The following traffic-related deviations are being requested by the applicant:
    a. Perpendicular parking on a major drive.
    b. Major drive curve of radius less than 100'.
5. The following traffic-related deviations will be required if plans are not changed and required to be obtained at the PRO stage:
    a. Opposite driveway spacing. **The applicant noted that they have obtained permission from RCOC allowing the location of the proposed residential driveway with the addition of a passing lane on WB 10 Mile Road. The applicant is not requesting this deviation and should verify with the City that it will not be required.**

TRAFFIC IMPACTS

1. AECOM performed an initial trip generation based on the ITE Trip Generation Manual, 10th Edition, as follows. This does not include the business area, due to lack of information from the applicant.

    ITE Code: 220 – Multifamily Housing (Low-Rise) and Strip Retail Plaza <40K (822), High Turnover (Sit-Down) Restaurant (932)
    Development-specific 71 Dwelling Units and 35,900 SF (26,700 SF assumed retail, 9,200 SF assumed restaurant)
    Zoning Change: OS-1 and I-1 to RM-1 and B-3

Trip Generation Summary				
	Estimated Trips	Estimated Peak-Direction Trips	City of Novi Threshold	Above Threshold?
AM Peak-Hour Trips	196 (45+63+88)	120 (34+38+48)	100	Yes
PM Peak-Hour Trips	310 (51+176+83)	171 (32+88+51)	100	Yes
Daily (One-Directional) Trips	2,970 (530+1454+986)	N/A	750	Yes

2. The City of Novi generally requires a traffic impact study/statement if the number of trips generated by the proposed development exceeds the City's threshold of more than 750 trips per day or 100 trips per either the AM or PM peak hour, or if the project meets other specified criteria.

Trip Impact Study Recommendation	
Type of Study:	**Justification**
RTIS (not reviewed at this stage)	Zoning change for OS-1 and I-1 to RM-1 and B-2. RTIS portions of the provided TIS have been reviewed in a separate letter. Conclusion of the RTIS review: the daily trips (6,560) are **significantly higher for the proposed land uses** under the new zoning vs daily trips (2,566) under the existing zoning. However, the applicant is proposing to reduce the gross floor area to 35,900 SFT from 60,000 SFT as part of the second revised PRO concept plan since the RTIS study was submitted. The applicant could revise the RTIS to show the changes in the net impact.
TIS (not reviewed at this stage)	A TIS review was previously provided under a separate letter. The TIS study indicates a large number of trips from this proposed development on the surrounding road networks and driveways. The study concluded with a list of **significant roadway improvements** including the addition of through lanes and a central left turn lane on 10 Mile Road within the study area in support of the shopping plaza. However, we do not agree with the widening of 10 Mile Road only tied to the site driveways as suggested in the report rather it should be tied to the major intersection movements for the safety and drivers' expectancy. **The commercial part of this project is dependent on these mitigations/improvements being implemented.**

TRAFFIC REVIEW

The following table identifies the aspects of the plan that were reviewed. Items marked O are listed in the City's Code of Ordinances. Items marked with ZO are listed in the City's Zoning Ordinance. Items marked with ADA are listed in the Americans with Disabilities Act. Items marked with MMUTCD are listed in the Michigan Manual on Uniform Traffic Control Devices.

The values in the 'Compliance' column read as 'met' for plan provision meeting the standard it refers to, 'not met' stands for provision not meeting the standard and 'inconclusive' indicates applicant to provide data or information for review and 'NA' stands for not applicable for subject Project. The 'remarks' column covers any comments reviewer has and/or 'requested/required variance' and 'potential variance'. A potential variance indicates a variance that will be required if modifications are not made or further information provided to show compliance with the standards and ordinances. The applicant should put effort into complying with the standards; the variances should be the last resort after all avenues for complying have been exhausted. Indication of a potential variance does not imply support unless explicitly stated.

EXTERNAL SITE ACCESS AND OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
1	Driveway Radii | O Figure IX.3	35'	Met	Could reduce to meet standard of 25' for local street.
2	Driveway Width | O Figure IX.3	22' and *30'*	**Partially Met**	**Indicate the length of island.**
3	Driveway Taper | O Figure IX.11			
3a	Taper length	75'	Met	
3b	Tangent	50'	Met	
4	Emergency Access | O 11-194.a.19	2 access points	Met	Applicant has indicated commercial property not to be developed at this time. A 30' wide gravel access road for the residential section will be built at the same time as the residential section. Detail of the gate provided. **Label gate location on site plan.**
5	Driveway sight distance | O Figure VIII-E	500+	Met	
6	Driveway spacing			
6a	Same-side | O 11.216.d.1.d	Not indicated but measured on maps to be over 230' requirement	Met	The applicant indicated they have preliminary approval from RCOC on the driveway locations.
6b	Opposite side | O 11.216.d.1.e	105' and 118', *Directly across from existing driveways*	**Partially Met**	The applicant indicated they have preliminary approval from RCOC on the driveway locations. **The applicant should verify with the City that a deviation will not be required.**
7	External coordination (Road agency)	Applicant indicated permit required	**Partially Met**	Include details of what work is to occur in the RCOC right of way and maintenance of traffic plans for the work. **Proposed striping is only labeled for the center lane, include for all proposed lanes.**
8	External Sidewalk | Master Plan & EDM	8'	Met	
9	Sidewalk Ramps | EDM 7.4 & R-28-K	Indicated as typical	**Partially Met**	**Update R-28-I sidewalk ramp detail to latest R-28-K detail.**
10	Any Other Comments:			

INTERNAL SITE OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
11	Loading zone | ZO 5.4	N/A and *170' x 10', 170' x 10', 58' x 15', and 58' x 22'*	Met	

INTERNAL SITE OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
12	Trash receptacle | ZO 5.4.4	Individual trash collection and *provided for each of the 4 buildings*	Met	
13	Emergency Vehicle Access	Turning movements provided	Met	
14	Maneuvering Lane | ZO 5.3.2	N/A and *24'*	Met	
15	End islands | ZO 5.3.12			
15a	Adjacent to a travel way	N/A and *partially dimensioned*	**Partially Met**	***Provide radii dimensions for commercial phase end islands in future submittal. Note end islands adjacent to travel way are to be 3' shorter than adjacent space.***
15b	Internal to parking bays	N/A and *partially dimensioned*	**Partially Met**	***Provide radii dimensions for commercial phase end islands in future submittal. Internal islands in traffic bays are not required to be 3' shorter than adjacent space.***
16	Parking spaces | ZO 5.2.12	10 backing onto street	**Not Met**	Perpendicular parking on major drive, see No.30. See Planning review letter for number of parking spaces required.
17	Adjacent parking spaces | ZO 5.5.3.C.ii.i	<15 spaces without an island	Met	
18	Parking space length | ZO 5.3.2	19' typical and *17' and 19'*	Met	
19	Parking space Width | ZO 5.3.2	9' typical and *9'*	Met	
20	Parking space front curb height | ZO 5.3.2	6" and *not indicated*	**Partially Met**	***Provide for commercial phase in future submittal. Note 4" curb/sidewalk required in front of 17' parking space and 6" everywhere else. Curb detail on sheet 6B only shows 4" height.***
21	Accessible parking – number | ADA	1 and *14*	Met	
22	Accessible parking – size | ADA	8' with 8' aisle and *8' with 8' aisle or 5' aisle*	Met	Applicant could consider providing the aisle on the passenger side of the space.

INTERNAL SITE OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
23	Number of Van-accessible space | ADA	1 and *not indicated*	**Partially Met**	One (1) space is required to be van accessible. *Label which spaces are van accessible in future submittal.*
24	Bicycle parking			
24a	Requirement | ZO 5.16.1	16 spaces *and 2 spaces at each retail building*	**Partially Met**	One (1) space for every 5 dwellings, total of 15 spaces required. ***5% of required automobile spaces, minimum two (2) spaces. Buildings A, B and D require more than 2 spaces.***
24b	Location | ZO 5.16.1	2 locations and *indicated*	Met	Applicant could consider providing 4 locations with 4 spaces each instead of 2 locations with 8 spaces each.
24c	Clear path from Street | ZO 5.16.1	6' clear path	Met	
24d	Height of rack | ZO 5.16.5.B	3' and *not indicated*	**Partially Met**	***Include rack detail in commercial phase.***
24e	Other (Covered / Layout) | ZO 5.16.1	Layout provided and *layout not provided*	**Not Met**	**Refer to Text Amendment 18.301 for revised standard layout details.**
25	Sidewalk – min 5' wide | Master Plan	5' and 7' and *5' and 7'*	Met	
26	Sidewalk ramps | EDM 7.4 & R-28-K	Partially indicated and *not indicated*	**Partially Met**	**Update R-28-I sidewalk ramp detail to R-28-K. A proposed ramp is not indicated at the van accessible space. *Label ramps in commercial phase in future submittal.***
27	Sidewalk – distance back of curb | EDM 7.4	6' and *0'*	Met	
28	Cul-De-Sac | O Figure VIII-F	N/A	-	-
29	Drive-Thru | ZO 5.3.11.I	N/A	-	
30	Minor/Major Drives | ZO 5.10	Private road qualifies as major drive. 10 perpendicular spaces and 85', 100', and 120' curves	**Not Met**	Major drives are not permitted perpendicular parking. Minimum curve radius allowed for major drives is 100', applicant is proposing 85' curve. **Applicant has indicated they are requesting both deviations.**
31	Any Other Comments:			

SIGNING AND STRIPING				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
32	Signing: Sizes | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
33	Signing table: quantities and sizes	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
34	Signs 12" x 18" or smaller in size shall be mounted on a galvanized 2 lb. U-channel post | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
35	Signs greater than 12" x 18" shall be mounted on a galvanized 3 lb. or greater U-channel post | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
36	Sign bottom height of 7' from final grade | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
37	Signing shall be placed 2' from the face of the curb or edge of the nearest sidewalk to the near edge of the sign | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
38	FHWA Standard Alphabet series used for all sign language | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
39	High-Intensity Prismatic (HIP) sheeting to meet FHWA retro-reflectivity | MMUTCD	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
40	Parking space striping notes	Included and *not included*	**Partially Met**	***Provide for commercial phase in future submittal.***
41	The international symbol for accessibility pavement markings | ADA	Included and *not included*	**Partially Met**	***Provide detail for commercial phase in future submittal. Rotate symbol to meet standard.***
42	Crosswalk pavement marking detail	Included and *not proposed*	Met	*Provide detail for commercial phase if proposing in future submittal.*
43	Any Other Comments:	Applicant could provide crosswalk signs at the mid-block crossing.		

Note: Hyperlinks to the standards and Ordinances are for reference purposes only, the applicant and City of Novi to ensure referring to the latest standards and Ordinances in its entirety.

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

Sincerely,

AECOM

Paula K. Johnson

Paula K. Johnson, PE
Senior Transportation Engineer

Saumil Shah

Saumil Shah, PMP
Project Manager

TRAFFIC IMPACT STUDY REVIEW

AECOM
27777 Franklin Road
Southfield
MI, 48034
USA
aecom.com

Project name:
JSP23-09 – Novi Ten TIS Traffic Review

From:
AECOM

Date:
August 2, 2024

To:
Barbara McBeth, AICP
City of Novi
45175 10 Mile Road
Novi, Michigan 48375

CC:
Lindsay Bell, James Hill, Ian Hogg, Heather Zeigler, Diana Shanahan

Memo

Subject: JSP23-09 – Novi Ten TIS Traffic Review

The Traffic Impact Study was reviewed to the level of detail provided and AECOM recommends **approval of the Traffic Impact Study with the mitigations/improvements.**

GENERAL COMMENTS

1. The memo will provide comments on a section-by-section basis following the format of the submitted report.
2. The project is located on the south side of 10 Mile Road between Novi Road and the Railroad tracks.
3. The development consists of 71 townhouse residential units (low rise) and approximately 35,900 SF (reduced from 60,000 SF under the last traffic study) of neighborhood retail/restaurant space and two tennis/pickleball courts.
4. The development is a PRO plan, and the site would need to be rezoned from its existing mix of I-1 and OS-1.

BACKGROUND DATA

1. The site is currently zoned for OS-1 and I-1 for which there is a parallel plan with 54,000 SF of office space and 291,200 SF of light industrial space.
2. The following roadways were included in the study:
    a. 10 Mile Road: East/West, 45 mph, 2 lanes divided
    b. The intersections and site driveways were included in the study.
        - 10 Mile Road & Novi Road
        - 10 Mile Road & Meadowbrook Road
        - Site Driveways (4 shown in concept plan)
        - Other Existing Driveways
3. Applicant collected turning movements that occurred between the hours of 6:00 AM-7:00 PM on March 16th, 2022 at 2 intersections (10 Mile Road and Novi Road and Meadowbrook Road) and 4 driveways.

EXISTING CONDITIONS

1. The overall Level of Service (LOS) at the major road intersections is D or better while following movement experiencing higher delay LOS E or F at:
    a. Eastbound left at 10 Mile and Novi Road (LOS F) during the PM peak hour. (Table 8.2.1)
    b. Southbound Third Driveway/Double Driveway at 10 Mile Road (LOS E) during PM peak hour. (Table 8.5.1)
    c. Northbound and southbound movements at 10 Mile and Meadowbrook Road (LOS E) during AM and PM peak hours. (Table 8.7.1)

BACKGROUND (NO BUILD) CONDITIONS 2024

1. A conservative 0.2% annual growth rate was used to determine the build year five years from 2022, based on the SEMCOG traffic volume forecasts.
2. Overall operations at the intersections are not expected to change significantly compared to existing conditions.

SITE TRIP GENERATION

1. A total of 2970 (reduced from 6560 trips under the last traffic study) daily trips are anticipated based on the ITE trip generation codes.
2. A total of 43% of trips are considered as pass-by trips during the afternoon peak hours and a relevant reference is provided in the Appendix from the ITE manual. And a net increase of approx. 200 trips during the morning peak hour and approx. 285 trips (reduced from 400 trips under the last traffic study) during the evening peak hour are considered for a traffic impact study on the surrounding road network.

SITE TRAFFIC ASSIGNMENT

1. Adjacent street volumes were used to calculate site trip distribution.
    a. The largest portion of the traffic is assumed to be coming from/going to Novi Road followed by 10 Mile Road and Meadowbrook Road.

FUTURE CONDITIONS

1. Operations at the signalized intersections are expected to deteriorate at the following movements:
    a. Eastbound left at 10 Mile and Novi (LOS F in both existing and build conditions). **Westbound through/right is estimated to be LOS E in future conditions deteriorated from LOS D in existing and background conditions** during AM peak hour. However, the LOS E in the future conditions is on the border of LOS D with a net increase in the delay of approx. 1.5 seconds. (Table 8.2.1)
    b. LOS F for 3rd Site Driveway with the **significantly excessive delay of approx. 800 sec NB** and 76 seconds delay SB during PM peak hours (Table 8.5.1). **The existing driveway on the north (Southbound) is estimated to have approx. 34 seconds net increase in the delay due to this development**. However, this existing driveway suggests a low volume (10 cars) during the PM peak hour. (Table 8.5.1)
    c. Movements at Northbound and Southbound approaches at Meadowbrook continue to experience higher delays at LOS E. (Table 8.7.1)
2. Excessive delay at 3rd site driveway will lead ultimately to the driveway not being utilized by the commuters of this proposed development and will end up adding more traffic on other driveways and circulation within the development. This might start a cascade of effects on other driveways also failing especially when all the driveways are on 10 Mile Road.

CONCLUSIONS

1. The study concluded with a list of recommendations that will improve the failing level of service and traffic conditions as per the following:
    - Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn lane at the site's easternmost residential driveway.
    - Widen westbound 10 Mile Road to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.
    - Provide a continuous center lane turn lane to serve the 1st, 2nd, and 3rd commercial driveways.

    However, widening at the intersections with tapering it down to the existing cross section should follow the road jurisdiction (RCOC) approval and standards.

2. The study indicates a large number of trips (reduced from the last traffic study) from this proposed development on the surrounding road networks and driveways. The study concluded with a list of significant roadway improvements including the addition of through lanes and a central left turn lane on 10 Mile Road within the study area in support of the neighborhood retail/restaurant. **The commercial part of this project is dependent on these mitigations/improvements being implemented.**

Access: Sight Distance, Right-turn Lane and Left-turn Lane

Accesses will also be reviewed under the site plan review and please refer comments provided in the site plan review. Please provide detailed drawings showing sight distances and right-turn and left-turn lanes as part of the site plan review. The comments here are based on the level of detail provided as part of the Traffic impact study:

- Sight Distance: The traffic study concluded that adequate sight distance for three commercial driveways and a residential driveway. However, the tennis/pickleball court driveway has not been studied and is assumed to have adequate sight distance due to its location. **However, the applicant needs to show the sight distance triangle and details on the plan set for further review and confirmation.**
- Right-tun lane: The traffic study concluded that due to traffic volumes along 10 Mile Road, all driveways qualify for a right-turn deceleration taper according to the RCOC warrant graph. **However, the applicant needs to coordinate with RCOC for geometrical standards and approval for the right-turn taper. And applicant needs to show the right-turn taper details with dimensions and adherence to the applicable standards on the plan set for further review and confirmation.**
- Left-turn lane: The traffic study concluded that projected numbers of left-turns into each of the site driveways during the busier PM peak warrants a center left-turn lane at all three commercial driveways, a left-turn passing lane at the residential driveway. **However, the applicant needs to coordinate with RCOC for geometrical standards and approval for the center left-turn lane and left-turn passing lane. And applicant needs to show the details on the plan set for further review and confirmation.**

Additional comment

Traffic study does not include the assessment of operation when rail-road crossing is closed. However, it is fair to assume that the proximity of the railroad crossing to this development would have a significant impact on the traffic flow and **might block all the driveways on the eastbound due to the queues from the closure of the railroad crossing.**

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

Sincerely,

AECOM

Saumil Shah
Project Manager

Sarah Binkowski, PE, PTOE
Michigan Traffic Engineering Manager

FAÇADE REVIEW

DRN & ASSOCIATES, ARCHITECTS, PC
Phone: (248) 880-6523
E-Mail: dnecci@drnarchitects.com
Web: drnarchitects.com
50850 Applebrooke Dr., Northville, MI 48167

July 16, 2024

City of Novi Planning Department
45175 W. 10 Mile Rd.
Novi, MI 48375-3024

Façade Review Status:
Residential Units – Section 9 Waiver Recommended.
Commercial Buildings – Full Compliance with Façade Ordinance and PRO Enhancement has been provided.

Attn: Ms. Barb McBeth – Director of Community Development

Re: FACADE ORDINANCE REVIEW
Novi-Ten PRO, JZ23-09 Formal PRO Plan (3rd Review)
Façade Region: 1, Zoning District: RA

Dear Ms. McBeth:
The drawings provided by Toll Architecture dated 6/30/2023 for 4 typical residential townhome units have not changed since our prior review. The drawings for the commercial buildings by Siegal Tuomaala Architects dated 6/17/24 have been revised since our prior review.

Residential Unit 1 Howe, Newhaven (Drawings Dated 6/30/23)	Front	Rear	Left	Right	Ordinance Maximum (Minimum)
Brick	34%	**27%**	43%	43%	100% (30% Min)
Horizontal Siding	1%	21%	45%	45%	50% (Note 10)
Asphalt Shingles	**58%**	49%	7%	7%	50% (Note 14)
Wood Trim	7%	3%	5%	5%	15%

Residential Unit 2 Howe, Weatherby (Drawings Dated 6/30/23)	Front	Rear	Left	Right	Ordinance Maximum (Minimum)
Brick	**26%**	**27%**	43%	43%	100% (30% Min)
Horizontal Siding	1%	21%	45%	45%	50% (Note 10)
Vertical Siding	16%	0%	7%	7%	25%
Asphalt Shingles	47%	49%	5%	5%	50% (Note 14)
Wood Trim	10%	3%	5%	5%	15%

Residential Unit 3 Sanders, Newhaven (Drawings Dated 6/30/23)	Front	Rear	Left	Right	Ordinance Maximum (Minimum)
Brick	34%	**27%**	43%	43%	100% (30% Min)
Horizontal Siding	3%	21%	45%	45%	50% (Note 10)
Asphalt Shingles	**56%**	49%	7%	7%	50% (Note 14)
Wood Trim	7%	3%	5%	5%	15%

Residential Unit 4 Sanders, Weatherby (Drawings Dated 6/30/23)	Front	Rear	Left	Right	Ordinance Maximum (Minimum)
Brick	**26%**	**27%**	43%	43%	100% (30% Min)
Horizontal Siding	1%	21%	45%	45%	50% (Note 10)
Vertical Siding	18%	0%	7%	7%	25%
Asphalt Shingles	45%	49%	5%	5%	50% (Note 14)
Wood Trim	10%	3%	5%	5%	15%

Residential Units - Our prior recommendation for a Section 9 Waiver for the deviations highlighted above remains unchanged. As shown above the percentage of Brick is below the minimum amount required by the Ordinance and the percentage of Asphalt Shingles exceeds the maximum amount allowed by the Ordinance on several elevations. In this case the deviations are minor in nature and do not adversely affect the aesthetic quality of the facades. A Section 9 Waiver is therefore recommended for the underage of Brick (3%) and overage of Asphalt Shingles (8%) on the front and rear facades. The precise type of tongue and groove (T&G) and Batten Wood Siding in not clearly indicated on the drawings. It is recommended that a sample board as required by Section 5.15.4.D of the Ordinance and/or a colored rendering be provided to indicate the colors and type of all façade materials.

Commercial Bldg. A & B (Drawings Dated 6/17/24)	North Front	South Rear	East	West	Ordinance Maximum (Minimum)
Brick	45%	83%	72%	72%	100% (30% Min)
C-Brick	0%	12%	12%	12%	25%
EIFS	20%	0%	7%	7%	25%
Cast Stone	18%	0%	7%	7%	50%
Awning	10%	0%	0%	2%	10%
Flat Metal Panel	7%	5%	2%	0%	50%

Commercial Bldg. C & D (Drawings Dated 6/17/24)	North Front	South Rear	East	West	Ordinance Maximum (Minimum)
Brick	45%	71%	73%	73%	100% (30% Min)
C-Brick	0%	24%	12%	12%	25%
EIFS	0%	0%	6%	6%	25%
Cast Stone	45%	0%	7%	7%	50%
Awning	7%	0%	0%	0%	10%
Flat Metal Panel	3%	5%	2%	2%	50%

Commercial Buildings –All facades remain in full compliance with the Façade Ordinance. The drawings indicate "all roof mounted mechanical equipment to be screened". The applicant should specify the material to be used for the roof screens; the screen's material must comply with the Façade Ordinance. A dumpster enclosure detail is not provided. The dumpster enclosure should have Brick to match the primary buildings on 3 sides.

Section 7.13.2 – Planned Rezoning Overlay - The PRO Ordinance requires that the project "accomplishes the integration of the proposed land development project with the characteristics of the project area in such a manner that results in an enhancement of the project area as compared to the existing zoning that would be unlikely to be achieved, or would not be assured, in the absence of the use of a PRO." We believe that the requirements of Section 5.15, the Facde Ordinance, must be exceeded to achieve compliance with this Section. In this case the percentage of Brick and Stone on the commercial units significantly exceed the minimum amount required by the Façade Ordinance. This represents an enhancement that would not otherwise be achieved in the absence of the PRO.

Sincerely,
DRN & Associates, Architects PC

Douglas R. Necci, AIA

FIRE REVIEW

CITY COUNCIL

Mayor
Justin Fischer

Mayor Pro Tem
Laura Marie Casey

Dave Staudt

Brian Smith

Ericka Thomas

Matt Heintz

Priya Gurumurthy

City Manager
Victor Cardenas

Director of Public Safety
Chief of Police
Erick W. Zinser

Fire Chief
John B. Martin

Assistant Chief of Police
Scott R. Baetens

Assistant Fire Chief
Todd Seog

Novi Public Safety Administration
45125 Ten Mile Road
Novi, Michigan 48375
248.348.7100
248.347.0590 fax

cityofnovi.org

July 10, 2024

TO: Barbara McBeth - City Planner
Lindsay Bell - Plan Review Center
Heather Zeigler – Plan Review Center
Dan Commer – Plan Review Center
Diana Shanahan – Planning Assistant

RE: Novi Ten PRO Concept

PRZ23-0001

Project Description:
Build 13 multi-tenant structures and 3 commercial buildings.

Comments:

- **All** fire hydrants **MUST** be installed and operational prior to any combustible material is brought on site. **IFC 2015 3312.1**
- For new buildings and existing buildings, you **MUST** comply with the International Fire Code Section 510 for Emergency Radio Coverage. This shall be completed by the time the final inspection of the fire alarm and fire suppression permits.
- Fire lanes will be designated by the Fire Chief or his designee when it is deemed necessary and shall comply with the Fire Prevention Ordinances adopted by the City of Novi. The location of all "fire lane – no parking" signs are to be shown on the site plans. ***(Fire Prevention Ord.)***
- The minimum width of a posted fire lane is 20 feet. The minimum height of a posted fire lane is 14 feet. ***(D.C.S Sec. 158-99(a).)***
- All new multi-residential buildings shall be numbered. Each number shall be a minimum 10 inches high, 1 inch wide and be posted at least 15 feet above the ground on the building where readily visible from the street. ***(Fire Prevention Ord.).***
- **Corrected 7/10/24 KSP -** The distribution system in all developments requiring more than eight hundred (800) feet of water main shall have a minimum of two (2) connections to a source of supply and shall be a looped system.
- ***(D.C.S. Sec. 11-68(a))***
- The ability to serve at least two thousand (2,000) gallons per minute in single-family detached residential; three thousand (3,000) gallons per school areas; and at least four thousand (4,000) gallons per minute in office, industrial and shopping centers is essential. ***(D.C.S. Sec.11-68(a))***
- Water mains sizes shall be put on the plans for review.

- Water mains greater than 25', shall be at least 8" in diameter. Shall be put on plans for review. ***(D.S.C. Sec.11-68(C)(1)(c)***
- Fire hydrant spacing shall be measured as "hose laying distance" from fire apparatus. Hose laying distance is the distance the fire apparatus travels along improved access routes between hydrants or from a hydrant to a structure.
- **Hydrants shall be spaced approximately three hundred (300) feet apart online in commercial, industrial, and multiple-residential areas.** In cases where the buildings within developments are fully fire suppressed, hydrants shall be no more than five hundred (500) feet apart. The spacing of hydrants around commercial and/or industrial developments shall be considered as individual cases where special circumstances exist upon consultation with the fire chief. ***(D.C.S. Sec. 11-68 (f)(1)c)***
- Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the code official. ***(International Fire Code 912.2.1)***
- With respect to hydrants, driveways, buildings and landscaping, fire department connections shall be so located that fire apparatus and hose connected to supply the system will not obstruct access to the buildings for other fire apparatus. The location of fire department connections shall be approved. ***(International Fire Code 912.2)***
- Proximity to hydrant: In any building or structure required to be equipped with a fire department connection, the connection shall be located within one hundred (100) feet of a fire hydrant. ***(Fire Prevention Ord. Sec. 15-17 912.2.3)***
- A hazardous chemical survey is required to be submitted to the Planning & Community Development Department for distribution to the Fire Department at the time any Preliminary Site Plan is submitted for review and approval. Definitions of chemical types can be obtained from the Fire Department at (248) 735-5674.
- **Corrected 7/10/24 KSP -** Water mains and fire hydrants shall be installed prior to construction above the foundation. Note this on all plans.
- Site plan shall provide more than one point of external access to the site. A boulevard entranceway shall not be considered as providing multiple points of access. Multiple access points shall be as remote from one another as is feasible. The requirement for secondary access may be satisfied by access through adjacent property where an easement for such access is provided. **The truck route plan shows the vehicle being able to drive from residential area to business area. The site plan shows separation.**
- Secondary access road for residential development cannot have a temporary topping on the road. Road shall be finished with grass pavers, asphalt, or cement.

- The installation of security gates across a fire apparatus access road shall be approved by the fire chief. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200
- Fire apparatus access drives to and from buildings through parking lots shall have a minimum fifty (50) feet outside turning radius and designed to support a minimum of thirty-five (35) tons. ***(D.C.S. Sec 11-239(b)(5))*** **Road from "T" turn around to the north in business area, turning to the east this intersection doesn't meet city standards.**

Recommendation:

Approved with Conditions

Sincerely,

Kevin S. Pierce-Fire Marshal
City of Novi – Fire Dept.

cc: file

EXHIBIT D – EXAMPLE NATURE TRAIL SIGN

CITY OF NOVI

cityofnovi.org

WEISS PARKS TRAILS & NATURE PRESERVE

Dedicated by the Dan and Michelle Weiss family in honor of these various lands donated by them and honoring their father Albert Weiss and their love and promotion of natural habitats and to foster further acts of charitable community benefit, to be performed by all, sized however big and small.



CITY COUNCIL MEETING MINUTES - EXCERPT
JANUARY 26, 2026

She objected to this proposal in its current state for the following reasons: Woodland Destruction. The plan proposes to remove 484 mature trees deemed in good condition. She said this will have a negative impact on carbon mitigation from gas emissions, temperature control, soil preservation, soil purification and flood prevention. Wetland Impact. Per the City's goal of environmental sustainability, removal or mitigation of wetlands and vernal pools poses an increased flood risk, a threat to water purity and causes irreplaceable damage to the environment. Negative impact on neighboring residents. Placing evergreen trees (which are not 30' tall) as well as planting replacement trees (which are at best 4' in diameter and will take 50-75 years to reach the maturity to be beneficial as the ones destroyed) is not any type of benefit to adjoining residents and does not provide the buffer developers claim. Light Pollution. 71 townhouses with required outside road lighting will again cause a disturbance to the quality of life for the adjoining residents. Increased Traffic Burden. Approximately 142 vehicles per day pulling out onto Ten Mile will slow down current traffic volume which is already heavy and will cause a greater risk for accidents. The claim is a moderate increase, and this does not appear to be the case. Ms. Nelke said, per the City's goals, any change in zoning should be a benefit and not a detriment to adjoining residents as well as all residents of Novi. She truly hopes that developers will take the time to listen to the actual needs of many residents, 40% of whom are over the age of 45 and wish to downsize to a smaller footprint, ranch, home or condo to remain in their community. Sadly, this does not appear to be the case. She said it is imperative for our elected officials, who are the residents' voices, to maintain and preserve the integrity of Novi by thought-filled reasons to changes in zoning as well as abiding by set ordinances.

Martha Ryznar, 44875 Yorkshire Drive, said she is against the rezoning of the Novi 10 project because she believes the developer is overbuilding on a sensitive site. She asked the Council as they consider a tentative approval, to put Novi neighborhoods and the environment first. She said the developer bought the land knowing it had wetlands and protected trees. That was a choice they made. If the City changes the rules in order to make the project work, she said it feels like the City is bailing the developer out for a risky investment and that breaks the master plan. She does not think it's the City's job to fix a developer's mistake, especially when it hurts the environment. She suggested that rather than accommodating the developer who is pivoting from failed commercial plans, the developer could sell the property. Ms. Ryznar asked why Novi should lose nearly 500 trees and risk flooding homes to make this project work. She said a large part of this land is a 100-year-old floodplain and she asked who would want to live on a floodplain. Novi's water table is already high. She asked if the new homeowners will be told that the homes built in this zone will require mandatory flood insurance which is very expensive. She said this is a huge red flag for any new resident. Moreover, she said, when you cover wetlands with concrete, the displaced water must go somewhere. She asked what that would mean for the current Ridgeview residents. She said she read the package and there hasn't been a study specifically investigating how the removal of wetlands (which act as a natural sponge) will affect the water table and basements of the Ridgeview families. Before Council approves this, she asked if they need an independent study so neighboring residents won't be paying the price with flooded homes. She said she does not see the public benefit; she sees a public risk. She said this is not a liability gap where

without this study, water could be in living rooms. Ms. Ryznar said there is a traffic study that shows this project adds 3,000 car trips per day. She said the 10 Mile and Novi Road intersection is already a bottleneck. The resident taxpayers will end up paying the bill for five lanes when the developer is long gone. She asked City Council to consider using state grants to buy the land for a permanent park. She said years from now, no one will thank Council for adding more traffic, but they will thank them for saving 500 trees, the wildlife and for keeping Novi beautiful for the residents' families. She asked City Council to vote no.

Greg Wayne, 42776 Cardinal Way, said he is on the board of Ridgeview Villas and he came to represent the 93 Ridgeview Villas homeowners. He said he had submitted a letter to Ms. Bell and Ms. Macbeth from the Planning Office. He asked that that letter be distributed to Council and Mayor Fischer. He said they have been working with Toll Brothers and Mr. Weiss, under Council's direction, to come to an agreement on the Novi 10 project. He said initially, they did not come to an agreement. He said the "writing is on the wall" and something is going to happen there whether it is a light industrial versus commercial and residential project. They came up with three items that are important to Ridgeview Villas and he came hoping that they could get Council agreement on them. One is the initial intention of connecting the two communities. The homeowners did not want to see that happen. They've spoken before about the liability risk of bringing the public into a private residential area such as Ridgeview Villas. So, they worked with the developer to come up with alternative plans to either use 10 Mile Road and Novi Road as a walkway or to use the property west of Ridgeview Villas (which is currently owned by Mr. Weiss) to put a path there that connects up to Nick Lidstrom Drive. The homeowners prefer to use 10 Mile Road and Novi Road because they are already in place and can be made into a nice public walkway to get people around to the areas that they want to go. If not, the homeowners fully support keeping the connector path out of Ridgeview and putting it to the west side of the property. The second item Mr. Wayne said the homeowners would like agreement about is a barrier between the two developments, meaning the evergreen trees. Currently, there is a nice barrier between Ridgeview Villas and the Novi Athletic Club that was done very well by Toll Brothers. They put large evergreens in and it works great. The homeowners don't see or hear them. They would like the same type of plantings to be put in place as early as possible in the construction process to mitigate dust and noise as they build the new units. Mr. Wayne spoke about a third item which he said seems to be an oversight on everyone's part. He said there were cut throughs put in the berms from the River Oaks apartments onto Nick Lidstrom Drive. He said the cut-throughs are not part of this project, and they shouldn't have been on the plans. The homeowners would like them removed. Mr. Wayne's final point was to say he had spoken with Mr. Schultz and Ms. Bell about the PRO that was written for Ridgeview Villas back in 2015. He said the PRO gave a public easement and the opportunity to connect the two developments. The discussion has been that they would need to amend that original PRO. He said he is not a lawyer, but he doesn't believe they need to go through the time, effort and money to amend it. He believes that if they state on the new Novi 10 PRO that they will never connect the two developments, that will satisfy everyone and they don't need to amend the original PRO. Mr. Wayne said those are the three items the homeowners are most concerned about.

He was hoping to come before Council with Mr. Weiss and tell them that they had worked together and made an agreement that included these three items. He thanked Council for listening.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 26-01-004 Moved by Casey, seconded by Martinez; MOTION CARRIED: 7-0

To approve the Consent Agenda as presented.

A. Approve Minutes of:
January 10, 2026 - Regular Meeting

B. Approval of request to transfer ownership of an existing Class C & SDM license from Wasabi K & H Inc. to Novi Ichiban Restaurant LLC (dba Ichiban Japanese Steakhouse), located at 42050 Grand River Ave, Novi, MI 48375.

C. Approval to award a contract continuation for interim finance and accounting services to The WoodHill Group.

D. Approval of Recommendation from Council Rules Committee to amend Council Organization and Order of Business.

E. Consideration of approval to award engineering design services to OHM Advisors for the construction of a roundabout at the intersection of 11 Mile Road and Taft Road, in the amount of $98,000.

F. Approval of the final payment to Highway Maintenance and Construction Company, Inc. for the 2024/2025 Capital Preventative Maintenance in the amount of $37,990, plus interest earned on retainage.

G. Adoption of a resolution amending a contract with the Michigan Department of Transportation (MDOT) for the reconstruction and widening of Beck Road between 11 Mile Road and Grand River Avenue.

H. Acceptance of a warranty deed from the property owner of the subject parcel (parcel 50-22-16-300-055) for the reconstruction and widening of Beck Road between 11 Mile Road and Grand River Avenue, in the amount of $16,907.00.

I. Approval of the final payment to Brencal Contractors, Inc. for the DPW Salt Dome Replacement project, in the amount of $61,843.00, plus interest earned on retainage.

J. Approval of resolution establishing smoking and vaping ban within specified areas and in city parks.

K. Approval of claims and warrants – Warrant 1195

Roll call vote on CM 26-01-004

Yeas: Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer, Casey
Nays: None

MATTERS FOR COUNCIL ACTION:

1. **Consideration of tentative approval to rezone approximately 34 acres of land east of Novi Road, south of Ten Mile Road from Light Industrial and Office Service to Community Business and Low-Density Multiple Family with a Planned Rezoning Overlay.**

City Manager Cardenas said this is the third instance that City Council has seen this item, the last time was in December of 2024 when the matter was postponed. He said, as a reminder, the request is to re-zone the parcel via the PRO process to develop a 71-unit, multi-family townhome development in the R-1 portion and approximately 35,900 square feet of commercial space in the B-2 portion. The PRO public considerations are preservation of almost 16 acres of wetland woodland, a public access trail connection and marshland overlook and a donation of a trailhead area to the City of Novi. The applicant has also provided a letter summarizing their meetings with the Ridgeview Villas HOA in which they stated they have come to an agreement on several points, including not connecting the pathway Ridgeview stub intended for the purpose and providing enhanced screening. The Ridgeview HOA confirms this agreement. He said staff and the petitioner were there to answer any questions.

Lonny Zimmerman from Siegal/Tuomaala Associates Architects and Planners, Inc. said he was there in December 2024 to give the last presentation. He said they are in agreement with what they heard about the three items from the Ridgeview Villas HOA. He said Mr. Weiss and Toll Brothers accept that exactly. He believes they put that in a letter to Ms. Bell at the Planning Office. He said in December of 2024, Council asked them to meet with the Ridgeview Villas HOA. He said starting in November, they had a Zoom meeting with Toll Brothers and the HOA. After that, there were several telephone meetings with Mr. Weiss and they came to this agreement that Siegal/Tuomaala is totally in favor of. Mr. Zimmerman said Council wanted to see options for the path. He said they have three viable options. One was the one they agreed to abandon. It was the initial one which was the connection that was planned in the original PRO agreement. They are willing to abandon that option and go with the two other alternatives. One would be connecting via the existing sidewalk system. The other would be creating a path through the adjacent Novi 10 property—not part of the PRO to the west where a pathway which would be much shorter than the sidewalk route and would be through some more natural lands would be connecting totally bypassing Ridgeview but still connect. It would connect down roughly from the retail area and down Nick Lidstrom Drive and then over to get down as far south as the dog park, through the sports club area and through the ice arena. He said before that, even along the natural path so you can overlook the 16

acres of natural area that is going to be put into a conservation easement by Mr. Weiss. It will never be built on.

Mr. Zimmerman said Council also asked them to address traffic site drainage and the screening concerns. He said one thing that was mentioned is the screening from I-2 across 10 Mile Road. He said they have 75' of townhouse setback with heavy landscape evergreens in it. 10 Mile Road is that point 120' right-of-way. The I-2, the existing building, Tremar Industries, is set back about 115' now. Even if they were gone, and a new I-2 were there, they require 100' setback. He said there is quite a distance between there and hitting even the south side of 10 Mile Road where their landscaping would start. He said the evergreens would be planted at that point. It would be a 12-month kind of screening. It wouldn't be deciduous trees; it would be evergreens. He said Mr. Meter from the Landscape Architect's Office and Ms. Macbeth had a meeting with him several months ago where they talked about the screening material. They originally wanted a type of Arbor Vitae which would be deer-resistant, but Mr. Meter recommended against it because having one type of planting would not be advisable. For now, they've said it will be evergreen and they will work out the details later.

Mr. Zimmerman said as far as traffic in general, they are quite a bit less than the scenario if this were to be built on as zoned right now. He said if they were to build it up as zoned, it would be 616 parking spaces required. If they build it as they propose with the B-2 and the RM-1, there are 336 spaces which makes them over 45% less in terms of parking. Peak traffic generated is 35% less in the morning and 1% less in the afternoon than if it were built up under the current zoning. Regarding site drainage, Mr. Zimmerman said it currently goes about 13 acres toward the south, which is toward Ridgefield. With their new plan, they're directing it to the east which is toward the Middle Rouge which is in the wetlands area to the east. There is a 75% reduction in drainage going southbound, so away from Ridgeview and to the east. He said there is about a 200% increase to the east into the wetlands area with the drainage. Mr. Zimmerman said visual separation was another item that was talked about. They've got 150-170' between the closest building of Ridgeview and the new development. There is a line of evergreens south of the new townhouses that will run east and west along that development area.

Mr. Zimmerman said this project has been around for a long time. He thinks it's been at least 25 years and one of the Council members said it's been more than 25 years. It's been around a long time and it's gone through a lot of iterations. There have been several starts and stops in 2004 and 2009. They began this new iteration in July 2021. They are optimistic that they have a great solution. He said it solves residential, neighborhood, commercial. It's a walkable community. They want to make it a successful, walkable project where someone can go from the retail area to the dog park, walking through natural areas. They believe it's compatible with the 2025 Master Plan because it provides townhomes--the second most-requested type of housing in the City according to the Mater Plan.

Mr. Zimmerman addressed how their project enhances Novi's community identity. He said they feel like high-quality residential, high-quality neighborhood commercial

because they have limited the uses in neighborhood commercial, they've excluded certain things they feel would not be compatible. They feel like they have helped the community identity through environmental stewardship, 15.87 acres of conservation easement, the connectivity of the path, the overlooks of the conservation area, and the two pocket parks. Mr. Zimmerman spoke about infrastructure. He said they've got a new path system for bicycles, pedestrians, and runners from the north area all the way down to the dog park. Regarding economic development, Mr. Zimmerman said this project is a balance between the economy, the environment and the community. He said they feel like this PRO does all of this and they hope that Council agrees that they have done enough to move it forward.

Member Gurumurthy said she was very happy to see that there had been a discussion and alignment between the HOA and the development team. She asked City Attorney Schultz about the connector that was part of the Ridgeview PRO agreement as a public benefit. She asked if they chose Option 3, would they be leveraging any public benefit from the Ridgeview PRO agreement. She asked how that situation would work, meaning would Ridgeview have to come up with an alternate public benefit. City Attorney Schultz said they had talked about the possibility of amending the Ridgeview agreement in December 2024. At that time, they were talking about a concept where Ridgeview was articulating their position that the pathway through their parcel was not a public pathway. There was some talk about whether it would be continued. Now, today, the pathway is still there. The pathway in Ridgeview will stay a public pathway, it just won't be connected. In his view, after talking with Planning staff, that isn't much different than City Council in an early development approving a stub road to the neighbor and then not connecting to the neighbor. He said it's there, it's still potentially a benefit, it's just not being used. The alternative proposed here is not nothing, it's a different route. He believes City Council can look at that say they're fine with Option 3 if that's the option they choose. Nothing needs to be done to the PRO for Ridgeview because nothing is changing. They're not re-designating it private or anything like that. This is how they ended up with the Community Development Department saying if Council wants to go with Option 3, then they can let Ridgeview stay where it is. If Council chooses to stay with the original option, they still have that authority as well. Member Gurumurthy asked if the current pathway that goes through Ridgeview is still a public benefit. City Attorney Schultz clarified and said yes, the pathway is still there, right up to the end of their property. Member Gurumurthy said she has two other points. The first is about the traffic. She said she drives through 10 Mile every day. She said, from looking through the information, the improvements that were proposed in terms of the westbound, eastbound and the center lane, she wanted to understand a little bit more. She said there were comments from RCOC in terms of the center lane that's not going to, in other words, they were not for it in terms of between the residential and the railroad tracks. She asked them to explain the final list of improvements that will happen on that road.

Mr. Zimmerman said he believes the RCOC asked that the center lane be extended all the way to the residential. He said they will follow what RCOC requires. There's no question about that. He said they will be adding the east, adding the west and the center where they require it and as they show on the drawings.

Member Gurumurthy asked if the developers had a drawing they could present. She asked them to confirm if the eastbound would taper into the commercial and then taper into the residential. Mr. Zimmerman said that was his understanding, yes. Member Gurumurthy asked what would happen with the westbound lane. She asked if that lane would continue from the railroad track through Novi Road or if it would start after the residential or the commercial. Mr. Jason Iacoangeli, Toll Brothers, said he understands that the westbound lane will be widened from the traffic signal to the railroad crossing. He said the widening will take place on both the eastbound and westbound lanes, starting at the driveway all the way to the tapers. The tapers will go past the commercial or the residential driveway and will extend on the north side of 10 Mile. Mayor Fischer asked Mr. Iacoangeli to put the drawing on the overhead. He showed the widening of the eastbound and westbound lanes and the designated lefthand turn lane. He said there are deacceleration tapers on both sides of the residential and commercial. Member Gurumurthy said the pink color on the drawing represents the eastbound. Mr. Iacoangeli confirmed that. She said the eastbound goes through the residential which is clear. She said the developers are saying the westbound starts after Walgreen's, a little bit after the dental practice. Mr. Iacoangeli said that is right and there will be some widening of that lane as it approaches the railroad intersection even past the entrance to the residential development. He said they're requiring some additional width in that right-of-way. Member Gurumurthy asked if there would be a separate lane between Novi Road and the railroad track, an additional lane westbound. She asked if this drawing confirms there will be an extra lane. Mr. Iacoangeli said there is extra width being added to the northern lane which will be the westbound lane. The additional width is being added on the north side of the street and then it'll widen out on both sides as you approach the entrance to the residential driveway. The widening will continue between the entrance to the residential development and the commercial development on both sides of the street. There will be a benefit to those neighbors that are on the north side of 10 Mile. Member Gurumurthy said with the widening, the eastbound is pretty clear. The westbound lane is less clear. She asked if it's widening, is it still one lane or is it two. Mr. Iacoangeli said he doesn't believe they are requiring an extra lane, he believes they're just requiring that the lane be widened. Member Gurumurthy said that is not clear. Mr. Zimmerman said their engineers are working with the Road Commission and they are the ones who will be coordinating this as they get to more complete drawings. The drawings that were submitted and reviewed by the Road Commission were preliminary drawings and that is what they commented on. Mr. Zimmerman said the specifics will be really determined by what the Road Commission requires. Mr. Iacoangeli said preliminarily, mostly what they've looked at is the curb cuts for access. Member Gurumurthy said she was hoping it was a separate lane because that would help with traffic. At the end, toward Novi Road, it was a separate lane. It comes out as a separate lane. She said it would be good to clarify that. Then, she said she thinks the RCOC has said that the whole center lane to the residential was not feasible because of the head-on thing. She wanted to clarify that, too. She said if you think about the traffic there, the railroad track, if you don't have something to turn out, there will be a lot of traffic there. It is the only entry out of the residential area. She asked the developers to clarify that issue with the center lane, where it's going to be and where it is not. She said hopefully, it will be there at the

residential as well. Mr. Zimmerman said his recollection is that they wanted to go at least as far as the residential.

Member Gurumurthy mentioned timing. She said there are comments and discussions that are happening, but the timing needs to be very clear in terms of when the road gets done versus when the actual residential or commercial happens. The timing is critical. The traffic there is extremely busy in the early morning and at the end of the day. Mr. Zimmerman said they anticipate that the roadwork will be completed before occupancy of the residential and commercial. Member Gurumurthy said that the developers will plan around the timing. Mr. Zimmerman said he can't talk about the start dates, but they can relate more to the finish dates. He said they know they need to get the road in place before the buildings are operating.

Member Gurumurthy said they heard about flooding earlier in the meeting. She said there is a stormwater management plan that shows how the developer has managed how the water will be going into the Middle Rouge instead of the creek. She asked them to explain how the flooding plain is going to be mitigated in terms of the building. Mr. Zimmerman said it will be re-routed through the stormwater management plan that has been designed. He said it will happen through the grading of the site and through the management via the detention ponds that are there. He said that's the simple answer. Member Gurumurthy said they heard about the flooding insurance for the residents who might live there. If people choose to live there, will they need to buy separate insurance? Mr. Iacoangeli said there is a floodway that runs through that area, but there is no development occurring in it. None of the condominiums in Ridgeview or this new neighborhood will be built within the floodway. He said no insurance, no flood insurance through FEMA would be required for homeowners. He said, based on all the maps they have and the data they have, floodways and flood plains are highly regulated by the federal government. He said this development is far outside the floodway. He said that's just the area that's immediately adjacent to that tributary of the river. He said he can't speak to when it floods because he doesn't know how periodic that is, but none of the new units that would be built would be within the floodway or would be required to get federal insurance for flooding.

Member Gurumurthy asked the developer if Option 3 will be designed to be fine and less risky. Mr. Iacoangeli said yes, they would have to get things permitted. He explained that anytime you go through a regulated wetland, water body or a stream crossing, permits are required probably from the State of Michigan through EGLE and locally, depending on the size of the impact. He said there is the potential to have to get necessary permits for those crossings within that area based on the sensitivity of it. Mr. Zimmerman said they've involved Niswander Associates to help with the wetlands work for this project. He said they would be involved in the next phase as well, if they need to get permits through EGLE.

Member Gurumurthy asked about the 484 protected trees. She asked what this percentage is compared to the 0.1 percentage of wetland compared to the 15% of the near 16 acres. She encouraged the developer to work with the landscape lead to plant

more trees on site as much as possible. She believes the plan says 215, but she encouraged them to plant as many as possible. They will be taking out quite a lot of trees. She said they will be preserving 15.87 acres which is good and the impact is only 0.1 acre which is also good. Overall, she said she is concerned about the traffic, the timing, the lane clarification and the flooding.

Member Smith thanked the developers for working with their neighbors to the south. He believes that's important. He believes what is proposed works better than what is currently zoned for with Office Light Industrial. He said there is less impact on the environment from hard surfaces. This development has less impact that it potentially could have with less parking and things like that. He said that's good especially because it's near some critical wetlands on the Rouge. He said he would like to see Option 1 stay. He said it's not a hill he's willing to die on as long as the connector is there. He said maybe in the future, people will agree with him and decide to connect it. He likes anything that makes walking distances shorter and cuts down on friction to get out and walk to places. He said Option 2 is already there. He doesn't see it as a public benefit. He said he would support Option 3 because it's a nice, natural pathway through there. He said there was an Option 4, but it's a non-starter from the EGLE standpoint. It would also require a 0.25-mile of boardwalk which is expensive to maintain. He would not support that.

Member Smith said the pickleball courts were dropped and he is happy about that. He likes the idea of pocket parks, but pickleball and nearby homes don't go well together, so he's glad that option is gone. He said as they move forward with planning, they should make sure that all the comments in the planning and landscaping documents are at least talked about and get better answers for the questions that still need them.

Member Staudt said they've been discussing this project for a long time. At one point, It was going to be a Kroger development. He's very happy it didn't happen because he believes this is a superior development for this project. He said when he sees 15.87 acres of permanent conservation easement, it makes him smile. He said he's confident that the Ridgeview Villas residents are happy that nothing will ever be built in their backyard.

CM 26-01-005 **Moved by Staudt, seconded by Fischer: MOTION CARRIED: 7-0**

Tentative indication that Council may approve the request of Novi Ten Associates, JZ23-09 with Zoning Map Amendment 18.740 to rezone from I-1 and OS-1 to RM-1 and B-2, subject to a Planned Rezoning Overlay (PRO) Agreement, and corresponding PRO Concept Plan, and direction to the City Attorney to prepare the PRO Agreement, including:

A. **All deviations from the ordinance requirements shall be identified and included in PRO Agreement, including:**

1. **Building Orientation *(Sec. 3.8.2.D):* *Deviation for proposed residential buildings to not be configured 45 degrees to the***

property lines since most of the buildings are not on any main road and they front to a substantial irregular shaped 20-acre wetland nature area of a minimum 200 feet wide separation across from Toll's existing multifamily Ridgeview project.

2. **Side and Rear Setbacks *(Sec 3.1.7.D and Sec 3.6.2.B):* *Deviation to reduce the side setback from 75 feet to 25 feet along the north property line for two residential buildings abutting the proposed commercial area (B-2), since screening is proposed between the residential and commercial uses.***

3. Distance between Buildings *(Sec 3.8.2.H):* *Deviation to reduce the building separation distance from the calculated formula (resulting in 31-32.72 feet required) to a distance of 30 feet between all buildings.* This deviation of less than 3 feet is considered minor and enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.

4. Parking along Major Drives *(Sec. 5.10): Deviation to allow for 8 perpendicular parking spaces on a major drive, since the spaces provide for visitor parking.*

5. Major Drive Radius *(Sec. 5.10):* Deviation from the ordinance requirement for a minimum centerline radius of 100 feet, to allow the 85-foot radius shown at the western curve. The reduced radius does not impede the fire truck access route, and may serve to slow traffic speeds, creating a safer roadway.

6. Landscape Berms (Section 5.5.3.A.ii): *A Zoning Ordinance deviation is requested to not provide a 10 to 15-foot-high landscape berm on a proposed RM-1 district adjacent to an I-1 district.* The berm would be unnecessary in this case as the adjacent I-1 area is east of the existing natural features and the railroad tracks and would likely result in greater wetland and woodland impacts, as well as fill in the floodplain.

7. **Right-of-Way Landscaping (Section 5.5.3.B.ii): *A deviation for the lack the required street trees and berm along 10 Mile Road due to underground utilities.* The required trees are to be provided elsewhere. This deviation is supported due to the utility conflicts.**

8. **Adjacent to Public Rights-of-Way – Berm/Wall (Zoning Sec. 5.5.3.B.ii, iii): The required 3-foot-tall berm is not proposed, however an alternative brick screening wall 3-feet in height is proposed.**

9. Building Foundation Landscaping (Zoning Sec 5.5.3.D): None of the commercial buildings meet the requirements for building foundation landscaping along the front side and allow the planter landscaping to count toward foundation requirements. However, Buildings A, C and D are only slightly deficient, so the waiver is supported. The applicant states Building B landscaping will be increased to lessen the deviation or eliminate it.

10. Section 9 Waiver (Section 5.15): Proposed elevations for residential buildings have an underage of minimum required brick on all rear and some front facades (26-27% proposed, 30% minimum required) and an overage of Asphalt shingles (56% front side, 50% maximum allowed). As the deviations are minor and do not adversely affect the aesthetic quality of the facades, the waiver is supported.

11.* Opposite-Side Driveway Spacing Waiver (Code of Ordinances, 11.216.d.1.d & e.): The Design and Construction Standards indicate a minimum of 150 feet is required between a new driveway and an existing "downstream" driveway. The proposed driveways are 105 feet and 118 feet. *The applicant indicates they have RCOC approval of the proposed driveway locations, however the City would also need to approve a waiver from its standards.

12. Color Spectrum Management (Sec. 5.7.3.F): A recent amendment to the Zoning Ordinance has a requirement that light fixtures shall not have a Correlated Color Temperature (CCT) greater than 3000 Kelvin (K). The photometric sheets show light fixtures measuring 4000K, *since the level still represents a warm tone that is pleasing to the eye rather than a cool or unnaturally bright light.*

B. The following conditions shall be requirements of the PRO Agreement:

1. As shown in the PRO Plan, the eastern portion of the parcel adjacent to the railroad tracks and the south 50-foot-wide strip along the wetland of the proposed PRO (~15.87 acres of the 27.07 RM-1 rezoning) being protected with a conservation easement to preserve existing marshland and wildlife. This natural area wraps around the PRO and includes on the west end a proposed new 0.4-acre park/playground located between the proposed residential and retail sites. The proposed trail system, with its overlooks near the Novi Athletic Club is to be a usable and

accessible community resource. **This is a benefit to both residents and the environment to have additional natural resources preserved in perpetuity.**

2. To help achieve walkability and connectivity of the entire area, a trail system is being added which consists of new crushed limestone paths, overlooks, and existing sidewalks. This walkway system provides connectivity between the proposed residential area with the marshland nature areas, the proposed pocket park, the Novi Athletic Club, Ice Arena, and Dog Park, and with the new proposed local retail along Ten Mile Road. The commercial area consists of the new retail and restaurant areas, and the existing Walgreen's and dental office. New walkways and bike paths wind through the natural area, overlook the preserved 15.87 acre wildlife area and connect this PRO development to other amenities. **This is a benefit as future residents as well as the general public will have access to the area for walking that connects various community amenities. The nature path will follow the Option 3 route as described and illustrated in the packet.**

3. Two pocket parks are proposed: One added at the trail head on 10 Mile Road at the north end of the new conservation area. The second is on the west end of the townhouses to include playground equipment. **This is a benefit as future residents as well as the general public will have access to the pocket parks and trails. The applicant states the approximately 3-acre trailhead area will be dedicated to the City, along with 3 benches, four picnic tables, and a small parking area.**

4. A landscaped plaza along the storefronts, 20 feet in depth, with benches, and planters with a variety of trees and flowers. **This goes beyond what the ordinance requires and is considered an enhancement of the project area that could be used by any customers of the retail area and provides an attractive streetscape.**

5. Proposed use restrictions to exclude certain automotive and other business uses in the proposed B-2 commercial zoning (Sec. 3.1.12.B & C) are to be part of the PRO. Not permitted uses are:
a. Vehicle Oriented Uses: gas/fueling station,
b. Other excluded uses: Check cashing, Pawn shop, Hotel/motel (Marijuana sales already not permitted in the City of Novi will also be excluded by the PRO documents in case the city's law is changed to allow it in the future.)

This is an enhancement of the property as the City can be assured that the future tenants of the commercial buildings will not include certain uses that would be less compatible with the residential uses, and is more restrictive than the ordinance requires.

6. EV Charging Stations will be located at each of the commercial buildings (8 indicated in total). Outlets for 240-volt EV chargers will be provided in each townhouse garage.
This is an amenity that goes beyond what the ordinance requires.

7. The amount of open space provided for the RM-1 townhouses exceeds ordinance requirements. **This is a benefit as future residents as well as the general public will have access to the pathways and trailhead area.**

8. Commercial Building Setbacks exceed ordinance requirements:

- ***a. Front: 40 feet required….101 feet provided***
- ***b. Rear: 30 feet required….74 feet provided***
- ***c. Side: 30 feet required…..88 feet provided***

9. Residential Building Heights **will be limited to 29 feet, which is more restrictive than the 35 feet permitted. This is a benefit as the buildings will be less obtrusive than the 35-feet otherwise permitted.**

10. Commercial Building height will be limited to **23 feet, which is more restrictive than the 30 feet permitted. This is a benefit as the buildings will be lower profile than the 30-feet otherwise permitted.**

11. Maximum Residential Lot Coverage **of *25% is permitted, 14% is proposed.*** **This is a benefit as more permeable surface will be preserved, which allows stormwater to permeate, and more green space is available.**

12. **The development standards of the RM-1 District require a minimum rear yard setback of 75 feet. The applicant proposes a greater setback of 100 feet minimum along the south side. This benefits the neighborhood to the south as buildings are further away than the ordinance requires, with less of the existing trees to be cleared.**

13. In the RM-1 District, a development of 3-bedroom units can have up to 5.4 dwelling units per acre. This development

***proposes 4.5 dwelling units per acre*. This is 17% more limiting than otherwise permitted in the district.**

14. As noted in the façade review, the commercial buildings significantly exceed the 30% minimum requirement for brick on nearly all elevations. This represents an enhancement of the project area beyond what the ordinance requires.

15. The applicant will plant landscaping to the south of Buildings 7-11 to achieve 80-90% opacity along the southern property boundary, which is more that what is typically required between multiple family uses. The species will include a mixture of Green Giant Arborvitae and other native spruces to achieve aesthetic, screening and biodiversity goals, which will be reviewed by the City's Landscape Architect at the time of site plan submittal.

***16.* The applicant states they will off-set their impacts on 10 Mile Road by constructing the following improvements:**

- ***a. Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.***
- ***b. Widen westbound 10 Mile Road to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.***
- ***c. Extend the center left-turn lane along 10 Mile Road from where it currently ends at Catherine Industrial Road to service all commercial driveways.***

As noted in the Engineering Review letter, these improvements may require the acquisition of Right of Way on the north side of 10 Mile Road, and the approval of those property owners, as well as the approval of the design by the RCOC.

17. The applicant shall make necessary adjustments to the PRO Plan consistent with this tentative approval prior to final approval of the PRO Agreement, including removal of the direct pathway connection to Ridgeview Villas, delineation of the trailhead park to be dedicated to the City, and removal of the berm cut-through to River Oaks.

C. This motion is made because the proposed B-2 and RM-1 zoning districts are a reasonable alternative to the OS-1 and I-1 Districts, and fulfills the intent of the Master Plan for Land Use for multiple-family use, and because of the resulting benefits include:

1. The preservation of a large area of woodland, wetland, and floodplain, which benefits the overall environment and community members,

2. The development supports various goals of the 2025 Master Plan for Land Use, including:

a. Ensure the availability of a wide range of attractive housing choices protected from noise, traffic, and other impacts of non-residential development. Encourage the development of neighborhood open space and neighborhood commercial goods and services to minimize motorized travel.
b. Explore opportunities to increase housing density in mixed use development areas to create "walkable density" developments.
c. New development of land should continue to be of high-quality design and materials.
d. Encourage the use of high-quality right-of-way plantings, site landscaping, and building materials to enhance the appearance of the community.
e. Maintain public and private stewardship of the natural environment using low-impact development techniques.
f. Utilize planned developments to encourage the preservation of natural features, such as woodland, wetlands, and wildlife habitats.
g. Implement the Active Mobility Plan's recommendations to create continuous walking and biking networks to reach key destinations.
h. Apply the Active Mobility Plan's recommendations to public and private development projects to continue to enhance safety and connectivity of the non-motorized network.
i. The City should strive to maintain the balance between the economy, the environment, and the community to ensure sustainable development that meets the needs of today while ensuring that the needs of future generations can be met.

3. The possible detriments to the City from the commercial and multiple family development as proposed are mitigated through the preservation of woodland and wetland areas, pedestrian pathways, enhanced landscape screening, and the proposed improvements to Ten Mile Road. The conditions proposed would result in an overall enhancement of the area that may not be achieved in the absence of the PRO Agreement.

Member Staudt addressed Mr. Weiss, telling him that he is pleased to see this project is being built instead of Kroger. He doesn't think Ridgeview would have liked having a Kroger in their backyard and he believes it may have put some other businesses along 10 Mile Road out of business. He believes this is a good compromise.

Member Heintz said he appreciates the developer working with the neighbors and the development of their plan to create a walkable community. Hopefully, this would be a benefit to people in that community to be able to walk to businesses instead of driving. He said if Option 3 is accepted to move forward (and he thinks it is one of the better options with the natural path), he asked what that would mean for the proposed pocket parks. He asked if Option 3 would connect the pocket parks or how it would work. Mr. Zimmerman showed a slide and said Option 3 (the red dashed line) connects with the west pocket park directly. From there, it goes down and hits Nick Lidstrom Drive. The west park then ties into the U-shaped trail that goes south of the new units. Nick Lidstrom Drive ties into the whole walkway system that goes all the way down to the dog park. That becomes the connector from the east on 10 Mile Road down to the dog park. Member Heintz said Option 3 would include the U-shaped path behind that. Mr. Zimmerman said yes, that doesn't change. Mr. Zimmerman said the whole idea of Option 3 as opposed to Option 2 is that it does connect through a trail system. Member Heintz says he loves this idea where he can leave his house and go for a run or explore different areas and he would love for others to be able to do the same.

Member Heintz asked about the parking differences between how the land is currently zoned and what this project is proposing. He said they mentioned 600 parking spaces. He asked if that is with only the 34 acres developed or if it would include all 49 acres. Mr. Zimmerman said that is strictly the 34 acres. They worked it out as part of what they initially needed to do with the current zoning. They submitted that a long time ago with the packages. They figured out that on the I-1 site, they could build a 290,000 square-foot, 40' tall building and still get sufficient industrial parking to meet the ordinance. That's what generated the 600-car parking. Member Heintz said he appreciates them doing that on the 34 acres. He also appreciates that they worked with Ridgeview Villas on this project.

Member Martinez said he agreed that it's important that the developers have worked with the HOA at Ridgeview Villas. He and several others on the Council believe in being good neighbors. He said the area where the nature path in Option 3 will go looks low in terms of topography. He asked if the developer has any indication that the path that circles the new part of the property would be subject to runoff or flooding in any way. Mr. Zimmerman said no, it's upland area. Member Martinez said he wants to be conscientious that when they have PROs come before them, the conditions established in one don't become meaningless. It does have a heavy emphasis when they consider public benefits and whether a potential development outweighs the detriments that come with it. He appreciated what the Ridgeview HOA said. This is not the only project he has seen where there is a disconnect between what was discussed originally and then what happens once the residents move in. He wants to be thoughtful about that moving forward, that they're not putting provisions in for no reason. He said when they take an action at the table, it has some purpose behind it. He agreed with Member Smith that Option 1 seems very consistent with what had already been discussed by past councils. He said Option 3 would be the next best choice. He said what they're presented with is a better alternative than what could be there. If the previously-proposed Kroger project were being presented, it would be a much different conversation. He said he came into

the meeting not leaning one side or the other, but he agrees with Member Smith's analysis and the comments of some of the other Council members.

Mayor Pro Tem Casey asked the developer to describe and explain the storm water management to Council. She said they mentioned in their comments that they would be solving the flooding and the water management by the storm water management, but they have not said what the plan is and how it works. Mr. Zimmerman said he had to be honest and tell Council that their engineer was down the flu. He put up a drawing that was part of the package that was submitted. Mr. Weiss stood to answer the question. He said this question is asked like the developer is reinventing the wheel. The reality is that the City has standard procedures in place. There is the Agricultural Rate which means when the property is just growing weeds, a certain amount of water runs off. When this project is done, after all the sidewalks, the parking lots and the roofs collect water, the water has to go through a process where it doesn't go anywhere at any greater rate than it would have if nothing had been built. That's the standard process that's built into the City site plan approval process. Mr. Weiss said they are not inventing this process, and the engineers aren't inventing it. This is what goes into place on every project. This prevents the water that comes from the sky from going into the next-door neighbor's kitchen as they alleged. Instead, it goes into water detention basins. He said Lonny summarized this when he said they're going to be getting 30% less water going toward them. Mr. Weiss said another thing that hasn't been mentioned is that in between this project and their project, they will comply 100% with the stormwater detention basins that are already built into the system. He said it happens during the site plan process for every project and it guarantees that the Agricultural Rate is complied with.

Mr. Weiss said from the railroad tracks on the east, all the way to the west end, there is the "Grand Canyon." He said it is 100' wide, 40' deep and 1200' long. This canyon lies between this project and Ridgeview. If all the drains got plugged, the water would go down into the "Grand Canyon" and the "Grand Canyon" goes to the Rouge River. It doesn't climb up 20' from the bottom of the "Grand Canyon" into anyone's kitchen. There are multiple levels of engineering and regulations that the previous engineers designed and put into place. He said they are complying with all of that. It will be submitted into the site plan and will be guaranteed by the existing processes rather than being something the developer had to invent.

Mayor Pro Tem Casey said generally, when they get a development proposal in front of them, they get a certain amount of information. That last time Council saw this developer was in December 2024. The information they had at the meeting was a piece of what they expected to see rather than the full amount. That is why she was asking for clarity on the stormwater management plan. Mayor Pro Tem Casey asked Ms. Bell if there was additional information that could be provided. She said she respected that the engineer was not there to answer the questions, but when you make a statement like, "It's going to follow the stormwater management plan," it's fair game for Council to ask questions. She also said she did not appreciate the lecture Mr. Weiss just gave her as a response to her question. She asked Ms. Bell to come up and provide additional information.

Mr. Weiss said he'd like to add one more thing. He said what is shown on the drawing in conformance with standard, normal things are storm sewers with pipes that go to the water detention basins. The size of those pipes and the size of the detention basin will hold the water when it rains. There is an engineered, smaller pipe that lets the water come out and go into the Rouge River at the same Agricultural Rate as if the water were falling on the ground as if nothing were built. For the specifics, he didn't mean to be insulting, he just meant to say that Council doesn't need to rely on the developer because they have existing systems in place. He said what is shown on the drawings are the water detention basins. That is what is normally done and what are included here.

Ms. Bell stood and said she is not an engineer, but she was given some helpful graphics. The area in yellow that would normally go to the south is shown as surface drainage through the existing trees and fields that are there today. The area in green goes more toward the Middle Rouge. As they're showing in the proposed PRO, the site develops a much larger area falling into areas that are part of the stormwater management system. That water gets conveyed to the basin that is located over here. It is designed in a manner that will release the water at a controlled rate into the Middle Rouge this way. The yellow area is a much smaller area that will continue to drain to the south because that is the sloped area that naturally goes that way. Mayor Pro Tem Casey thanked Ms. Bell and said the information Ms. Bell provided was helpful. The image didn't translate what Ms. Bell explained.

Mayor Pro Tem Casey asked Mr. Zimmerman about the screening between the development. She likes that they are planning to do 150-170'. She asked if there are existing trees they will be supplementing in those spaces. She asked if there are existing trees that don't require any kind of additional supplementation. She asked what the plan is for the actual trees in that space. Mr. Zimmerman said they are going to leave the existing trees as much as possible. They are also going to provide screening. They reviewed this via a meeting with Ms. Macbeth, Mr. Meter, and their landscape architect, Mr. Jim Allen, a couple of months ago. They have committed to evergreen screening going in at probably 10-12' high evergreens. He believes the opacity requirement is around 80% and they'll comply with that. He said they've committed to the HOA and the City, so that will happen.

Mayor Pro Tem Casey said she knows the developers will meet all the requirements. She appreciates that they'll be putting in taller evergreens rather than the shorter, more viable ones. She appreciates that they'll amplify the existing trees. In terms of the timing, she asked when they will be putting in the screening. A different recent development planned to put the screening between the development and the residential behind it before they started construction on the site. She asked Mr. Zimmerman what their timing is for them to do any further work in that space. Are they going to do that before they start developing or in the middle? She asked if they have a sense for when that work will get done. Mr. Zimmerman said they haven't talked about it. He said it would make sense that it would happen toward the beginning of the development process, but he's not the person who would schedule that. He said the plan would not be to wait until everything is all done and then put the screening in. Mayor Pro Tem Casey asked if they'll

have that submitted to Council by the time they see it for final approval. He said they can provide that. She said she would like that to be an expectation for the next time they see this.

Mayor Pro Tem Casey asked about the timing of the road work. She said they understand more about what the changes will be on 10 Mile Road due to Member Gurumurthy's detailed questions. They also understand that 10 Mile Road is owned by RCOC and because of that, the developer will be, in some measure, at RCOC's whim for when they're going to get the work done. She asked if RCOC will be paying for the work or if the developer will be covering the cost of the extensions to the roadwork. Mr. Zimmerman checked with Mr. Weiss and said that the developer will be paying for the roadwork. She said having some clarity about the timing as best as they can with working with RCOC would be helpful for Council to have by the final submittal. Mr. Zimmerman said as they move toward site plan approval, their engineers will be discussing this project with RCOC more intensively. Mayor Pro Tem Casey said she is very interested in the timing aspect for the roadwork.

Mayor Pro Tem Casey said when she looks at the connector options, she appreciates the work the developer has done. Council asked them to come back with options and they did. She believes Option 3 is the next best. For the people who moved into Ridgeview, there was an obvious visual cue that there was going to be a connection. The sidewalk and where it starts to curve were done before the buildings were finalized and people started moving in. That should not have been a surprise to the residents of Ridgeview. She believes doing Option 1 is the preferred option, but she will not push for it because the developer has graciously conceded that to the HOA. She will support Option 3, but she thinks not doing Option 1 is going to turn out to be a mistake and that Council will want to do that in the future.

Mayor Fischer said there has been a lot of robust conversation on this topic. He agrees with most of the sentiments that have been expressed. He said sometimes people think that if Council fights about different options or if they use certain delay tactics, nothing will happen on the property. That isn't true. There could be a Kroger, or a 290,000 square-foot industrial building, 40' high with 600 parking spaces there. Either of those would decimate all wetlands and woodlands in the area. He said Council has a very tough process and decision to make sure they're balancing all the different needs. He thinks this proposal does just that, given where it is in the city and what it connects to, meaning near some industrial and abutting some residential. Overall, he is comfortable with the proposal as it is.

Mayor Fischer talked about Options 1, 2 and 3. He said it was almost insulting that Option 2 was put out there. Option 1 is his preferred option. He hates to walk away from a promise that they made to 66,000 residents when they approved the Ridgeview proposal. Having said that, he was one of the sternest voices the last time this proposal came before Council saying that everyone needed to get in the room, have a discussion and come out with a compromise. So, while he prefers Option 1, he supports the agreement the developer and the HOA came to for Option 3.

Member Staudt asked Mr. Weiss if he volunteered to put the pathway that is part of Option 3 on a piece of property that he currently owns. Mr. Weiss said yes. Member Staudt asked what his intention is with that property. Member Staudt said he saw it was for sale and now, Mr. Weiss is putting a pathway on the back portion of it. He asked Mr. Weiss what he is thinking about with that property, considering that, to him, it's an extremely sensitive environmental piece of wetlands for the most part. Mr. Weiss said that property has limits, but a lot of it is high and dry. Buildings can be put on there without compromising the wetlands, the wetland rules and the wetland buffers. In the future, it will get developed in conformance with the Master Plan and the zoning. A little bit less of it might be available to whatever extent this walkway takes up. He said the walkway won't have any material effect on it because within a very small distance from that walkway is a big drop off down to the river. He doesn't see that that walkway has a big impact on what's left. He said what's left there, in the center, is a small lake and that will stay there. All the sensitivities that are built into the regulations to make sure it stays there and stays protected will remain in place. The high and dry areas, north of it, will probably get some buildings built there in conformance with the zoning and the Master Plan. Member Staudt said he hopes Mr. Weiss will keep an open mind in the future in case someone comes looking to preserve that property long-term. Mr. Weiss said he expects that that will happen no matter what because all the EGLE regulations and the City of Novi's regulations that protect wetlands are already in place, pretty much guaranteeing that. Mr. Weiss joked that no one will try to turn it into a Kroger or a parking lot. Member Staudt said maybe someone will turn it into a park.

Roll call vote on CM 26-01-005 **Yeas: Heintz, Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy**
Nays: None

2. Consideration of approval to award engineering design services to AECOM for 11 Mile Road, Wixom Road to Beck Road, rehabilitation and reconstruction, and for the construction of a roundabout at the intersection of 11 Mile Road and Beck Road, in the amount of $108,976.

CM 26-01-006 **Moved by Smith, seconded by Staudt: MOTION CARRIED 7-0**

Approval to award engineering design services to AECOM for 11 Mile Road, Wixom Road to Beck Road, rehabilitation and reconstruction, and for the construction of a roundabout at the intersection of 11 Mile Road and Beck Road, in the amount of $108, 976.

Roll call vote on CM 26-01-006 **Yeas: Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz**

Nays: None