



CITY OF NOVI CITY COUNCIL DECEMBER 2, 2024

SUBJECT: Initial review of the eligibility of Feldman Kia, JZ24-32, to rezone property at the southwest corner of Grand River Avenue and Joseph Drive from Non-Center Commercial to General Business with a Planned Rezoning Overlay.

SUBMITTING DEPARTMENT: Community Development - Planning

KEY HIGHLIGHTS:

- Rezoning 4.88 acres on Grand River Avenue to allow an auto dealership development in the B-3 District
- Redevelopment of a vacant parcel on a commercial corridor.
- Public benefit offered is design and construction of three pedestrian seating areas and an "enhanced sidewalk" along Joseph Drive.
- Planning Commission reviewed the Initial PRO Plan and provided feedback on October 16, 2024.
- Additional public benefit proposed by the applicant after Planning Commission review: 2 covered seating areas at bus stops nearby.

BACKGROUND INFORMATION:

Feldman Automotive is requesting a Zoning Map Amendment for approximately 4.88 acres of property on the south side of Grand River Avenue, to the west of Joseph Drive, utilizing the Planned Rezoning Overlay option. The site is vacant and was formerly the site of Glenda's Garden Center for many years. The current zoning is Non-Center Commercial.

As shown in the PRO Concept Plan, the applicant proposes to rezone to B-3 General Business and redevelop the property with an auto dealership with accessory outside storage of the inventory vehicles. The proposed dealership building would have a footprint of approximately 18,800 square feet with a mezzanine floor for parts storage. The parking lot consists of approximately 300 spaces.

In this area of Grand River, there are professional offices, small strip retail centers, sit down restaurants and the US Energy fuel supplier. Single family residential homes are located to the south of the property. Current zoning of the surrounding area is I-1 Light Industrial to the north, OS-1 Office Service to the west, NCC Non-Center Commercial to the east, and R-4 One Family Residential to the south.

The current Non-Center Commercial Zoning District allows uses such as retail business and service uses, professional and medical offices, financial institutions, sit-down restaurants, and instructional centers. Special Land Use permits could also allow low density multi-family or single-family dwellings, day care centers, places of worship, public utility buildings, and veterinary hospitals or clinics. Similar commercial uses are allowed in the B-3 District, as well as more intense uses such as fueling stations, auto washes, vehicle sales, microbrews or brewpubs as permitted uses.

The Future Land Use Map identifies this property and the parcel to the east as Community Commercial. The parcels to the west along Grand River are planned for Community Office. To the north of Grand River is planned for Industrial, Research Development and Technology. To the south is planned for single family residential uses.

There are no regulated natural features on the site since it was previously developed.

Engineering review found that there are adequate public utilities to serve the parcel, and that the impacts from B-3 uses are expected to be the same as potential NCC uses. The stormwater management plan consists of underground detention with infiltration, as well as above-ground infiltration trench and basin.

Traffic consultants have reviewed the anticipated traffic generation from the proposed use and found the impacts under the proposed rezoning are expected to be similar compared to what could be developed under the existing zoning. The site plan utilizes the existing curb cuts on Grand River, so no changes are proposed to driveway spacing. No curb cuts are proposed along Joseph Drive.

Façade review notes that the building will require a Section 9 façade waiver for an underage of brick on the front facade. This waiver is supported because the front of the building is primarily showroom glass, and adding brick would not enhance the facade. On all other facades, the amount of brick proposed significantly exceeds the required amount.

The applicant has described the benefits to the public, including providing greater building and parking setbacks than the B-3 ordinance requires. The physical benefit proposed is an enhanced sidewalk along their Joseph Drive frontage. This includes a meandering sidewalk with decorative light poles and the construction of three seating areas. Staff encouraged the applicant to consider other ways the detriments of the project could be off set with the provision of more significant community enhancements, including looking at recommendations in the Active Mobility Plan or providing a bus shelter at the nearby transit stop.

Following the Planning Commission public hearing, the applicant has also offered to build covered shelters with seating at two nearby existing bus stops. The images provided show a paved pad with a shelter at the bus stops approximately 300 feet to the east of the property on Grand River Avenue, one on the north and one on the south.

The applicant's response letter indicates that they will be able to eliminate the need for 4 of the deviations that Staff had identified in our initial review of the project. This

includes the biggest issue we had with the project, which was the berm and landscaping along the southern property line where the site is adjacent to existing residential neighborhoods. The applicant now states that the existing trees will be removed (most are in poor health), the berm height will be raised, and new landscaping, including a significant number of evergreens, will be planted to provide the necessary screening.

The remaining deviations are generally supported by staff given the justifications provided. Additional information will need to be reviewed at the time for Formal PRO plan submittal to confirm.

The proposal helps fulfill objectives contained in the Master Plan for Land use, as well as other positive outcomes, such as:

1. The objective to support retail, commercial uses along established transportation corridors,
2. The B-3 district is consistent with the Master Plan for Land Use designation for Community Commercial.
3. The impacts on traffic and public utilities are expected to be similar to development under the existing zoning.
4. Submittal of a Concept Plan and any resulting PRO Agreement, provides assurance to the Planning Commission and the City Council of the manner in which the property will be developed, and can provide benefits that would not be likely to be offered under standard development options.

While many commercial uses could be developed on the site under the current zoning, Staff has highlighted some of the detriments of a car dealership adjacent to residential areas, which include noise, lighting, traffic, and security concerns. The City will want to ensure that if this project is approved, those detriments are minimized or mitigated to protect the adjacent neighbors.

As detailed in the review letters, there are comments the applicant should further address in the Formal PRO submittal, which include:

1. Whether the buffer proposed along the south property line will be sufficient to provide the desired audio and visual screening to the adjacent residential district to the south;
2. Identifying the deviations requested from the sign ordinance standards,
3. Additional information to determine compliance of the lighting plan,
4. Whether any additional conditions that would provide a benefit to the public will be offered as part of this request.

The request to rezone includes the condition to limit the use of the property to an auto dealership, unless the agreement is amended. Additional conditions proposed include exceeding the building and parking setbacks of the B-3 District, and other conditions to reduce the noise impacts and address hours of operations. These are summarized in the Summary of Conditions and Benefits offered section below.

PRO ORDINANCE

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 and the applicant enters into a PRO agreement with the City, whereby the City and the applicant agree to a conceptual plan for development of the site. Following final approval of the PRO concept plan, conditions for the development, and a PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires, and the agreement becomes void.

City Council adopted revisions to the Planned Rezoning Overlay ordinance. Under the terms of the new ordinance, the Planning Commission does not make a formal recommendation to City Council after the first public hearing. Instead, the initial review is an opportunity for the members of the Planning Commission, and then City Council, to hear public comment, and to review and comment on whether the project meets the requirements of eligibility for Planned Rezoning Overlay proposal. Section 7.13.2.B.ii states:

In order to be eligible for the proposal and review of a rezoning with PRO, an applicant must propose a rezoning of property to a new zoning district classification, and must, as part of such proposal, propose clearly-identified site-specific conditions relating to the proposed improvements that,

- (1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district, including such regulations or conditions as set forth in Subsection C below; and*
- (2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning.*

[\(See Full text, including Subsection C\)](#)

After this initial round of comments by the public bodies, the applicant may choose to make any changes, additions or deletions to the proposal based on the feedback received. The applicant will then submit their formalized PRO Plan, which will be reviewed by City staff and consultants. The project would then be scheduled for a 2nd public hearing before Planning Commission. Following the 2nd public hearing the Planning Commission will make a recommendation on the project to the City Council. The City Council would then consider the rezoning with PRO, and if it determines it may approve it, would direct the City Attorney to work with the applicant on a PRO Agreement. Once completed, that final PRO Agreement would go back to Council for final determination.

Types of PRO Conditions (Section 7.13.2.C.ii.b)	Included	Notes
(1) Establishment of development features such as the location, size, height, area, or mass of buildings, structures, or other improvements in a manner that cannot be required under the Ordinance or the City's Code of Ordinances, to be shown in the PRO Plan.	Yes	Buildings and layout to be as shown in the PRO Plan, setbacks exceed Ordinance standards.
(2) Specification of the maximum density or intensity of development and/or use, as shown on the PRO Plan and expressed in terms fashioned for the particular development and/or use (for example, and in no respect by way of limitation, units per acre, maximum usable floor area, hours of operation, and the like).	Yes	Use and building as shown in PRO Plan could be stated as the maximum intensity allowed. Additional restrictions could include hours of operation, truck delivery schedule, and noise attenuation measures.
(3) Provision for setbacks, landscaping, and other buffers in a manner that exceeds what the Ordinance of the Code of Ordinances can require.	Yes	Building setbacks are shown to be greater setback than minimum required in B-3 District
(4) Exceptional site and building design, architecture, and other features beyond the minimum requirements of the Ordinance or the Code of Ordinances.	Yes	The building exceeds the requirement for brick material on the south, east and west facades.
(5) Preservation of natural resources and/or features, such as woodlands and wetlands, in a manner that cannot be accomplished through the Ordinance or the Code of Ordinances and that exceeds what is otherwise required. If such areas are to be affected by the proposed development, provisions designed to minimize or mitigate such impact.		No natural features present
(6) Limitations on the land uses otherwise allowed under the proposed zoning district, including, but not limited to, specification of uses that are permitted and those that are not permitted.	Yes	Use to be limited to a Car Dealership with accessory minor service and outdoor inventory space
(7) Provision of a public improvement or improvements that would not otherwise be required under the ordinance or Code of Ordinances to further the public health, safety, and welfare, protect existing or planned uses, or alleviate or lessen an existing or potential problem related to public facilities. These can include, but are not limited to, road and infrastructure	Yes	Provision of two bus shelters with seating nearby on Grand River Ave

improvements; relocation of overhead utilities; or other public facilities or improvements.		
(8) Improvements or other measures to improve traffic congestion or vehicular movement with regard to existing conditions or conditions anticipated to result from the development.	No	Not proposed – existing curb cuts to be utilized
(9) Improvements to site drainage (storm water) or drainage in the area of the development not otherwise required by the Code of Ordinances.		Stormwater management to be collected by underground detention/infiltration system, an infiltration basin, and infiltration trench
(10) Limitations on signage.	No	Not proposed – the applicant will likely require deviations from signage requirements
(11) Creation or preservation of public or private parkland or open space.	Yes	The enhanced pedestrian area along Joseph Drive (benches, landscaping) would be available for public use
(12) Other representation, limitations, improvements, or provisions approved by the City Council.	TBD	

PLANNING COMMISSION

The Planning Commission held an initial Public Hearing on October 16, 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 included in this packet, and the Commission's comments are summarized here:

- Commissioners stated the additional evergreen trees and height of the berm would help with noise and light concerns of the neighbors.
- Commissioners mentioned the use is consistent with the other vehicle dealerships that are along the corridor, so it does not seem out of place.
- Commissioners wanted assurance that loading/unloading of car haulers would not happen in Grand River Avenue, as it is a problem at other vehicle dealerships in the City.
- Commissioners stated that the PRO Agreement should include a condition that test drives on Joseph Drive shall be prohibited.
- Commissioners suggested looking at other places in the city where car dealerships abut residential areas to get feedback on their experience, and whether any security concerns are supported by data.
- Commissioners encouraged the applicant to consider other public benefits as the sidewalk and seating area on Joseph Drive is fairly minor.

SUMMARY OF CONDITIONS AND BENEFITS OFFERED

CONDITIONS: Summary of possible conditions from applicant, or staff and consultant's review letters *that may be considered to meet the standard of clearly identified site-specific conditions that are more strict or limiting than the regulations that would apply to the land under the proposed new zoning district:*

1. The use of the property is a New and Used Car Salesroom, Showroom and Office with a Servicing department as typically associated with dealerships.
2. Accessory to the Car Dealership, outdoor space for sale of new or used automobiles would be permitted.
3. The building setbacks will exceed the B-3 requirements on all sides. Especially where adjacent to the Residential uses to the south, the 188-foot setback is more restrictive than the 20-foot minimum permitted in B-3.
4. The days of operation shall be limited to Monday – Saturday. The business will not be open on Sundays;
5. The hours of operation shall be limited to the following, as shown on the P-1 Photometric Plan: 7:00 a.m. to 6:00 p.m. on Tuesday, Wednesday and Friday, 7:00 a.m. to 9:00 p.m. on Monday and Thursday, and 8:00 a.m. to 4:00 p.m. on Saturdays;
6. No outdoor speakers shall be permitted;
7. No outdoor compressors shall be permitted;
8. Automobile transit deliveries shall be limited to 8:00 a.m. to 6:00 p.m. on weekdays;
9. The parking setback shall be no less than 53 feet from the property line to the south;
10. The footprint of the building shall be limited to approximately 18,900 square feet, excluding mezzanine space.
11. The overhead service doors shall remain closed except to allow the entering and existing of vehicles.

BENEFITS: Summary of conditions that may be considered to meet the standard of constituting an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning:

1. The applicant proposes a "unique streetscape along Joseph Drive" with a winding sidewalk and "the installation of a bench node on a concrete platform, decorative light poles, and significant landscaping across the western side of Joseph Drive"

Staff Comment: Sheet L-4 of the PRO Plan shows a total of 3 benches to be provided at intervals along the sidewalk and includes a detail of the proposed

benches and decorative lighting fixtures. The benches and decorative lighting can be considered an enhancement. Providing a sidewalk on the Joseph Drive frontage is a requirement, so the meandering nature of it is the only unique feature, which may or not be considered an "enhancement." As for the landscaping, the only element that exceeds what is required by the ordinance are the seasonal flowers. While those could be considered a nice enhancement, it would be a difficult item to inspect and enforce each year if it is made a condition of the PRO Agreement. Besides the flowers, the landscaping would not be above what is expected of any development on the site.

2. The applicant states that the economic impact of this development includes an investment of \$7 million, the creation of 175-200 construction jobs, and the creation of 40-50 full-time permanent jobs.
3. The applicant proposes two shelters at existing bus stops nearby to the east, both on the north and south of Grand River Avenue. The shelters will sit on a paved pad and have seating.

Staff Comment: This public benefit was offered after the Planning Commission public hearing, but generally Staff supports this as a benefit to the public.

DEVIATIONS

The proposed PRO Concept Plan includes the following ordinance deviation requests:

1. Service Bay Doors (Sec. 3.10.3): *In the B-3 district the ordinance provides that no overhead door should face a major thoroughfare or abut a residential district. Pedestrian exits or emergency doors are permitted on such building facades. A service reception area that is easily accessible to the customers is a necessity for the proposed type of business. The service reception area is proposed to be situated parallel to the development's main drive for easy customer access and to maintain a safe and organized flow within the parking lot. This portion of the building is for customers reception and generally automotive service will be completed within the southern part of the building separate from this area. See the "composite floor plan."*

The service reception area is proposed to have a total of four overhead doors. The northern overhead doors are 129 feet from the Grand River Avenue right of way. The southern overhead doors are located 281 feet from the southern property line. There will be a screen wall and berm with landscaping along the southern property line to screen the overhead doors from the residential uses from the south. The overhead doors are needed for customer use.

Staff Comment: The justification provided by the applicant appears to be adequate to protect adjacent uses from negative impacts, provided the buffer/screening at the southern property line is improved. Staff supports the deviation for the overhead doors if this buffer will meet or exceed the requirements of the ordinance. The applicant is asked to clarify whether they would agree to a condition that the

service bay doors shall remain closed except to allow the entering/exiting of vehicles, to further limit noise emissions from the building.

2. Parking Lot Islands (Sec. 5.3.12): There are two locations, on either side of the building, where 2 customer parking spaces have an end island on one side, but not the side adjacent to the entry/exit point of the service area.

Staff Comment: Staff supports a waiver to allow painted end islands in lieu of a curbed island to separate the spaces from the service drive.

3. Right of Way Green Belt Berm. The right-of-way landscape screening requirements table for a B-3 zoning district, where the right-of-way is adjacent to parking, requires a 20-foot green belt width with a minimum 3-foot-high berm is required along the road rights of way. Here, parking is set back the required 20 feet from both Grand River Avenue and Joseph Drive rights of way; however, in lieu of a 3-foot-tall berm, the applicant respectfully requests to provide a 3-foot-high continuous hedge along the Grand River Avenue right of way and the Joseph Drive right of way. See the landscape site plans for additional information.

Staff Comment: This is supported by staff for the frontages since the continuous hedge proposed provides an alternative form of screening, and this has been allowed for other dealerships.

4. Building Foundation Landscaping (Sec 5.5.3.D): The required foundation area is provided in total, but only 72% is at the building.

Staff Comment: As the remaining landscaping is provided in areas that will enhance the appearance of the site from Grand River, it would be supported by staff.

5. Façade Waiver (Sec. 5.15): As noted in the pre-application review comments, all of the facades are in full compliance except the north (front). The north (front) does not have the minimum 30% brick. The front is virtually 70% showroom glass and 30% flat metal panels. We would respectfully request the section 9 waiver for the façade.

Staff Comment: As noted in the Façade Review, the front façade consists primarily of showroom glass, which is not regulated by the façade ordinance. "In this case the addition of Brick would not enhance the front façade, and all other facades have large percentages of brick. For this reason, we recommend that the design is consistent with the intent and purpose of the Façade Ordinance and that a Section 9 Façade Waiver be granted for the underage of Brick on the front facade."

6. Business Sign. City Code, Chapter 28 Signs, Section 28-5 table and applicable footnotes provides that with respect to wall signs a single tenant within a B-3 district is allowed one wall sign up to 250 square foot maximum. Additional requirements (Section 28-5.b.1.b) indicates the maximum wall sign area as it correlates to the setback distance from the adjacent road. Due to the nature of the business, it is respectfully requested that additional wall signs be allowed to indicate dealership branding and to provide wayfinding for the customers. Dimensions indicating the distance from the building to the centerlines of the roads are located on the preliminary site plan. The applicant is requesting two wall-mounted brand signs,

one dealer sign and one directional sign for service reception area. The total wall signage area is approximately 118 square feet.

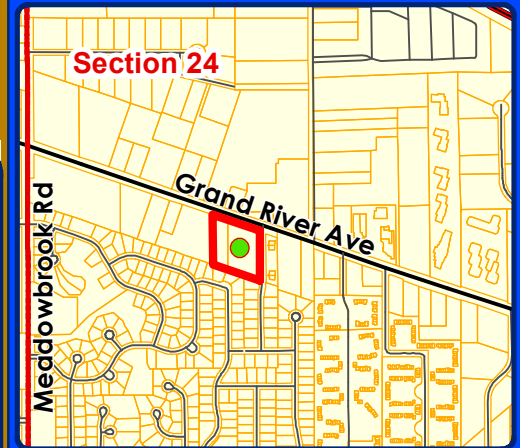
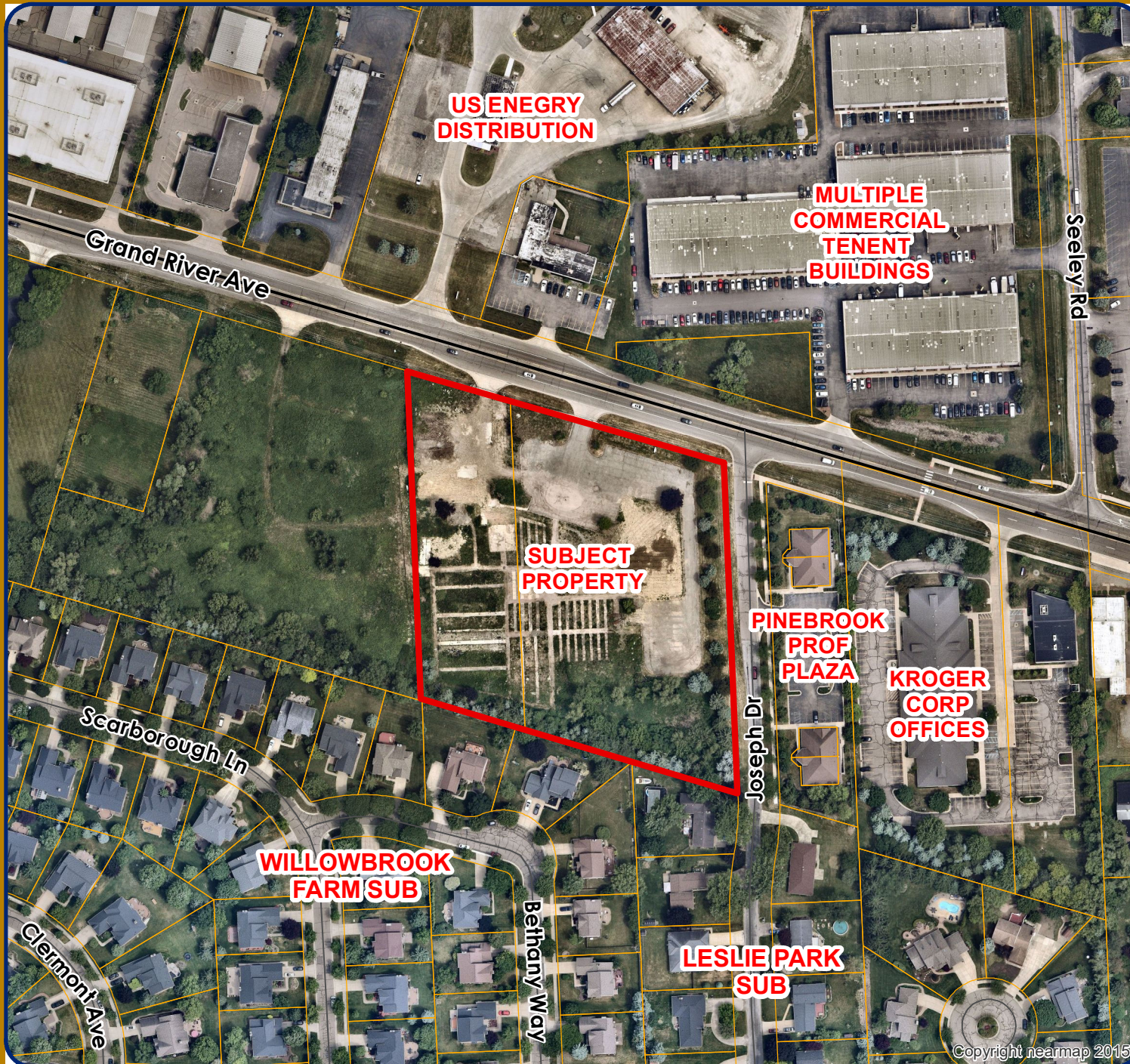
Staff Comment: Additional information has been requested from the applicant.

CITY COUNCIL ACTION


This is the City Council's opportunity to comment on the eligibility of the proposal according to the standards of the PRO Ordinance and offer feedback to the applicant. No motion is necessary at this time, but the table above [*Types of PRO Conditions (Section 7.13.2.C.ii.b)*] contains the examples of conditions that may be more strict or limiting, and/or provide an overall benefit to the public, as listed in the Ordinance that could be discussed at the City Council meeting.

MAPS
Location
Zoning
Future Land Use
Natural Features

JZ24-32 FELDMAN KIA PRO LOCATION



Legend

 Subject Area



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: 9/11/24
Project: FELDMAN KIA
Version #: 1

0 45 90 180 270 Feet
1 inch = 208 feet

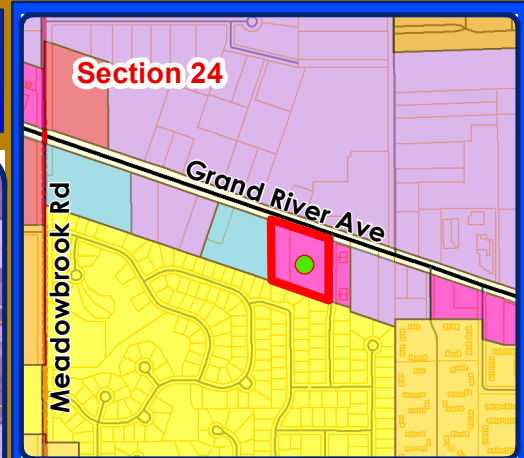
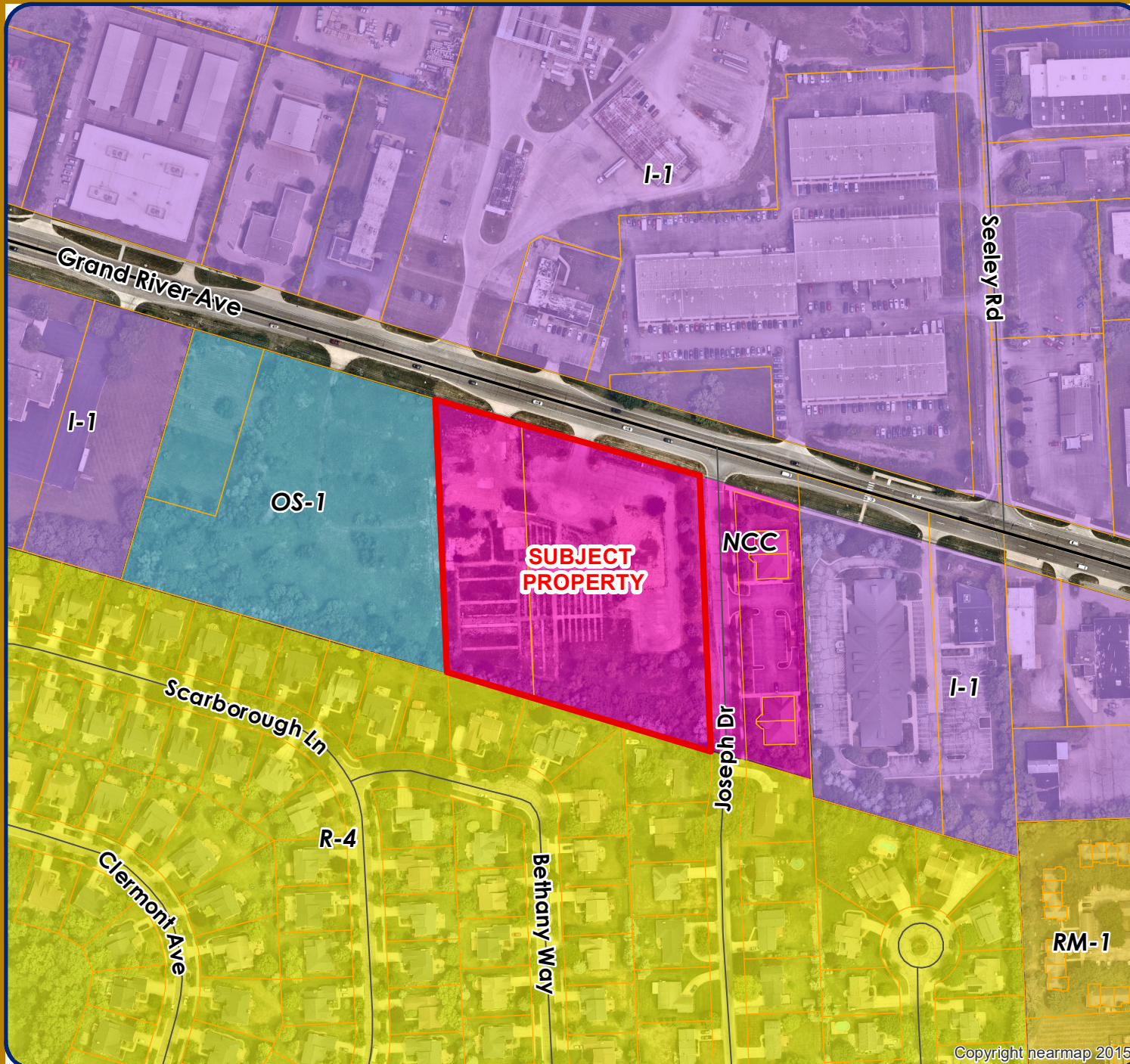


MAP INTERPRETATION NOTICE

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

Copyright nearmap 2015

JZ24-32 FELDMAN KIA PRO ZONING



Legend

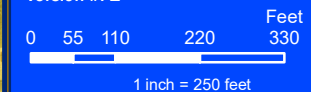
- R-4: One-Family Residential District
- RM-1: Low-Density Multiple Family
- RM-2: High-Density Multiple Family
- MH: Mobile Home District
- GE: Gateway East District
- I-1: Light Industrial District
- NCC: Non-Center Commercial District
- OS-1: Office Service District
- Subject Area



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: 9/11/24
Project: FELDMAN KIA
Version #: 1

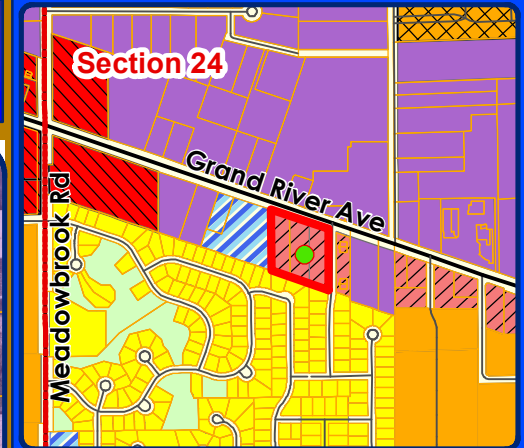


MAP INTERPRETATION NOTICE

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

JZ24-32 FELDMAN KIA PRO

FUTURE LAND USE



Legend

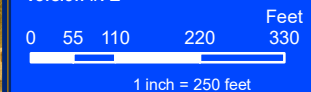
- Single Family
- Multiple-Family Residential
- Manufactured Home Residential
- Community Office
- Industrial, Research, Development and Technology
- Community Commercial
- Town Center Gateway
- Private Park
- Subject Area



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: 9/11/24
Project: FELDMAN KIA
Version #: 1

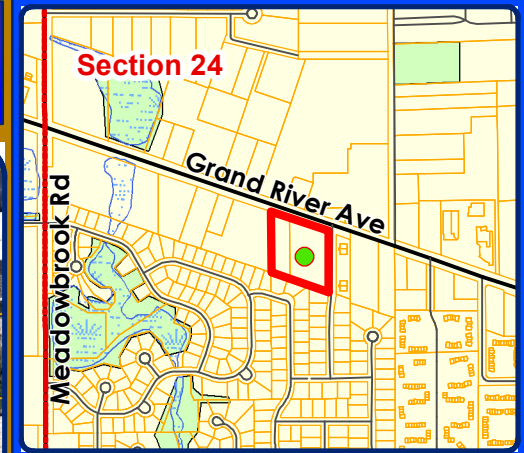


MAP INTERPRETATION NOTICE




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

JZ24-32 FELDMAN KIA PRO

NATURAL FEATURES



Legend

-  WETLANDS
-  WOODLANDS
-  Subject Area



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: 9/11/24
Project: FELDMAN KIA
Version #: 1

0 55 110 220 330 Feet
1 inch = 250 feet



MAP INTERPRETATION NOTICE

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

PRO CONCEPT PLAN

FELDMAN KIA OF NOVI

40575 GRAND RIVER AVENUE

PRELIMINARY SITE PLAN

CITY OF NOVI, OAKLAND COUNTY

LEGEND:

EX. CATCH BASIN	EX. SOIL BORING
EX. MANHOLE	EX. WALKBOX
EX. END SECTION	EX. GENERATOR
EX. OVERFLOW STRUCTURE	EX. MONITOR WELL
EX. DOWNSPOUT/ROOF DRAIN	EX. AIR CONDITIONER
EX. CLEANDUT	EX. TRAFFIC SIGNAL
EX. WATER GATE VALVE	EX. FENCE
EX. HYDRANT	PROP. FINISH FLOOR ELEVATION
EX. WATER VALVE	PROP. CURB & GUTTER (PITCH IN)
EX. WATER SHUTOFF	PROP. CURB & GUTTER (PITCH OUT)
EX. FIRE DEPT. CONNECTION	PROP. STORM SEWER
EX. GAS SHUTOFF	PROP. WATER MAIN
EX. GAS VENT	PROP. SANITARY SEWER
EX. ELECTRIC/GAS METER	PROP. STRUCTURE
EX. HANDHOLE	PROP. END SECTION
EX. PEDESTAL	PROP. CLEAN-OUT
EX. TRANSFORMER	PROP. HYDRANT
EX. LIGHTPOLE	PROP. GATE VALVE
EX. UTILITY POLE	PROP. CURB BOX
EX. GUY ANCHOR	PROP. E.V. CHARGING STATION
EX. TREE	PROP. GUTTER ELEV.
EX. TREE TAG & NUMBER	PROP. TOP OF CURB ELEV.
EX. TREE LINE	PROP. TOP OF WALK ELEV.
EX. SANITARY SEWER	PROP. TOP OF PAVEMENT ELEV.
EX. STORM SEWER	PROP. SPOT ELEV.
EX. WATER MAIN	PROP. DRAINAGE ARROW
EX. ELECTRIC CABLE	PROP. SILT FENCE
EX. COMMUNICATION	PROP. TREE PROTECTION FENCE
EX. GAS LINE	PROP. INLET FILTER
EX. OVERHEAD LINE	PROP. ASPHALT
EX. SIGN	PROP. CONCRETE
EX. POST/BOLLARD	PROP. LIGHT POLE
EX. FLAGPOLE	
EX. WATER WELL	
EX. RAILROAD SIGNAL	
EX. SATELLITE DISH	
EX. BOULDER	
EX. TREE STUMP	
EX. PARKING METER	
EX. UTILITY MARKER	
EX. E.V. CHARGING STATION	



LOCATION MAP

SCALE: 1" = 300'

APPLICANT/OWNER:

FELDMAN AUTOMOTIVE INC.
30400 LYON CENTER DRIVE EAST
NEW HUDSON, MI 48165
CONTACT: STEVEN SALTZ
PHONE: (248) 298-9280

ARCHITECT:

STUDIO DETROIT ARCHITECTS
2040 PARK AVE, SUITE 200
DETROIT, MI 48226
CONTACT: PETER PENTESCU, ARCHITECT
PHONE: (586) 747-9717

LANDSCAPE ARCHITECT:

ALLEN DESIGN
557 CARPENTER
NORTHVILLE, MI 48167
CONTACT: JIM ALLEN, LA
PHONE: (248) 467-4668

SURVEYOR/ENGINEER:

ALPINE ENGINEERING, INC.
46892 WEST ROAD, SUITE 109
NOVI, MI 48377
CONTACT: SHILOH DAHLIN, PE
PHONE: (248) 926-3701

SHEET INDEX

1	COVER SHEET
2	PRELIMINARY SITE PLAN
3	TOPOGRAPHIC SURVEY
4	PRELIMINARY GRADING PLAN
5	PRELIMINARY UTILITY PLAN
6	PRELIMINARY STORM WATER MANAGEMENT PLAN
7	SITE DETAILS - 1
8	SITE DETAILS - 2

ALLEN DESIGN

L-1	LANDSCAPE PLAN
L-2	WOODLAND PLAN
L-3	LANDSCAPE DETAILS
L-4	JOSEPH DRIVE

STUDIO DETROIT ARCHITECTS

TS1.5	COMPOSITE FLOOR PLAN
SP1.1	ARCHITECTURAL SITE PLAN
SP1.2	ARCHITECTURAL SITE PLAN - SIGNAGE
SP1.3	ARCHITECTURAL SITE PLAN - PRO SIGNAGE
SP1.4	ARCHITECTURAL SITE DETAILS
A2.1	EXTERIOR ELEVATIONS
P-1	PHOTOMETRICS PLAN
P-2	PHOTOMETRICS PLAN - ISOMETRIC VIEW
P-3	PHOTOMETRIC RENDERING PLAN
P-4	PHOTOMETRIC RENDERING PLAN - ISOMETRIC VIEW

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

COMMERCIAL
SITE ENGINEERING
INDUSTRIAL/COMMERCIAL UNIT
LAND SURVEYING
CONSTRUCTION LAYOUT

SURVEYING
BOUNDARY SURVEYS
TOPOGRAHY SURVEYS
PARCEL SPOUTS

RESIDENTIAL
SITE ENGINEERING
CONDOMINIUM UNIT
PLOT PLANS
CONSTRUCTION LAYOUT



811
Know what's below
Call before you dig.

CLIENT: FELDMAN 40575 GRAND RIVER AVENUE, LLC
COVER SHEET
SECTION: 24
FELDMAN KIA OF NOVI
TOWNSHIP OF NOVI
OAKLAND COUNTY
MICHIGAN

DATE: 08-22-2023
DRAWN BY: SD
CHECKED BY: TO
SCALE: 1" = 40 FT.
VER 1" = 40 FT.

DATE: 08-22-2023
DRAWN BY: SD
CHECKED BY: TO
SCALE: 1" = 40 FT.
VER 1" = 40 FT.

DATE: 08-22-2023
DRAWN BY: SD
CHECKED BY: TO
SCALE: 1" = 40 FT.
VER 1" = 40 FT.

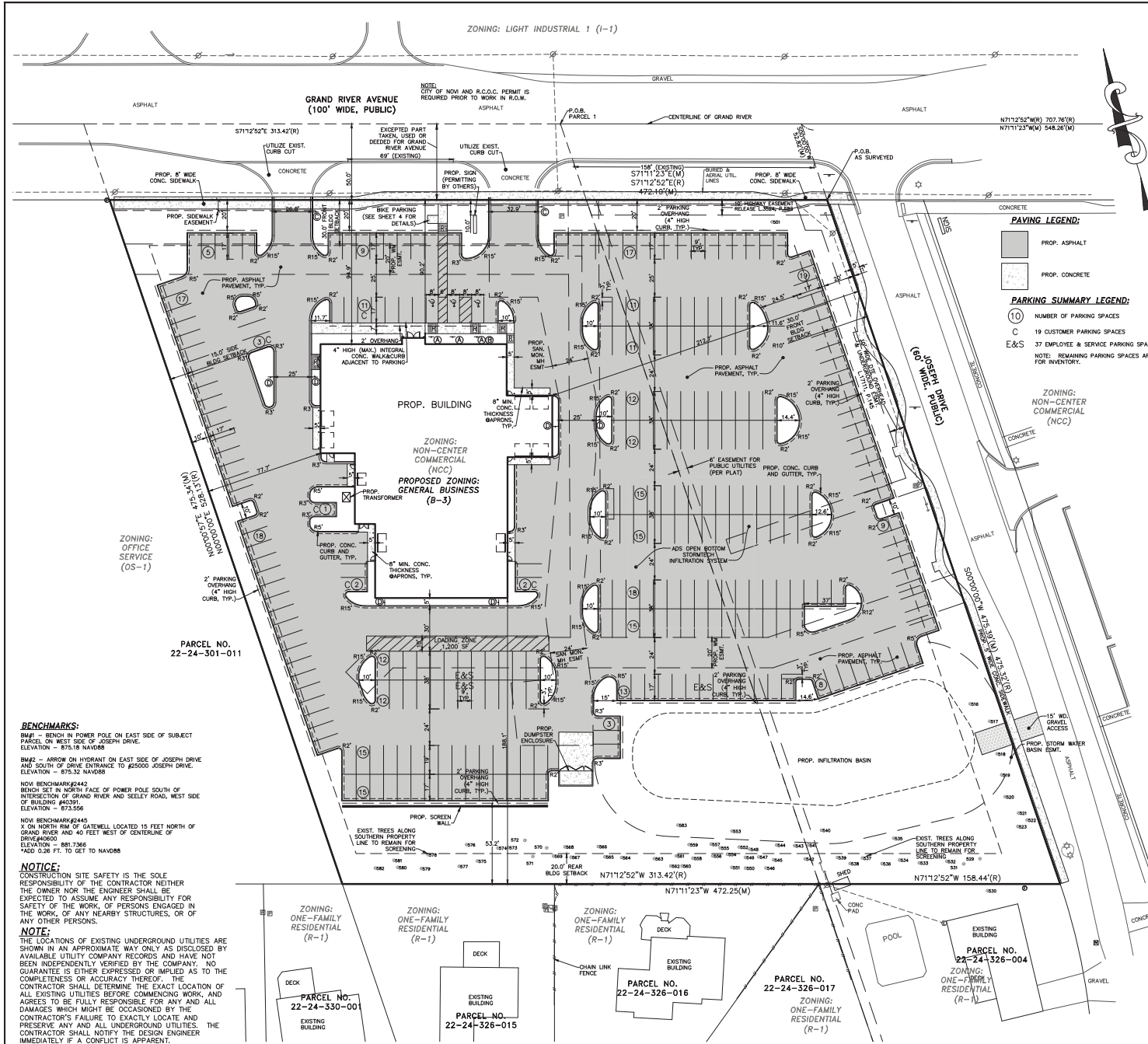
DATE: 08-22-2023
DRAWN BY: SD
CHECKED BY: TO
SCALE: 1" = 40 FT.
VER 1" = 40 FT.

DATE: 08-22-2023
DRAWN BY: SD
CHECKED BY: TO
SCALE: 1" = 40 FT.
VER 1" = 40 FT.

DATE: 08-22-2023
DRAWN BY: SD
CHECKED BY: TO
SCALE: 1" = 40 FT.
VER 1" = 40 FT.



NOT FOR CONSTRUCTION



PARCEL ID:
22-24-301-014 & 22-24-326-024

SITE DATA:
SITE AREA: 4.88± ACRES GROSS
4.88± ACRES NET

EXISTING ZONING: NCC NON-CENTER COMMERCIAL

PROPOSED ZONING: B3 GENERAL BUSINESS

PROPOSED BUILDING: 18,830 S.F. (FIRST FLOOR)
1,322 S.F. (MEZZANINE)
20,152 S.F. TOTAL GROSS

SETBACKS: 30' FRONT MIN.
15' SIDE MIN.
20' REAR MIN.

REQUIRED VEHICLE PARKING: MOTOR VEHICLE SALES AND SERVICE ESTABLISHMENTS - ONE (1) FOR EACH TWO HUNDRED (200) SQUARE FEET OF USABLE FLOOR AREA OF SALES ROOM AND ONE (1) FOR EACH ONE (1) AUTO SERVICE STALL IN THE SERVICE ROOM

SALES AREA = 7,716 S.F. SHOWROOM / 200 = 39 SPACES
SERVICE BAYS = 12 SERVICE BAYS X 1 = 12 SPACES

REQUIRED VEHICLE PARKING: 51 SPACES
PROVIDED VEHICLE PARKING: 300 SPACES (INCLUDES 3 BARRIER FREE SPACES AND INVENTORY SPACES)

REQUIRED BICYCLE PARKING: 2 SPACES
PROVIDED BICYCLE PARKING: 2 SPACES

MAXIMUM HEIGHT OF STRUCTURES: 2 STORIES/30 FEET

FIRE DEPARTMENT NOTES:

- 1) ALL FIRE HYDRANTS MUST BE INSTALLED AND OPERATIONAL PRIOR TO ANY COMBUSTIBLE MATERIAL IS BROUGHT ON SITE. P.C. 201.3.1
- 2) NEW BUILDINGS AND EXISTING BUILDINGS SHALL COMPLY WITH THE INTERNATIONAL FIRE CODE SECTION 910 FOR EMERGENCY RADIO COVERAGE. THIS SHALL BE COMPLETED BY THE TIME THE FINAL INSPECTION OF THE FIRE ALARM AND FIRE SUPPRESSION PERMITS.
- 3) FIRE LINES 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 NOV.
- 4) 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 11-236(b)(5))

GENERAL SITE NOTES:

- 1) ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOV STANDARDS AND SPECIFICATIONS.
- 2) ROOFTOP EQUIPMENT MUST BE SCREENED PER ORDINANCE REQUIREMENTS.
- 3) EXTERIOR LIGHTING MUST COMPLY WITH SECTION 2511 OF THE CITY OF NOV CODE.
- 4) RIGHT OF WAY PERMIT IS REQUIRED FROM THE CITY OF NOV/R.C.O.C. FOR ANY WORK IN THE GRAND RIVER AVENUE AND JOSEPH DRIVE, RIGHT-OF-WAY.
- 5) ALL SIGNS SHALL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES (CHAPTER 28) OF THE CITY OF NOV, AND WHERE REQUIRED SHALL BE RENEWED AND APPROVED BY THE DEPARTMENT OF BUILDING AND SAFETY AND A PERMIT ISSUED. NO SIGNS (OTHER THAN TRAFFIC CONTROL SIGNS) ARE APPROVED AS PART OF THIS SITE PLAN APPROVAL. PRIOR TO ERECTION OF A SIGN, AN APPLICATION AND APPROPRIATE SUBMISSIONS SHALL BE MADE TO THE BUILDING DEPARTMENT FOR REVIEW, APPROVAL AND ISSUANCE OF A SIGN PERMIT.
- 6) ALL PARKING AND TRAFFIC CONTROL SIGNS SHALL COMPLY WITH THE CURRENT DESIGN AND PLACEMENT REQUIREMENTS OF THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUCD).
- 7) NOTIFY THE CITY OF NOV A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- 8) CALL MISS DIG (811) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- 9) ALL SOIL EROSION AND SILT MUST BE CONTROLLED AND CONTAINED ON-SITE.
- 10) ALL EXCAVATION WORK OR WITHIN A 1 ON 1 INFLUENCE OF PUBLIC PAVEMENT, EXISTING OR PROPOSED, SHALL BE BACKFILLED AND COMPACTED WITH SAND (CLASS II MDT).
- 11) THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES.
- 12) PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT, ENGINEERING SITE INSPECTION IS REQUIRED.
- 13) IF DETERIORATION IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO SUBMIT A DETERIORATION PLAN TO THE CITY ENGINEERING DIVISION FOR REVIEW.
- 14) DIMENSIONS OF PARKING SPACES ABUTTING A CURB OR SIDEWALK BE 8 FEET WIDE IF THE FACE OF CURB OR WALK. ALL OTHER DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE INDICATED.
- 15) NO MAJOR REPAIR OR MAJOR REFINISHING TO BE DONE IN THE LOT.

TRAFFIC SIGNING REQUIREMENTS

ITEM	MMUCD CODE	QUANTITY	SIZE	DESCRIPTION
(A)	R7-8	3	12"x18"	RESERVED PARKING ONLY
(B)	R7-8P	1	12"x6"	VAN ACCESSIBLE
(C)	R1-1	2	30"x30"	STOP
(D)	R7-9A MOD	6	12"x18"	NO PARKING FIRE LANE

TRAFFIC SIGNING AND STRIPING REQUIREMENTS

- 1) ALL PERMANENT AND TEMPORARY TRAFFIC SIGNAGE & STRIPING SHALL COMPLY WITH THE 2011 MMUCD.
- 2) SIGN POSTS ARE REQUIRED TO BE U-CORNER FOR ALL SIGNS. SIGN POSTS SHOULD BE TWO LB FOR SIGNS LESS THAN 12"x18". SIGN POSTS SHOULD BE THREE LB FOR SIGNS GREATER THAN 12"x18". FOR POSTS WITH MULTIPLE SIGNS, OR STREET NAME SIGNS.
- 3) STRIPING FOR HANDICAPPED PARKING SPACES SHALL BE BLUE AND MARKINGS FOR NON-HANDICAPPED PARKING SPACES SHALL BE WHITE. WHERE A HANDICAPPED PARKING SPACE ADJUTS A NON-HANDICAPPED SPACE, THE TWO SPACES SHALL BE SEPARATED BY ANITING BLUE AND WHITE STRIPES.
- 4) AN END PARKING SPACE ABUTTING A CURB OR WALK SHOULD BE 8 FEET WIDE IF DESIGNATED A HANDICAPPED SPACE OR 9 FEET WIDE IF NOT. THESE WIDTHS ARE REFERENCED TO THE FACE OF CURB OR WALK.
- 5) EACH INTERNATIONAL SYMBOL OF ACCESSIBILITY (WHEELCHAIR) TO BE PAINTED ON THE PAVEMENT SHALL BE WHITE.
- 6) SEE SHEET 7 FOR BARRIER FREE PARKING DETAILS.
- 7) ALL SIGNS ARE TO BE LOCATED AT LEAST 2 FEET FROM THE EDGE OF A CURB OR PEDESTRIAN WALKWAY WITH SIGN BOTTOM HEIGHT 7 FEET FROM FINAL GRADE (EXCEPT AS NOTED).
- 8) HIGH-INTENSITY PRISMATIC (HPI) SHEETING TO MEET FHWA RETRO-REFLECTIVITY.
- 9) FHWA STANDARD ALPHABET SERIES TO BE USED FOR ALL SIGN LANGUAGE.

NOT FOR CONSTRUCTION

COMMERCIAL
SITE ENGINEERING
TODAY'S PROJECTS
CONSTRUCTION LAYOUT

SURVEYING
BOUNDARY SURVEYS
TODAY'S PROJECTS
CONSTRUCTION LAYOUT

RESIDENTIAL
SITE ENGINEERING
TODAY'S PROJECTS
CONSTRUCTION LAYOUT

ALPINE ENGINEERING INC.
CIVIL ENGINEERS & LAND SURVEYORS

4882 WEST ROAD
SUITE 109
NOVI, MICHIGAN 48377
(248) 938-3700 (BUS)
(248) 938-3700 (FAX)
WWW.ALPINE-INC.NET

PRELIMINARY SITE PLAN

CLIENT: FELDMAN 40575 GRAND RIVER AVENUE, LLC

SECTION: 24

REVISION: 2023-12-19 PRE-APP. SUBMITTAL
2024-01-24 PER CITY
2024-05-09 PRO SUBMITTAL

DATE: 09-20-2023

DRAWN BY: SD/TO

CHECKED BY: SD/TO

SCALE: 1"=30' FT.

23-148



BENCHMARKS:
BM#1 - BENCH IN POWER POLE ON EAST SIDE OF SUBJECT PARCEL, ON WEST SIDE OF JOSEPH DRIVE.
ELEVATION - 875.18 NAVD88
BM#2 - ARROW ON HYDRANT ON EAST SIDE OF JOSEPH DRIVE AND SOUTH OF DRIVE ENTRANCE TO #6500 JOSEPH DRIVE.
ELEVATION - 875.32 NAVD88
NOV BENCHMARK#2442
BENCH SET IN NORTH FACE OF POWER POLE SOUTH OF INTERSECTION OF GRAND RIVER AND SHELLEY ROAD, WEST SIDE OF BUILDING #40301.
ELEVATION - 873.556
NOV BENCHMARK#2445
1 ON NORTH RM OF GATEMELL LOCATED 15 FEET NORTH OF GRAND RIVER AND 40 FEET WEST OF CENTERLINE OF DRIVE#40000
ELEVATION - 881.736
HWD 0.38 FT. TO GET TO NAVD88

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

- LEGEND:**
- | | | | |
|---|---------------------------|---|---------------------------|
| ⊗ | EX. CATCH BASIN | ⊗ | EX. TREE |
| ⊙ | EX. MANHOLE | ⊗ | EX. TREE TAG & NUMBER |
| ⊖ | EX. END SECTION | ⊗ | EX. TREE LINE |
| ⊕ | EX. OVERFLOW STRUCTURE | ⊗ | EX. SANITARY SEWER |
| ⊕ | EX. DOWNSPOUT/ROOF DRAIN | ⊗ | EX. STORM SEWER |
| ⊕ | EX. CLEANOUT | ⊗ | EX. WATER MAIN |
| ⊕ | EX. WATER GATE VALVE | ⊗ | EX. ELECTRIC CABLE |
| ⊕ | EX. HYDRANT | ⊗ | EX. GAS LINE |
| ⊕ | EX. WATER VALVE | ⊗ | EX. OVERHEAD LINE |
| ⊕ | EX. FIRE SHUTOFF | ⊗ | EX. SIGN |
| ⊕ | EX. FIRE DEPT. CONNECTION | ⊗ | EX. POST/ROAD |
| ⊕ | EX. GAS SHUTOFF | ⊗ | EX. FLAGPOLE |
| ⊕ | EX. GAS VENT | ⊗ | EX. WATER WELL |
| ⊕ | EX. ELECTRIC/GAS METER | ⊗ | EX. RAILROAD SIGNAL |
| ⊕ | EX. HANDHOLE | ⊗ | EX. SATELLITE DISH |
| ⊕ | EX. PEDESTAL | ⊗ | EX. BOULDER |
| ⊕ | EX. TRANSFORMER | ⊗ | EX. TREE STUMP |
| ⊕ | EX. LIGHTPOLE | ⊗ | EX. PARKING METER |
| ⊕ | EX. UTILITY POLE | ⊗ | EX. UTILITY MARKER |
| ⊕ | EX. GUY ANCHOR | ⊗ | EX. E.V. CHARGING STATION |

DESCRIPTION PARCEL 1:
(PER TITLE COMMITMENT)
PARCEL NO. 22-24-326-014
A PARCEL OF LAND IN THE WEST 1/2 OF SECTION 24, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVA, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT DISTANT DUE NORTH 508.19 FEET AND NORTH 71 DEGREES 12 MINUTES 52 SECONDS WEST 707.76 FEET FROM THE SOUTH 1/4 CORNER OF SAID SECTION; THENCE DUE SOUTH 508.19 FEET ALONG THE WEST LINE OF LESLIE PARK SUBDIVISION, AS RECORDED IN LIBER 83, PAGE 27, OAKLAND COUNTY RECORDS; THENCE NORTH 71 DEGREES 12 MINUTES 52 SECONDS WEST 313.42 FEET; THENCE DUE NORTH 508.13 FEET; THENCE ALONG THE CENTERLINE OF GRAND RIVER AVENUE SOUTH 71 DEGREES 12 MINUTES 52 SECONDS EAST 313.42 FEET TO THE POINT OF BEGINNING, EXCEPT THAT PART TAKEN, USED OR DECIDED FOR GRAND RIVER AVENUE.

DESCRIPTION PARCEL 2:
(PER TITLE COMMITMENT)
PARCEL NO. 22-24-326-024
A PARCEL OF LAND IN THE WEST 1/2 OF SECTION 24, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVA, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT DISTANT DUE NORTH 508.19 FEET AND NORTH 71 DEGREES 12 MINUTES 52 SECONDS WEST 707.76 FEET FROM THE SOUTH 1/4 CORNER OF SAID SECTION; THENCE DUE SOUTH 508.19 FEET ALONG THE WEST LINE OF LESLIE PARK SUBDIVISION, AS RECORDED IN LIBER 83, PAGE 27, OAKLAND COUNTY RECORDS; THENCE NORTH 71 DEGREES 12 MINUTES 52 SECONDS WEST 313.42 FEET; THENCE DUE NORTH 508.13 FEET; THENCE ALONG THE CENTERLINE OF GRAND RIVER AVENUE SOUTH 71 DEGREES 12 MINUTES 52 SECONDS EAST 313.42 FEET TO THE POINT OF BEGINNING, EXCEPT THAT PART TAKEN, USED OR DECIDED FOR GRAND RIVER AVENUE.

OVERALL DESCRIPTION:
(PER TITLE COMMITMENT)
PARCEL NO. 22-24-326-004
A PARCEL OF LAND IN THE WEST 1/2 OF SECTION 24, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVA, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS BEGINNING AT A POINT DISTANT DUE NORTH 508.19 FEET AND NORTH 71 DEGREES 12 MINUTES 52 SECONDS WEST 707.76 FEET FROM THE SOUTH 1/4 CORNER OF SAID SECTION; THENCE DUE SOUTH 508.19 FEET ALONG THE WEST LINE OF LESLIE PARK SUBDIVISION, AS RECORDED IN LIBER 83, PAGE 27, OAKLAND COUNTY RECORDS; THENCE NORTH 71 DEGREES 12 MINUTES 52 SECONDS WEST 313.42 FEET; THENCE DUE NORTH 508.13 FEET; THENCE ALONG THE CENTERLINE OF GRAND RIVER AVENUE SOUTH 71 DEGREES 12 MINUTES 52 SECONDS EAST 313.42 FEET TO THE POINT OF BEGINNING, EXCEPT THAT PART TAKEN, USED OR DECIDED FOR GRAND RIVER AVENUE.

NOTE:
BOUNDARY SURVEY AND TOPOGRAPHICAL SURVEY PROVIDED BY NOWAK & FRAUS ENGINEERS, INC. FOR THE CLIENT.

NOT FOR CONSTRUCTION

COMMERCIAL
SITE ENGINEERING
TOPOGRAPHIC SURVEY
CONSTRUCTION LAYOUT

RESIDENTIAL
SITE ENGINEERING
TOPOGRAPHIC SURVEY
CONSTRUCTION LAYOUT

ALPINE ENGINEERING, INC.
4885 WEST 8040
SUITE 109
NOVA, MICHIGAN 48877
(248) 308-3701 (BUS)
(248) 308-3755 (FAX)
WWW.ALPI-INC.NET

811
Know what's below
Call before you dig.

FELDMAN 40575 GRAND RIVER AVENUE, LLC

TOPOGRAPHIC SURVEY

FELDMAN KIA OF NOVI
TOWNSHIP IN
OAKLAND COUNTY
MICHIGAN

SECTION: 24

CLIENT: FELDMAN 40575 GRAND RIVER AVENUE, LLC

REVISED
2023-12-19 PRE-APP. SUBMITTAL
2024-05-09 PRO SUBMITTAL

DATE: 09-20-2023

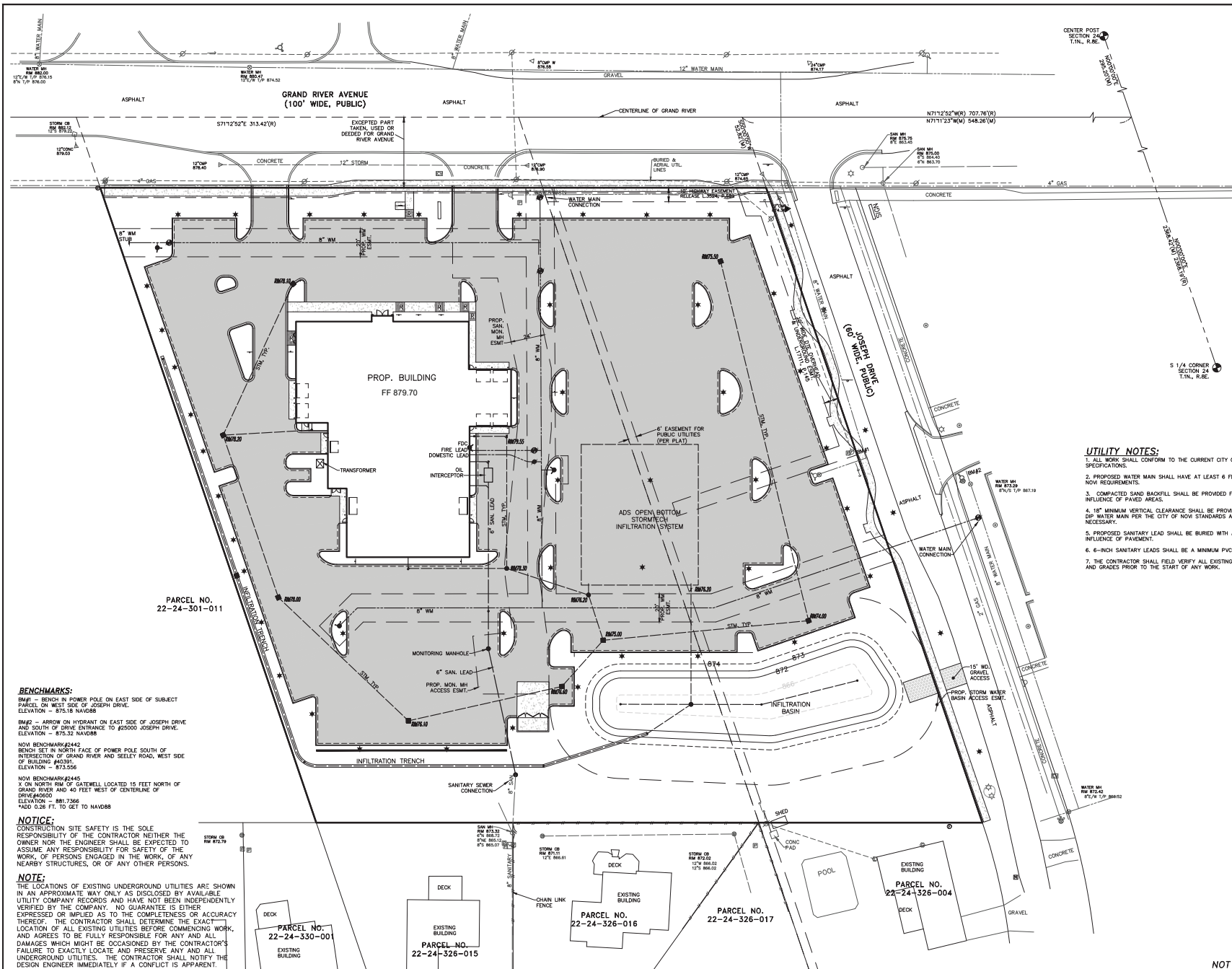
DRAWN BY: SD/TG

CHECKED BY: SD/TG

SCALE: 1"=30' FT.

3

23-148



- UTILITY NOTES:**
1. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.
 2. PROPOSED WATER MAIN SHALL HAVE AT LEAST 6 FEET OF COVER PER CITY OF NOVI REQUIREMENTS.
 3. COMPACTED SAND BACKFILL SHALL BE PROVIDED FOR ALL UTILITIES WITHIN THE INFLUENCE OF PAVED AREAS.
 4. 18" MINIMUM VERTICAL CLEARANCE SHALL BE PROVIDED AT ALL UTILITY CROSSINGS. DIP WATER MAIN PER THE CITY OF NOVI STANDARDS AND SPECIFICATIONS, AS NECESSARY.
 5. PROPOSED SANITARY LEAD SHALL BE BURIED WITH AT LEAST 5 FEET WHEN UNDER INFLUENCE OF PAVEMENT.
 6. 6-INCH SANITARY LEADS SHALL BE A MINIMUM PVC SDR 23.5.
 7. THE CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS, INVERTS AND GRADES PRIOR TO THE START OF ANY WORK.

BENCHMARKS:

BM#1 - BENCH IN POWER POLE ON EAST SIDE OF SUBJECT PARCEL ON WEST SIDE OF JOSEPH DRIVE.
ELEVATION - 875.18 NAVD83

BM#2 - ARROW ON HYDRANT ON EAST SIDE OF JOSEPH DRIVE AND SOUTH OF DRIVE ENTRANCE TO #25000 JOSEPH DRIVE.
ELEVATION - 875.32 NAVD83

NOVI BENCHMARK#2442
BENCH SET IN NORTH FACE OF POWER POLE SOUTH OF INTERSECTION OF GRAND RIVER AND SEELEY ROAD, WEST SIDE OF BUILDING #4001.
ELEVATION - 873.556

NOVI BENCHMARK#2445
7' ON NORTH RM OF GATEWELL LOCATED 15 FEET NORTH OF GRAND RIVER AND 40 FEET WEST OF CENTERLINE OF DRIVE#4000
ELEVATION - 881.7366
HDD 0.28 FT. TO GET TO NAVD83

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

COMMERCIAL
SITE ENGINEERING
TODAY'S PROJECTS
CONSTRUCTION LAYOUT

SURVEYING
BOUNDARY SURVEYS
TODAY'S PROJECTS
CONSTRUCTION LAYOUT

RESIDENTIAL
SITE ENGINEERING
TODAY'S PROJECTS
CONSTRUCTION LAYOUT

ALPINE
ENGINEERING INC.
CIVIL ENGINEERS & LAND SURVEYORS

811
Know what's below
Call before you dig.

CLIENT: FELDMAN 40575 GRAND RIVER AVENUE, LLC

SECTION: 24

PRELIMINARY UTILITY PLAN

RANGE: BE

FELDMAN KIA OF NOVI
TOWNSHIP IN
OAKLAND COUNTY
MICHIGAN

REVISED
2023-12-19 PRE-APP. SUBMITTAL
2024-05-09 PRO SUBMITTAL

DATE: 09-20-2023
DRAWN BY: SD/TG
CHECKED BY: SD/TG

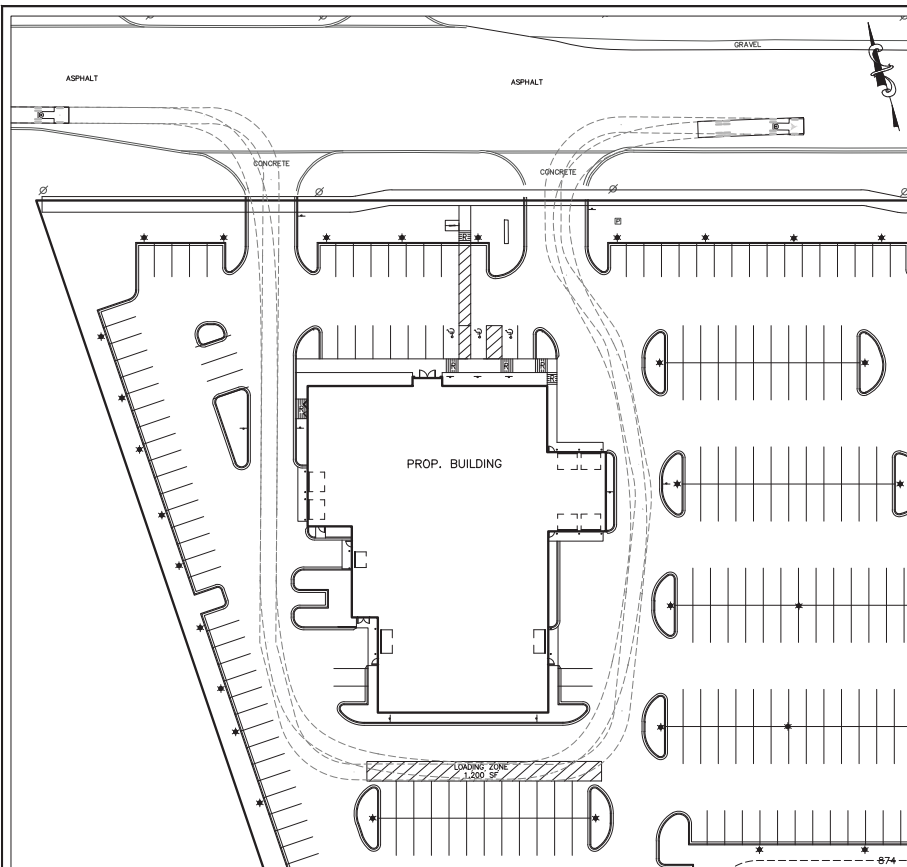
FBK: 389
CHP: BAJ

SCALE: HOR 1"=30 FT.
VER 1"=5 FT.

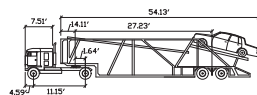
5

23-148

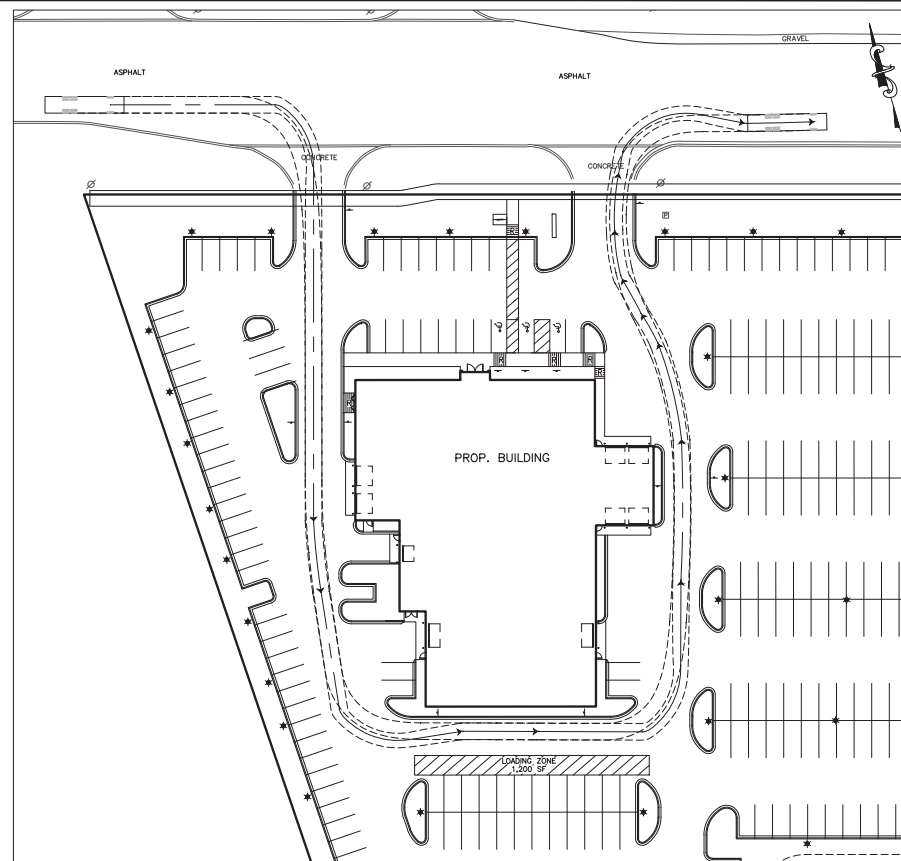
NOT FOR CONSTRUCTION



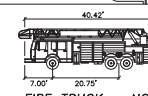
CAR HAULER TURNING
1" = 30'



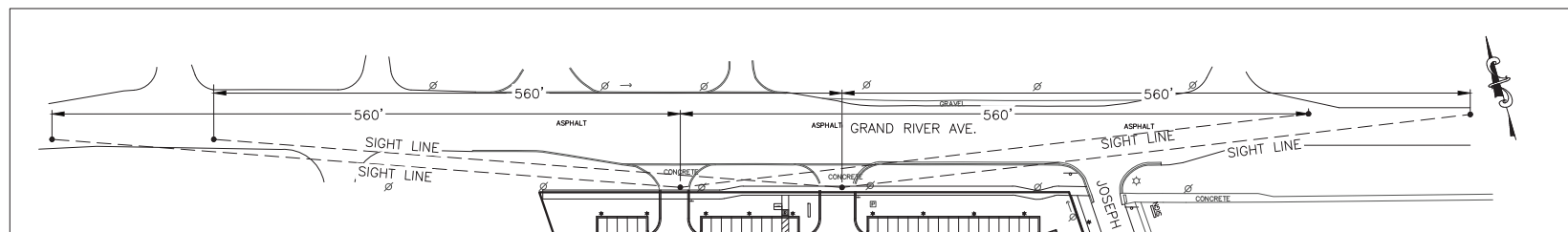
CAR HAULER
Tractor Width : 8.20' Lock In Lock Time : 6.0s
Tractor Width : 8.20' Steering Angle : 21.2°
Tractor Track : 8.20' Articulating Angle : 70.7°
Trailer Track : 8.20'



FIRE TRUCK TURNING
1" = 30'



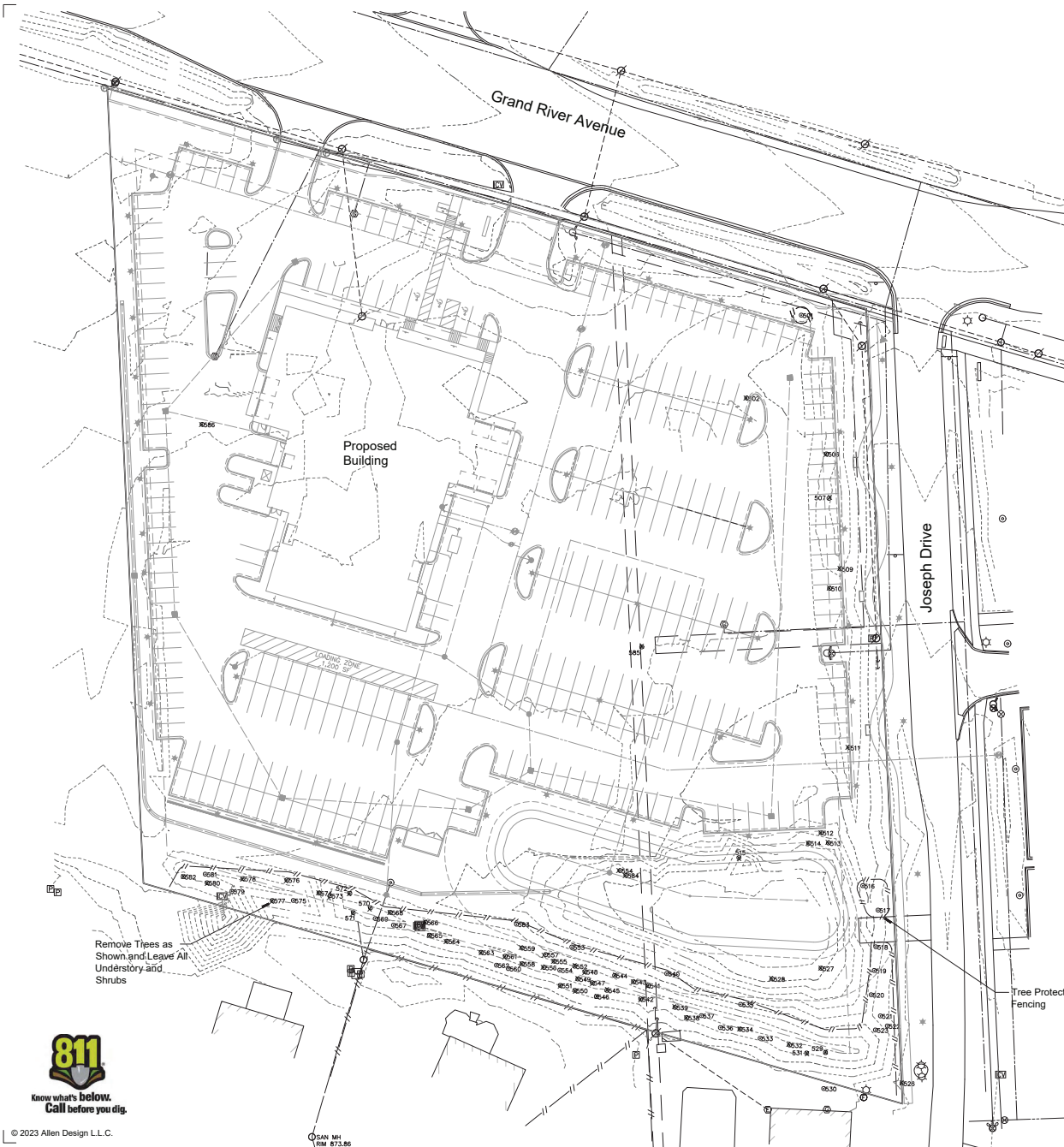
FIRE TRUCK - NOVI
Width : 8.50'
Truck : 8.50'
Lock to Lock Time : 6.0s
Steering Angle : 33.0°



MIN. REQ'D CORNER SIGHT DISTANCE
1" = 50'

 ALPINE ENGINEERING INC. CIVIL ENGINEERS & LAND SURVEYORS 4882 WEST BOLD SUITE 109 NOV, MICHIGAN 48377 (248) 924-3701 (BUS) (248) 924-3755 (FAX) WWW.ALPI-INC.NET	COMMERCIAL SITE ENGINEERING INDUSTRIAL PLANT CONSTRUCTION LAYOUT
	SURVEYING BOUNDARY SURVEYS TOWNSHIP SURVEYS PARCEL SLOTS
RESIDENTIAL SITE CONDOMINIUM PLOT PLANS CONSTRUCTION LAYOUT	811 Know what's below Call before you dig.
CLIENT: FELDMAN 40575 GRAND RIVER AVENUE, LLC	SECTION: 24 FELDMAN KIA OF NOVI RANDE BE TOWNSHIP IN OAKLAND COUNTY MICHIGAN
REVISION 2023-12-19 PRE-APP. SUBMITTAL 2024-05-09 PRO SUBMITTAL	DATE: 09-20-2023 DRAWN BY: SD/TO CHECKED BY: SD/TO
FBK: 389 CHF: BAJ	SCALE: 1" = 30' FT. VER: 1" = 50' FT.
8	23-148

NOT FOR CONSTRUCTION



Woodland Summary

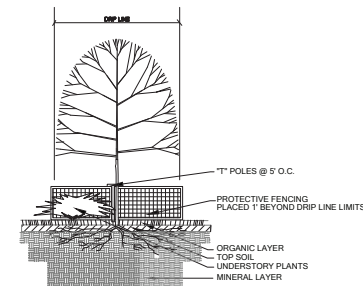
Total Trees	81 Trees
Less Non - Regulated Trees:	
Non-Regulated Trees	70 Trees
Net Regulated Trees	2 Regulated Trees
Regulated Trees Removed	1 Trees
Replacement Required	
Trees 5' - 11'	0 trees x 1=
Trees 11' - 20'	0 trees x 2=
Trees 20' - 30'	1 trees x 3=
Trees 30' +	0 trees x 4=
Multi-Stemmed Trees (5 Trees)	0 Trees
Replacement Required	3 Trees

*X Denotes Tree to be Removed

Tree List

Tree	Proposed Name	Common Name	Age	Size	Condition	Comments	Status	Replacement
501	Picea canadensis	Broadleaf	10	8	fair	optimum branching	Save	
502	Picea canadensis	Arctostaphylos	11	9	fair	pruning strategy - no, partial roots	Remove	0
503	Picea canadensis	Colochea	8	8	fair	detached, insect	Remove	0
504	Picea canadensis	Agave	8	8	poor	extensive branching	Remove	0
505	Picea canadensis	Colochea	10	10	fair	insect, virus, detached	Save	
506	Picea canadensis	Colochea	8	8	good		Remove	0
507	Picea canadensis	Colochea	12	12	good		Remove	0
508	Picea canadensis	Colochea	10	10	good		Remove	0
509	Picea canadensis	Colochea	8	8	fair	insect	Remove	0
510	Picea canadensis	Colochea	13	13	fair	insect, competition	Remove	0
511	Picea canadensis	Colochea	11	11	fair	insect, insect	Remove	0
512	Picea canadensis	Colochea	11	11	fair	insect, competition	Save	
513	Picea canadensis	Colochea	12	12	fair	insect, competition	Save	
514	Picea canadensis	Colochea	14	14	fair	insect, competition	Save	
515	Picea canadensis	Colochea	10	10	fair	insect, competition	Save	
516	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
517	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
518	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
519	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
520	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
521	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
522	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
523	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
524	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
525	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
526	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
527	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
528	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
529	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
530	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
531	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
532	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
533	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
534	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
535	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
536	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
537	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
538	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
539	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
540	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
541	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
542	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
543	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
544	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
545	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
546	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
547	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
548	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
549	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
550	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
551	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
552	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
553	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
554	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
555	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
556	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
557	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
558	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
559	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
560	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
561	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
562	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
563	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
564	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
565	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
566	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
567	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
568	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
569	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
570	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
571	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
572	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
573	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
574	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
575	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
576	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
577	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
578	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
579	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
580	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
581	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
582	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
583	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
584	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
585	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
586	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
587	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
588	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
589	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	
590	Picea canadensis	Colochea	8	8	fair	insect, competition	Save	

Tree Identification Performed by Nowak and Fraus



1. Either Plastic or Wood Orange Snow Fencing (Shall be Installed at or Beyond the Drip Line, Unless Otherwise Indicated) Shall be Installed.
2. Snow Fencing Shall be Installed at or Beyond the Drip Line of the Tree to be Saved.
3. Snow Fencing Shall be Installed at or Beyond the Drip Line of the Tree to be Saved.
4. Snow Fencing Shall be Installed at or Beyond the Drip Line of the Tree to be Saved.
5. Under no Circumstances Shall the Protective Fencing be Removed Without Proper Approval from the City.
6. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
7. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
8. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
9. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
10. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
11. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
12. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
13. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
14. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
15. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
16. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
17. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
18. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
19. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.
20. No Person Shall Conduct any Activity Within Snow Fencing to Remove or Damage the Tree to be Saved.

TREE PROTECTION DETAIL

NO SCALE



Seal:



Title:

Woodland Plan

Project:

Feldman Kia of Novi
Novi, Michigan
40575 Grand River Avenue

Prepared for:

Feldman Automotive Inc.
30400 Lyon Center Drive East
Novi, Michigan 48167

Revision:

September 20, 2023
October 9, 2023
May 1, 2024

Job Number:

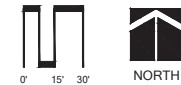
23-056

Drawn By:

jca

Checked By:

jca

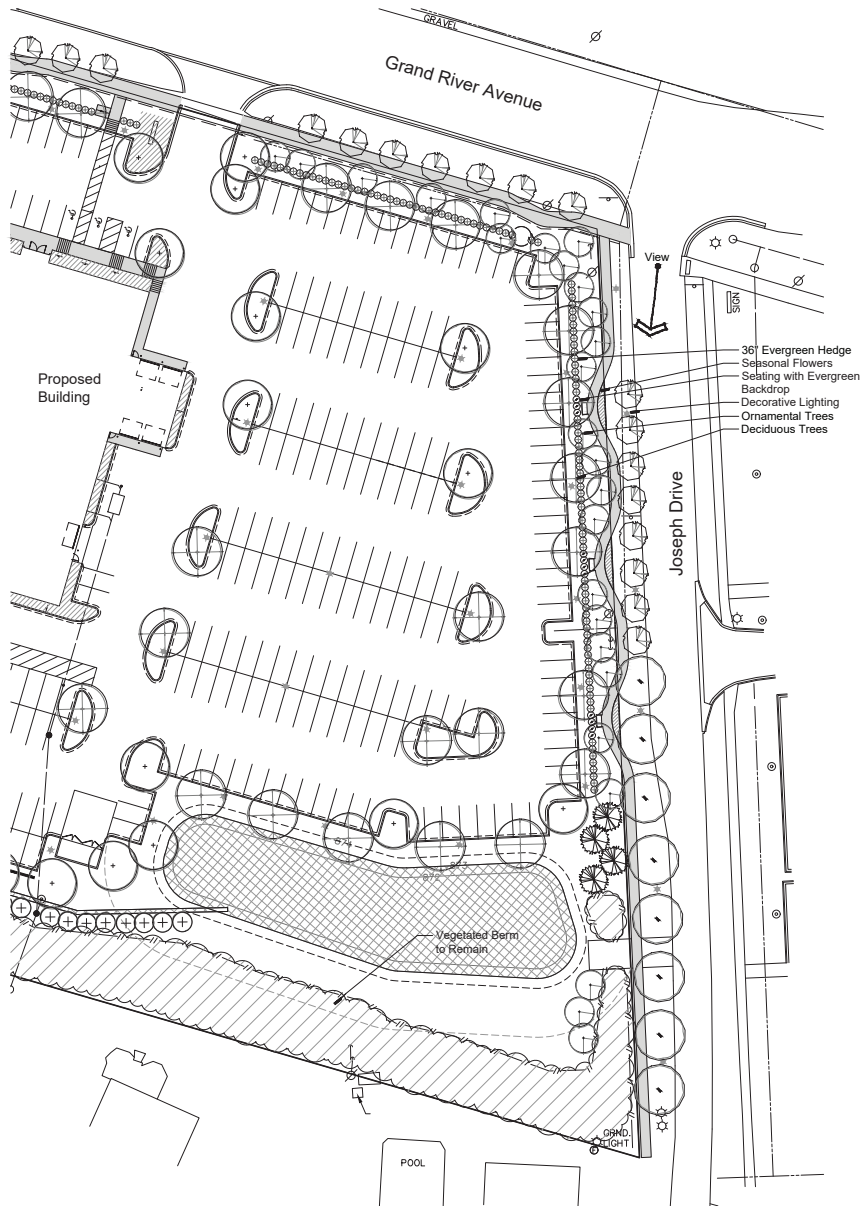


Sheet No.

L-2



© 2023 Allen Design L.L.C.



Bench - 3 Total



Street Lighting - 6 Total



Decorative Lighting
DTE Community Lighting

Joseph Drive Looking South



Seal: _____

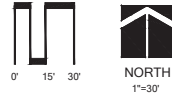
Title: _____
Joseph Drive

Project: _____
Feldman Kia of Novi
Novi, Michigan
40575 Grand River Avenue
Prepared for: _____
Feldman Kia of Novi
40575 Grand River Avenue
Novi, Michigan 48375

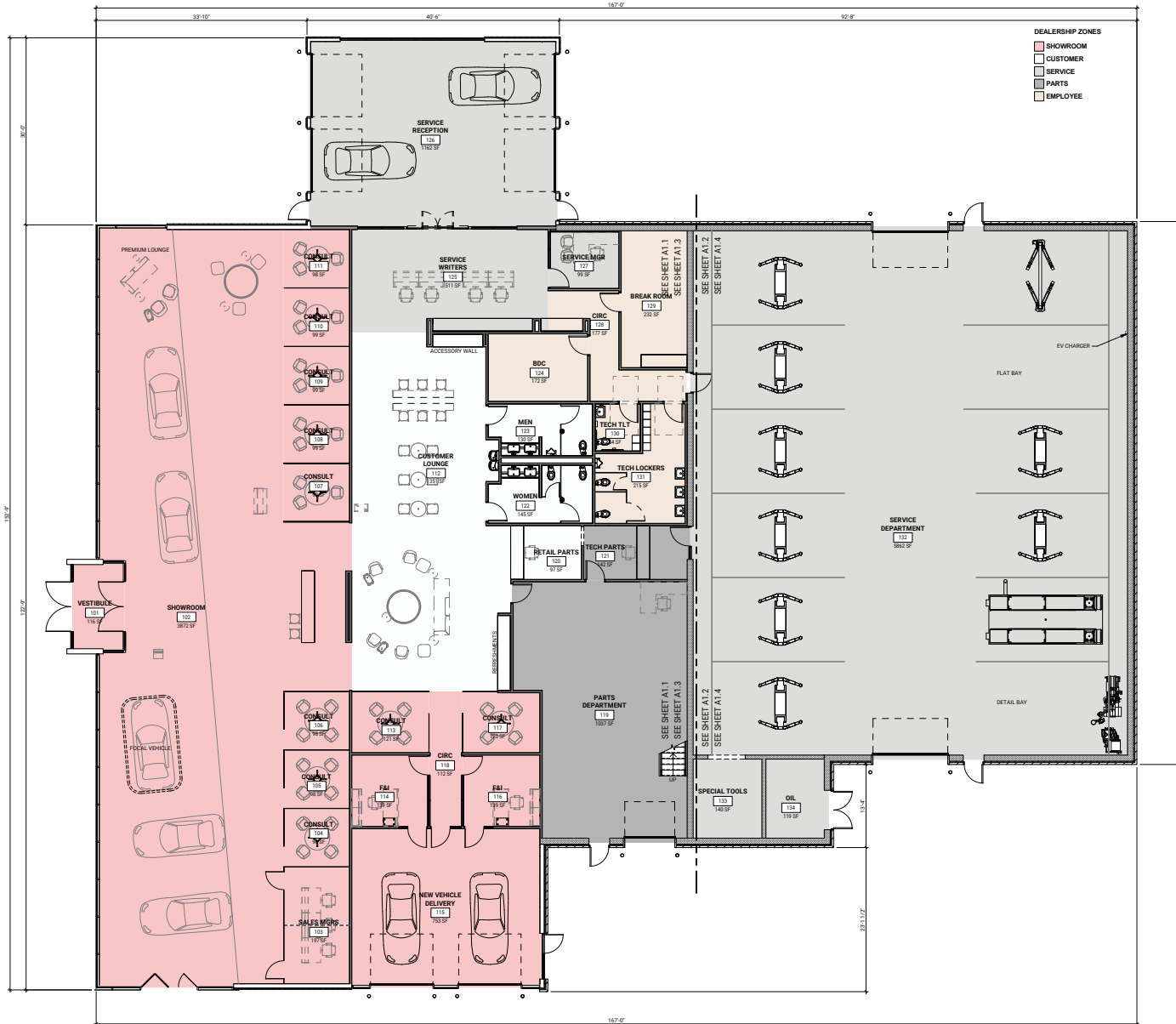
Revision: _____ Issued: _____
Review September 20, 2023
Revised October 9, 2023
Revised May 7, 2024

Job Number: _____
23-056

Drawn By: _____ Checked By: _____
jca jca



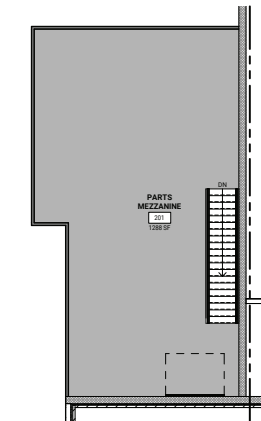
Sheet No. _____



COMPOSITE FLOOR PLAN - COMPOSITE
1/8" = 1'-0"

Address: 40575 Grand River Ave., Novi, MI 48240	City: Detroit	State: MI	Zip: 48240	Project: 2192
Author: J. Smith	Designer: J. Smith	Checker: J. Smith	Delta: J. Smith	Comments: J. Smith
Revision:	Required:	CDs:	Delta:	Comments:
Vehicle Display Units	4	5	1	5
Thompson Area Vehicle Display	2,700	5,300	600	5,741
Parts and Accessories Backlog	62	30	0	199
Cafe/Internet Bar	400	547	47	133
Office Consultation Area	400	542	142	1,040
Sales Consultation Office	4	5	1	50
Sales Administration	2,000	3,300	5,373	506
Service Department	0	222	191	351
BDC / Internet Sales	0	275	191	183
Inventory	0	80	0	706
Building (Sales)	10,454	15,366	2,912	7,718
Site - Service Storage (Sales)	14,000	212,487	84,484	10,486
Site - New vehicle display	100	100	100	100
Site - Used vehicle display	100	100	100	100
Site - Customer Parking (Sales)	0	0	0	0
Service Department	3	4	2	4
Service Drive-Up Service	1.5	1.5	1.5	4.5
Service Drive-Up	1.5	1.5	1.5	4.5
Total Parts Dept	800	2,348	1,448	2,701
Service Storage	100	801	604	805
Service Manager	1,200	1,740	640	1,815
Service Reception	1,300	1,740	640	1,815
Service Manager / Lockers	1,300	1,740	640	1,815
Total Service Dept	6,100	12,714	5,578	6,374
Building (Parts & Service)	6,100	12,714	5,578	6,374
Site - Service Storage (Service)	16,818	15,362	7,224	12,436
Site - Customer Parking (Service)	0	0	0	0
TOTAL BUILDING	3,700	27,008	996	20,132

GROSS BUILDING AREA	
FIRST FLOOR	18,830 SF
PARTS MEZZANINE	1,322 SF
TOTAL BUILDING AREA (GOS)	20,152 SF



PARTS MEZZANINE - COMPOSITE
1/8" = 1'-0"

STUDIO
DETROIT
ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM
PROJECT MANAGER

DO NOT SCALE DRAWINGS

ISSUED: 09.20.23 CITY PRE-APP

02.23.24 PRO SUBMISSION

DRAWN: FNP

CHECKED: SMB

SEAL

NOT FOR CONSTRUCTION

CLIENT

FELDMAN AUTOMOTIVE

PROJECT 2192

FELDMAN KIA OF NOVI

40575 GRAND RIVER AVE.

NOVI, MI 48240

COMPOSITE FLOOR PLAN

TS1.5

SITE DATA	
NOVI, MI	
SITE AREA	-4.9 ACRES
ZONING	(PROPOSED) B-3 GENERAL BUSINESS DISTRICT
FRONT BLDG SETBACK	30'
SIDE BLDG SETBACK (WEST)	30'
SIDE BLDG SETBACK (EAST)	15'
REAR BLDG SETBACK	20'
FRONT PARKING SETBACK	20'
SIDE PARKING SETBACK	10'
REAR PARKING SETBACK	10'
MAX BUILDING HEIGHT	2 STORIES / 30'
BUILDING AREAS	
PROPOSED KIA (FOOTPRINT)	18,830 GSF
PARKING REQUIREMENTS	
SALES AREA = 1 SPACE / 200 SF OF SHOWROOM	
SERVICE BAYS = 1 SPACE / SERVICE BAY	
CALCULATION	
7,716 SF SHOWROOM / 200	= 39 SPACES
12 SERVICE BAYS x 1	= 12 SPACES
TOTAL	= 51 SPACES REQ'D
PARKING PROVIDED	= 300 SPACES
LOADING REQUIREMENTS	
10 SF / BUILDING LENGTH ALONG FRONTAGE	
LOADING AREA = 10 x 100 = 1,000 SF	

**STUDIO
DETROIT
ARCHITECTS**
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM
PROJECT MANAGER

DO NOT SCALE DRAWINGS	
ISSUED	
09.20.23	CITY PRE-APP
02.XX.24	SITE UPDATE
DRAWN	FNP
CHECKED	SMB

SEAL

**NOT FOR
CONSTRUCTION**

THIS DOCUMENT AND THE INFORMATION CONTAINED THEREIN IS THE SOLE PROPERTY OF STUDIO-DETROIT AND SHALL NOT BE ALTERED OR MODIFIED WITHOUT THE EXPRESS WRITTEN PERMISSION OF STUDIO-DETROIT. ANY REPRODUCTION OR ALTERATION THEREOF SHALL INDEMNIFY AND HOLD HARMLESS STUDIO-DETROIT OF ALL EXPENSES, CLAIMS AND/OR LIABILITIES RESULTING FROM SUCH REPRODUCTION OR ALTERATION.

#2023 STUDIO-DETROIT LLC

CLIENT

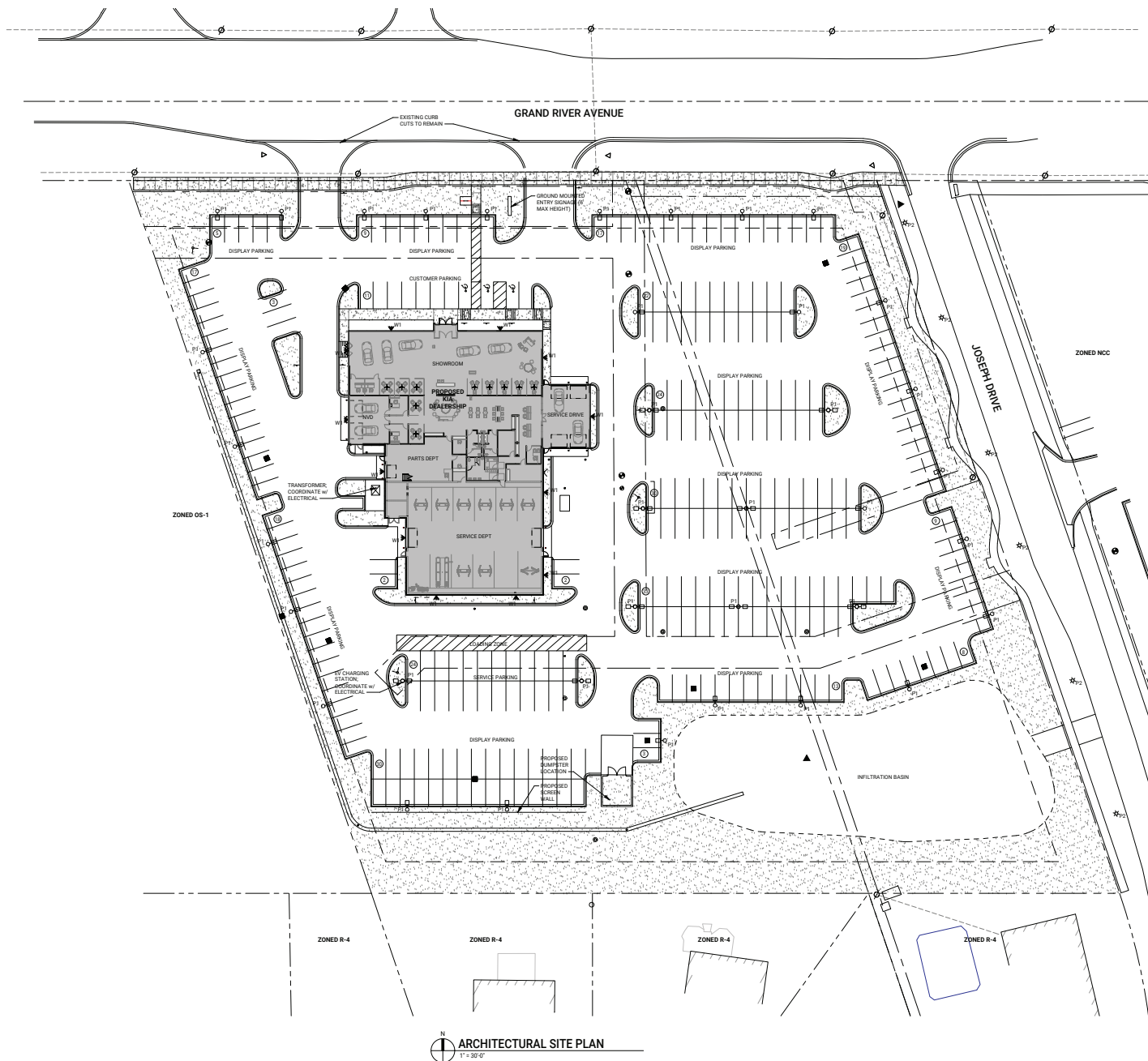
FELDMAN AUTOMOTIVE

PROJECT 2192

FELDMAN KIA OF NOVI
40575 GRAND RIVER AVE.
NOVI, MI 48275

**ARCHITECTURAL SITE
PLAN**

SP1.1



DO NOT SCALE DRAWINGS

ISSUED
02.XX.24

SIGNAGE REVIEW

DRAWN FNP

CHECKED SMB

SEAL

NOT FOR
CONSTRUCTION

THIS DOCUMENT AND THE INFORMATION
CONTAINED THEREIN IS THE SOLE
PROPERTY OF STUDIO DETROIT AND
SHALL NOT BE ALTERED OR REPRODUCED
WITHOUT THE EXPRESS WRITTEN
PERMISSION OF STUDIO DETROIT. ANY
REPRODUCTION OR ALTERATION WITHOUT
THE WRITTEN PERMISSION OF STUDIO DETROIT
SHALL CONSTITUTE A VIOLATION OF THE
COPYRIGHT AND SHALL BE SUBJECT TO
LAW. NO PART OF THIS DOCUMENT
SHALL BE REPRODUCED OR TRANSMITTED
IN ANY FORM OR BY ANY MEANS
ELECTRONIC OR MECHANICAL, INCLUDING
PHOTOCOPYING, RECORDING, OR BY ANY
INFORMATION STORAGE AND RETRIEVAL
SYSTEM, WITHOUT PERMISSION IN WRITING
FROM STUDIO DETROIT, LLC.

CLIENT

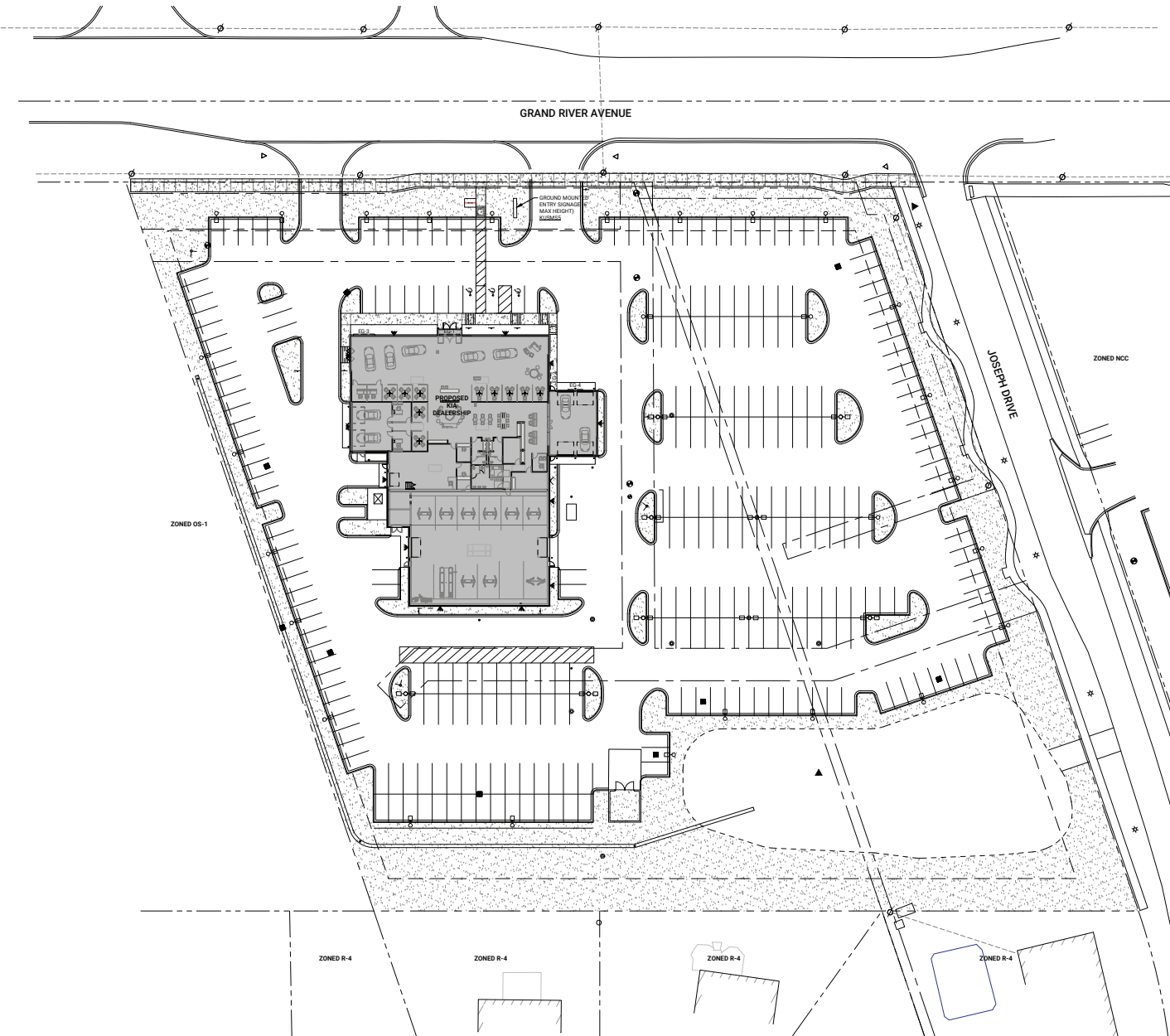
FELDMAN AUTOMOTIVE

PROJECT 2192

FELDMAN KIA OF NOVI
40575 GRAND RIVER AVE.
NOVI, MI 48245

ARCHITECTURAL SITE
PLAN - SIGNAGE

SP1.2



N
ARCHITECTURAL SITE PLAN - SIGNAGE
1" = 30' 0"

DO NOT SCALE DRAWINGS

ISSUED
02.24.24

PRO SUBMISSION

DRAWN FNP

CHECKED SMB

SEAL

NOT FOR
CONSTRUCTION

THIS DOCUMENT AND THE INFORMATION
CONTAINED THEREIN IS THE SOLE
PROPERTY OF STUDIO DETROIT AND
SHALL NOT BE ALTERED OR REPRODUCED
WITHOUT THE EXPRESS WRITTEN
PERMISSION OF STUDIO DETROIT. ANY
REPRODUCTION OR ALTERATION WITHOUT
STUDIO DETROIT'S WRITTEN PERMISSION
SHALL CONSTITUTE A VIOLATION OF THE
TERMS OF THE AGREEMENT AND SHALL
BE SUBJECT TO LEGAL ACTION.
#2023 STUDIO DETROIT LLC

CLIENT

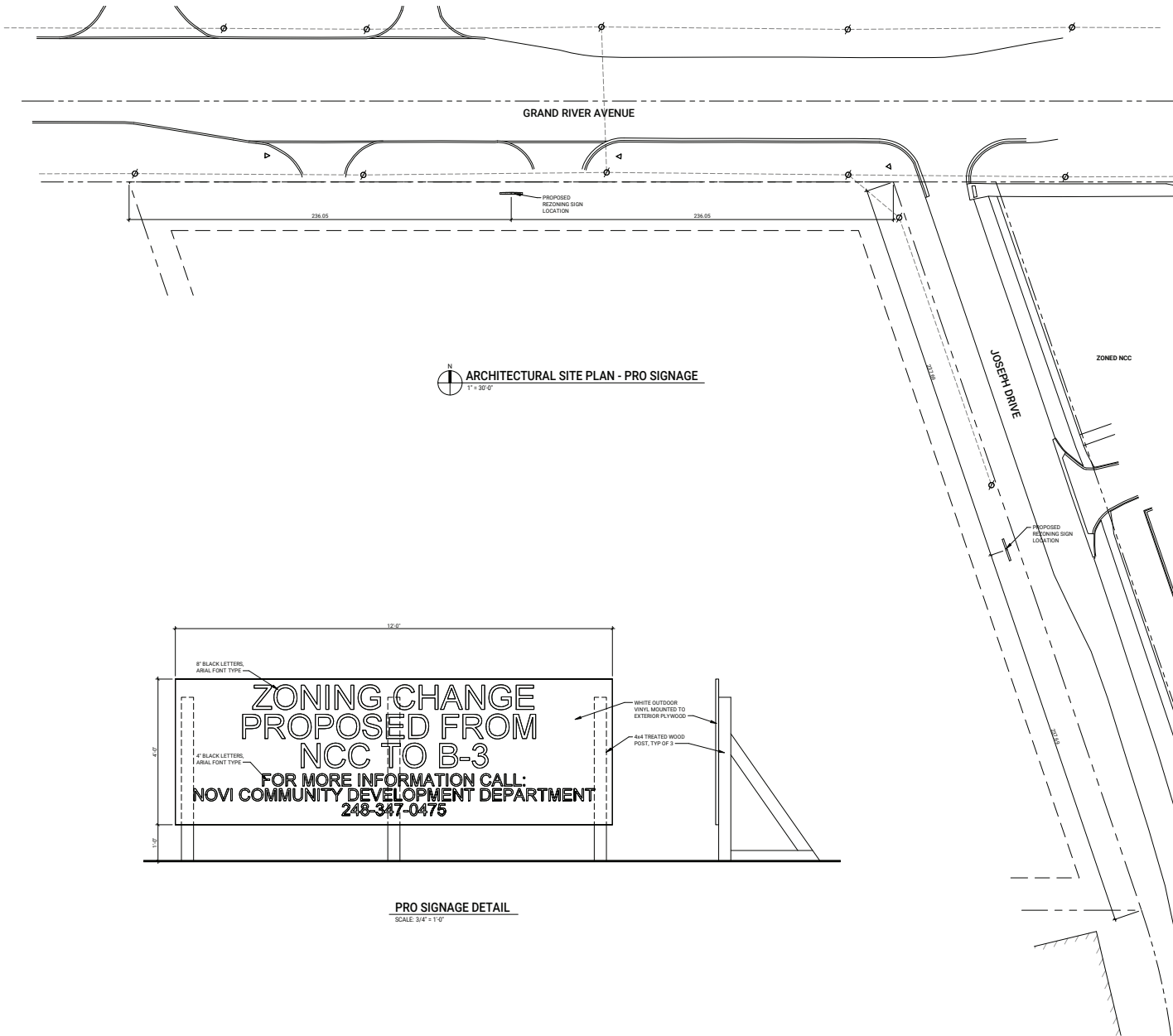
FELDMAN AUTOMOTIVE

PROJECT 2192

FELDMAN KIA OF NOVI
40575 GRAND RIVER AVE.
NOVI, MI 48245

ARCHITECTURAL SITE
PLAN - PRO SIGNAGE

SP1.3



DO NOT SCALE DRAWINGS

ISSUED
02.XX.24 PRO SUBMISSION

DRAWN FNP
CHECKED SMB

SEAL

NOT FOR
CONSTRUCTION

THIS DOCUMENT AND THE INFORMATION CONTAINED THEREIN IS THE SOLE PROPERTY OF STUDIO DETROIT AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. ANY UNAUTHORIZED REPRODUCTION OR TRANSMISSION OF THIS DOCUMENT OR THE INFORMATION CONTAINED THEREIN SHALL BE SUBJECT TO PROSECUTION. STUDIO DETROIT OF ALL EXPENSES, CLAIMS AND DAMAGES, INCLUDING REASONABLE ATTORNEY'S FEES, SHALL BE THE RESPONSIBILITY OF THE PARTY IN VIOLATION OF THIS AGREEMENT.

CLIENT

FELDMAN AUTOMOTIVE

PROJECT 2192

FELDMAN KIA OF NOVI
40575 GRAND RIVER AVE.
NOVI, MI 48245

ARCHITECTURAL SITE
DETAILS

SP1.4

General Notes:

- Design is based on a 115 mph, 3 second gust wind design per IBC 2018, Category I, Exposure C.
- Spread foundation is based on a presumptive safe vertical soil bearing pressure minimum of 2000 psf. Caisson and Vertical Slab foundations are based on a presumptive safe lateral soil bearing pressure minimum of 150 psf per foot of depth. Isolated lateral bearing footings subject to short term lateral loads and not adversely affected by a 1/2" motion at grade are permitted to be designed using twice the tabulated value of the corresponding soil class.
- A soil report was not provided. Foundation analysis assumes Soil Classification 4. Allowable bearing pressure should be verified prior to placement of concrete. In the event that the stated requirements are not met and conditions appear deleterious, cease and secure excavation and immediately contact PATTISON SIGN GROUP.
- Foundation shall not be placed at the top of, or on the side of a slope exceeding 3:1, or adjacent to a fill slope unless re-evaluated by a competent Professional Engineer. Do not place foundation in fill. Concrete shall be mixed to attain a minimum 28 day compressive strength of 3000 psi.
- Steel reinforcing bars shall conform to ASTM A635, Grade 60 with deformations in accordance with ASTM A305. Welding of reinforcing bars is prohibited.
- All voids between column base plate and foundation surface shall be completely filled with high-strength, non-shrink grout.
- Anchor bolts shall meet ASTM F1554 Grade 36. Exposed surfaces shall be galvanized or coated to prevent corrosion.
- All support members shall be free from defects. Steel tube shall meet ASTM A500 Grade B with a minimum yield strength of 46000 psi. Steel angle, channel and plate shall meet ASTM A36. Extruded aluminum shapes shall be 6061-T6 alloy. Aluminum sheet shall be 3003-H14 alloy. Aluminum plate shall be 5052-H34 alloy.
- Welds shall be made with low hydrogen E70xx electrodes for steel & with 5356 filler for aluminum by persons qualified in accordance with AWS standards within the past two years.
- All structural bolts shall conform to ASTM A325, and be zinc coated unless noted otherwise. When used with structural bolts, heavy hex nuts shall conform to ASTM A563, and washers shall conform to ASTM F436. Tighten all high strength bolts using the Turn-of-Nut method unless noted otherwise.
- The scope of this engineering does not include on-site observations.
- Pattison Sign Group will not be responsible for the safety on this job site before, during or after installation of this structure. It is the responsibility of the owners, contractors and installers to ensure that the installation and erection of this structure is performed using methods that are in full compliance with OSHA regulations.
- Any deviation from this design or from any part of this drawing, including the General Notes, without prior written consent from Pattison Sign Group voids this drawing in its entirety.
- This design is prototypical and should not be used for site specific applications unless reviewed and deemed suitable for use at that site by a competent Professional Engineer.

KIA AMERICA
2021 SIGNAGE PROGRAM
KUSMSS MONUMENT
INSTALL - 115 MPH

PROPERTY:

DATE: DESCRIPTION:

REVISIONS:

SEAL & SIGNATURE:

Pattison Sign Group
Powering Your Brand

Project Number: 21-0905 Drawing Number: B2582841
SHEET: 1 OF 3 DATE: 2/7/22 BY: TR

General Notes:

- Design is based on a 115 mph, 3 second gust wind design per IBC 2018, Category I, Exposure C.
- Spread foundation is based on a presumptive safe vertical soil bearing pressure minimum of 2000 psf. Caisson and Vertical Slab foundations are based on a presumptive safe lateral soil bearing pressure minimum of 150 psf per foot of depth. Isolated lateral bearing footings subject to short term lateral loads and not adversely affected by a 1/2" motion at grade are permitted to be designed using twice the tabulated value of the corresponding soil class.
- A soil report was not provided. Foundation analysis assumes Soil Classification 4. Allowable bearing pressure should be verified prior to placement of concrete. In the event that the stated requirements are not met and conditions appear deleterious, cease and secure excavation and immediately contact PATTISON SIGN GROUP.
- Foundation shall not be placed at the top of, or on the side of a slope exceeding 3:1, or adjacent to a fill slope unless re-evaluated by a competent Professional Engineer. Do not place foundation in fill. Concrete shall be mixed to attain a minimum 28 day compressive strength of 3000 psi.
- Steel reinforcing bars shall conform to ASTM A635, Grade 60 with deformations in accordance with ASTM A305. Welding of reinforcing bars is prohibited.
- All voids between column base plate and foundation surface shall be completely filled with high-strength, non-shrink grout.
- Anchor bolts shall meet ASTM F1554 Grade 36. Exposed surfaces shall be galvanized or coated to prevent corrosion.
- All support members shall be free from defects. Steel tube shall meet ASTM A500 Grade B with a minimum yield strength of 46000 psi. Steel angle, channel and plate shall meet ASTM A36. Extruded aluminum shapes shall be 6061-T6 alloy. Aluminum sheet shall be 3003-H14 alloy. Aluminum plate shall be 5052-H34 alloy.
- Welds shall be made with low hydrogen E70xx electrodes for steel & with 5356 filler for aluminum by persons qualified in accordance with AWS standards within the past two years.
- All structural bolts shall conform to ASTM A325, and be zinc coated unless noted otherwise. When used with structural bolts, heavy hex nuts shall conform to ASTM A563, and washers shall conform to ASTM F436. Tighten all high strength bolts using the Turn-of-Nut method unless noted otherwise.
- The scope of this engineering does not include on-site observations.
- Pattison Sign Group will not be responsible for the safety on this job site before, during or after installation of this structure. It is the responsibility of the owners, contractors and installers to ensure that the installation and erection of this structure is performed using methods that are in full compliance with OSHA regulations.
- Any deviation from this design or from any part of this drawing, including the General Notes, without prior written consent from Pattison Sign Group voids this drawing in its entirety.
- This design is prototypical and should not be used for site specific applications unless reviewed and deemed suitable for use at that site by a competent Professional Engineer.

KIA AMERICA
2021 SIGNAGE PROGRAM
KUSMSS MONUMENT
INSTALL - 115 MPH

PROPERTY:

DATE: DESCRIPTION:

REVISIONS:

SEAL & SIGNATURE:

Pattison Sign Group
Powering Your Brand

Project Number: 21-0905 Drawing Number: B2582841
SHEET: 2 OF 3 DATE: 2/7/22 BY: TR

General Notes:

- Design is based on a 115 mph, 3 second gust wind design per IBC 2018, Category I, Exposure C.
- Spread foundation is based on a presumptive safe vertical soil bearing pressure minimum of 2000 psf. Caisson and Vertical Slab foundations are based on a presumptive safe lateral soil bearing pressure minimum of 150 psf per foot of depth. Isolated lateral bearing footings subject to short term lateral loads and not adversely affected by a 1/2" motion at grade are permitted to be designed using twice the tabulated value of the corresponding soil class.
- A soil report was not provided. Foundation analysis assumes Soil Classification 4. Allowable bearing pressure should be verified prior to placement of concrete. In the event that the stated requirements are not met and conditions appear deleterious, cease and secure excavation and immediately contact PATTISON SIGN GROUP.
- Foundation shall not be placed at the top of, or on the side of a slope exceeding 3:1, or adjacent to a fill slope unless re-evaluated by a competent Professional Engineer. Do not place foundation in fill. Concrete shall be mixed to attain a minimum 28 day compressive strength of 3000 psi.
- Steel reinforcing bars shall conform to ASTM A635, Grade 60 with deformations in accordance with ASTM A305. Welding of reinforcing bars is prohibited.
- All voids between column base plate and foundation surface shall be completely filled with high-strength, non-shrink grout.
- Anchor bolts shall meet ASTM F1554 Grade 36. Exposed surfaces shall be galvanized or coated to prevent corrosion.
- All support members shall be free from defects. Steel tube shall meet ASTM A500 Grade B with a minimum yield strength of 46000 psi. Steel angle, channel and plate shall meet ASTM A36. Extruded aluminum shapes shall be 6061-T6 alloy. Aluminum sheet shall be 3003-H14 alloy. Aluminum plate shall be 5052-H34 alloy.
- Welds shall be made with low hydrogen E70xx electrodes for steel & with 5356 filler for aluminum by persons qualified in accordance with AWS standards within the past two years.
- All structural bolts shall conform to ASTM A325, and be zinc coated unless noted otherwise. When used with structural bolts, heavy hex nuts shall conform to ASTM A563, and washers shall conform to ASTM F436. Tighten all high strength bolts using the Turn-of-Nut method unless noted otherwise.
- The scope of this engineering does not include on-site observations.
- Pattison Sign Group will not be responsible for the safety on this job site before, during or after installation of this structure. It is the responsibility of the owners, contractors and installers to ensure that the installation and erection of this structure is performed using methods that are in full compliance with OSHA regulations.
- Any deviation from this design or from any part of this drawing, including the General Notes, without prior written consent from Pattison Sign Group voids this drawing in its entirety.
- This design is prototypical and should not be used for site specific applications unless reviewed and deemed suitable for use at that site by a competent Professional Engineer.

KIA AMERICA
2021 SIGNAGE PROGRAM
KUSMSS MONUMENT
INSTALL - 115 MPH

PROPERTY:

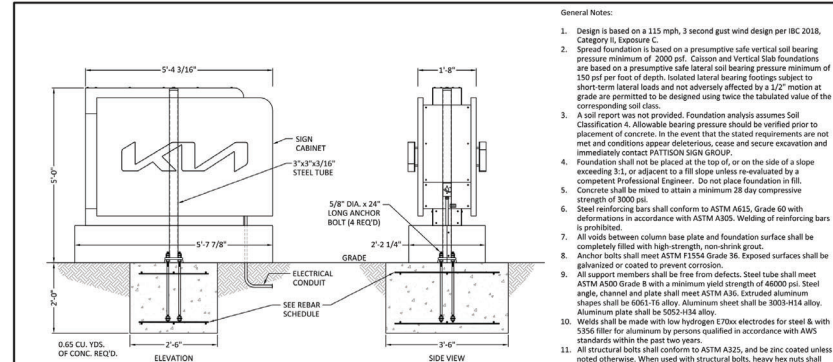
DATE: DESCRIPTION:

REVISIONS:

SEAL & SIGNATURE:

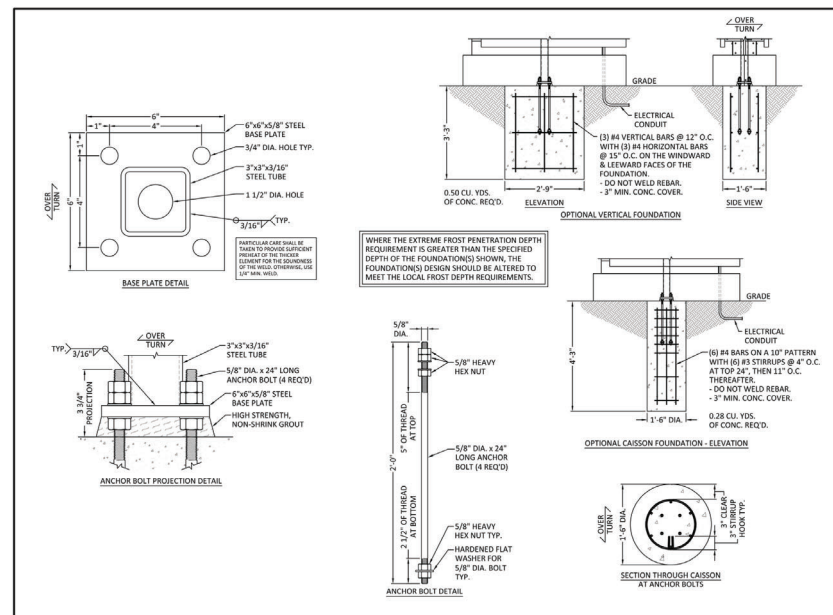
Pattison Sign Group
Powering Your Brand

Project Number: 21-0905 Drawing Number: B2582841
SHEET: 3 OF 3 DATE: 2/7/22 BY: TR

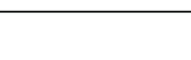
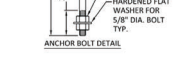
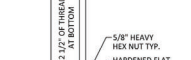
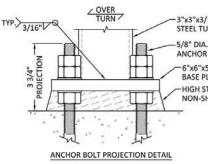


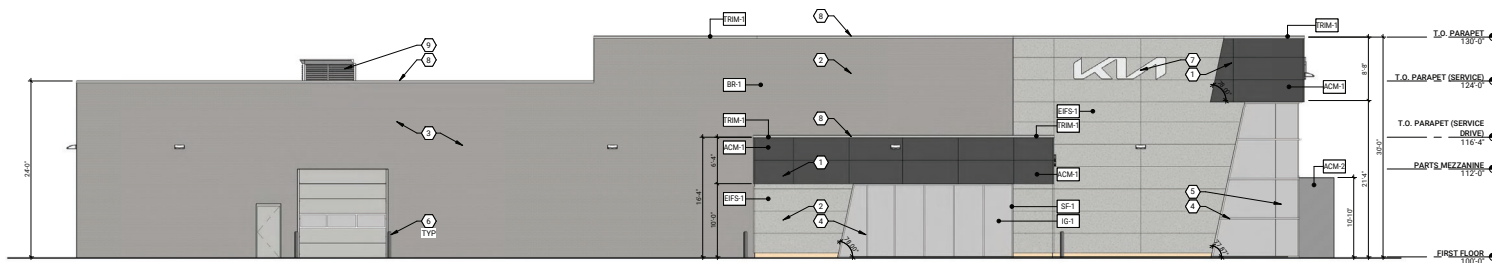
REBAR SCHEDULE		DO NOT WELD REBAR	
SPREAD FOUNDATION		3" MIN. COV	
PLACEMENT	SIZE	SPACING	QUANTITY
LONG BOTTOM STEEL	#4	11"	3
LONG TOP STEEL	#4	11"	3
BOTTOM CROSS STEEL	#4	16"	3
TOP CROSS STEEL	#4	16"	3

WHERE THE EXTREME FROST PENETRATION DEPTH REQUIREMENT IS GREATER THAN THE SPECIFIED DEPTH OF THE FOUNDATION(S) SHOWN, THE FOUNDATION(S) DESIGN SHOULD BE ALTERED TO MEET THE LOCAL FROST DEPTH REQUIREMENTS.



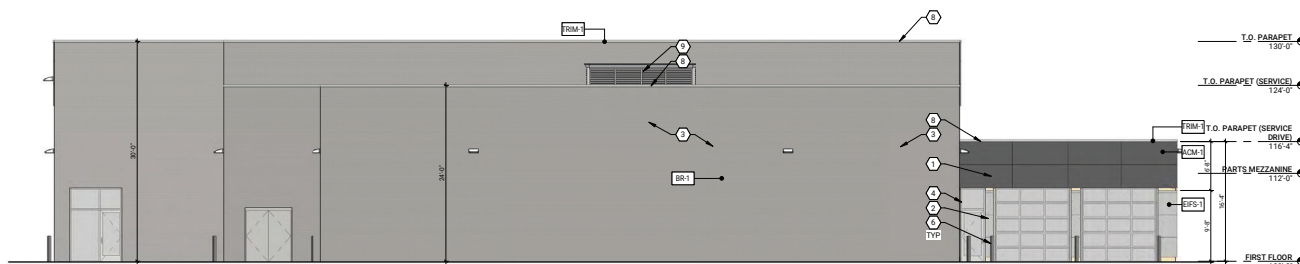
WHERE THE EXTREME FROST PENETRATION DEPTH REQUIREMENT IS GREATER THAN THE SPECIFIED DEPTH OF THE FOUNDATION(S) SHOWN, THE FOUNDATION(S) DESIGN SHOULD BE ALTERED TO MEET THE LOCAL FROST DEPTH REQUIREMENTS.





EAST ELEVATION

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



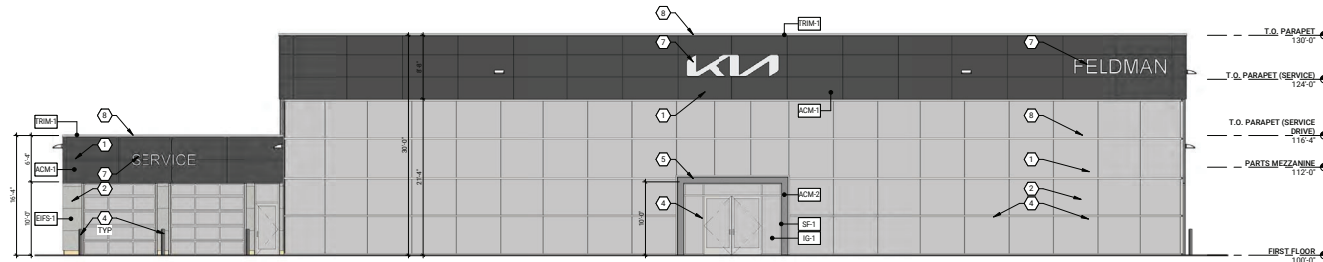
SOUTH ELEVATION

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



WEST ELEVATION

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



NORTH ELEVATION

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

**EXTERIOR ELEVATION KEY NOTES:
(TYPICAL THIS SHEET ONLY)**

- ① ALUMINUM COMPOSITE PANEL (RAINSOON w/ DRY JOINT) w/ 1/2" REVEAL BY PATTON SIGN GROUP; SEE MATERIAL FINISH SCHEDULE
- ② EPS - PROVIDE IMPACT RESISTANT EPS TO 3'-4" ABOVE GRADE MIN.; SEE MATERIAL FINISH SCHEDULE
- ③ BRICK VENEER, SEE MATERIAL FINISH SCHEDULE
- ④ GLASS AND ALUMINUM STOREFRONT / CURTAINWALL SYSTEM; SEE FRAME ELEVATIONS
- ⑤ ENTRY PORTAL BY PATTON SIGN GROUP; COORDINATE ALL REQUIREMENTS
- ⑥ 6" CONC. FILLED STL. BOLLARD, PRIMED W/ PLASTIC COVER
- ⑦ BUILDING MOUNTED SIGNAGE BY PATTON SIGN GROUP; COORDINATE POWER REQUIREMENTS AND INTERIOR ACCESS PANEL LOCATIONS w/ APPROVED SIGNAGE DRAWINGS
- ⑧ PREFINISHED METAL COPING
- ⑨ LOUVERED METAL PANEL ROOF SCREENING; COLOR AS SELECTED FROM MANUFACTURER'S STANDARDS

EXTERIOR MATERIALS

TAG	LEGEND	MATERIAL	FINISH
IG-1		EXTERIOR GLAZING	SOLARBAN 72 w/ ACUTY GLASS, 1" CLEAR INSULATED GLAZING
CW-1		CURTAINWALL	CLEAR ANODIZED ALUMINUM FRAMING; THERMALLY BROKEN
SFS-1		CURTAINWALL	CLEAR ANODIZED ALUMINUM FRAMING; THERMALLY BROKEN
ACM-1		ALUMINUM COMPOSITE MATERIAL	ALPOLIC - T08 BLACK
ACM-2		ALUMINUM COMPOSITE MATERIAL	ALPOLIC - B5X SILVER METALLIC
EPS-1		EXTERIOR INSULATING FINISH SYSTEM	EPS - FINISH TO MATCH EP-1
TRM-1		PREFINISHED ALUMINUM	METAL COPING, TOP CAP OR FLASHING
BR-1		MASONRY BRICK	T80 - COLOR AS SELECTED TO MATCH EP-1
P-4		EXTERIOR PAINT	BENJAMIN MOORE, COLOR: COVENTRY GRAY HC-169

EXTERIOR MATERIALS CALCULATIONS

	MATERIAL	PROPOSED	% OF ELEV	REQ'D %
EAST ELEVATION	BRICK	2,681 SF	66.03%	30% MIN
	ACM PANEL (FLAT)	417 SF	10.27%	50% MAX
	EPS	962 SF	23.70%	25% MAX
	GLAZING + DOORS	OMITTED	OMITTED	
	TOTAL SF	4,060 SF		
WEST ELEVATION	BRICK	2,905 SF	76.49%	30% MIN
	ACM PANEL (FLAT)	256 SF	6.98%	50% MAX
	EPS	606 SF	16.53%	25% MAX
	GLAZING + DOORS	OMITTED	OMITTED	
	TOTAL SF	3,667 SF		
NORTH ELEVATION	BRICK	-	-	30% MIN
	ACM PANEL (FLAT)	1,335 SF	95.97%	50% MAX
	EPS	56 SF	4.03%	25% MAX
	GLAZING + DOORS	OMITTED	OMITTED	
	TOTAL SF	1,391 SF		
SOUTH ELEVATION	BRICK	3,669 SF	95.13%	30% MIN
	ACM PANEL (FLAT)	188 SF	4.87%	50% MAX
	EPS	-	-	25% MAX
	GLAZING + DOORS	OMITTED	OMITTED	
	TOTAL SF	3,857 SF		

DO NOT SCALE DRAWINGS

ISSUED:
09.20.23 CITY PRE-APP
02.XX.24 PRO SUBMISSION

DRAWN: FNP
CHECKED: SMB

SEAL

**NOT FOR
CONSTRUCTION**

THIS DOCUMENT AND THE INFORMATION CONTAINED THEREIN IS THE SOLE PROPERTY OF STUDIO DETROIT AND SHALL NOT BE ALTERED OR MODIFIED WITHOUT THE EXPRESS WRITTEN PERMISSION OF STUDIO DETROIT. ANY REPRODUCTION OR ALTERATION THEREOF SHALL CONSTITUTE A VIOLATION OF THE COPYRIGHT AND INTELLECTUAL PROPERTY RIGHTS OF STUDIO DETROIT. ANY REPRODUCTION OR ALTERATION THEREOF WITHOUT THE EXPRESS WRITTEN PERMISSION OF STUDIO DETROIT SHALL BE AT THE USER'S RISK AND WITHOUT LIABILITY TO STUDIO DETROIT.

CLIENT

FELDMAN AUTOMOTIVE

PROJECT 2192

FELDMAN KIA OF NOVI
40575 GRAND RIVER AVE.
NOVI, MI 48075

EXTERIOR ELEVATIONS

A2.1

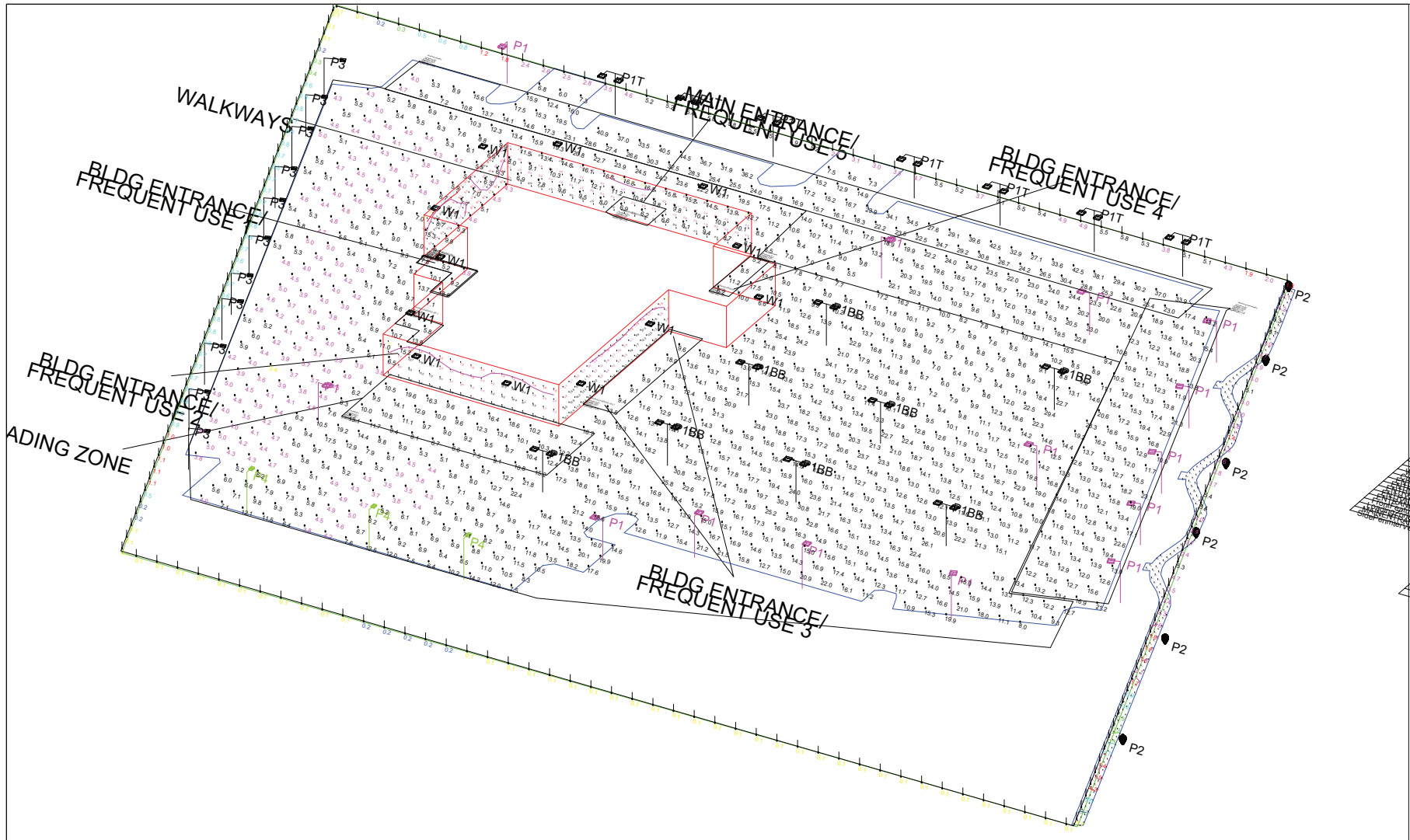
#	Date	Comments

Revisions

Drawn By: M. Wozniak, LLC
Checked By: Date: 4/25/2024
Scale: 7

Feldman KIA Novi

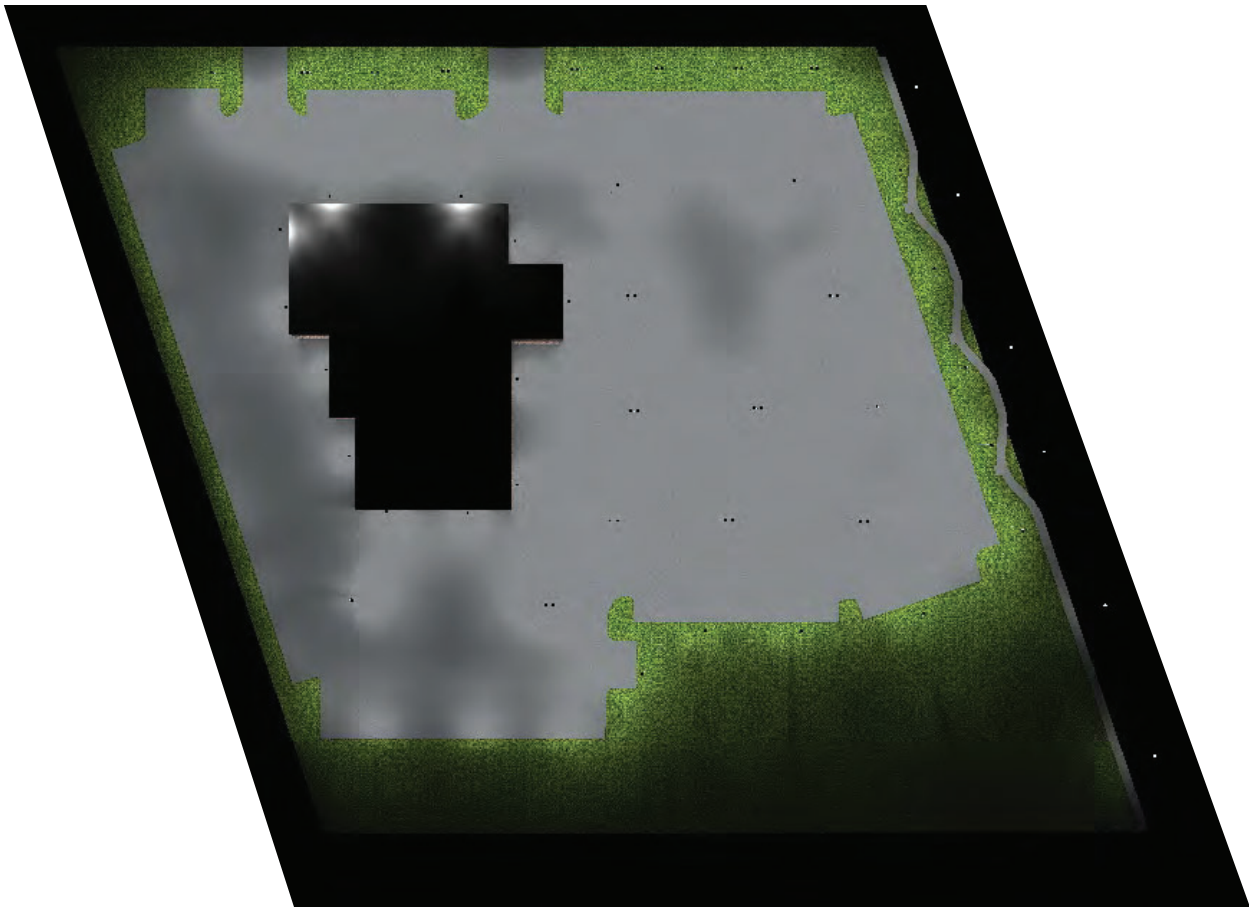
P-2 PHOTOMETRICS PLAN - ISOMETRIC VIEW



Illuminance Values

- 0.2 - 0.29 fc
- 0.3 - 0.49 fc
- 0.5 - 0.99 fc
- 1.0 - 1.99 fc
- 2.0 - 5.0 fc

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE THE APPLICABILITY OF THE LAYOUT TO EXISTING/FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP. THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.



Feldman KIA Novi

7

Drawn By: M. Wozniak, LC

Checked By:

Date: 4/25/2024

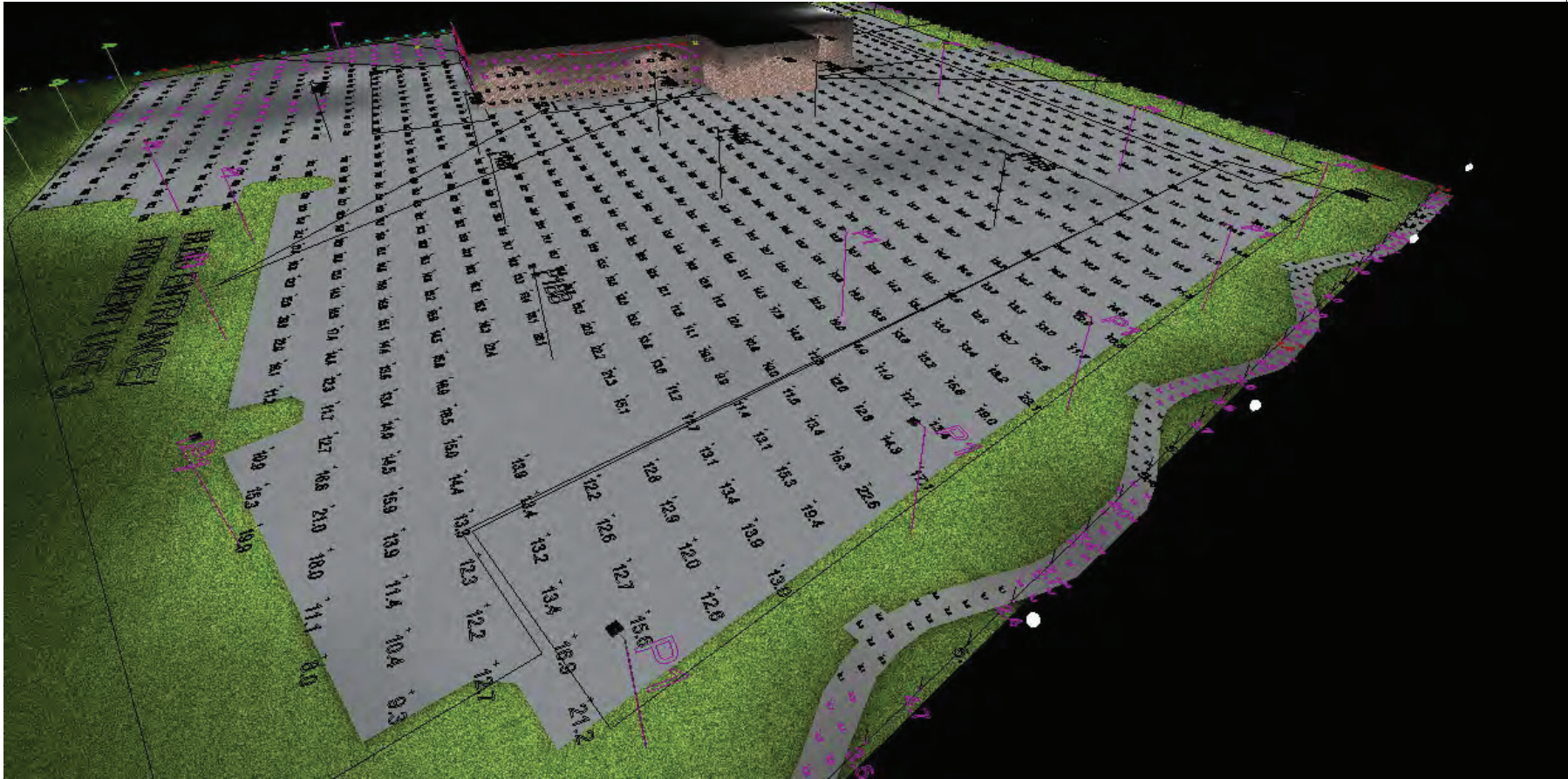
Scale:

#

Date

Comments

Revisions

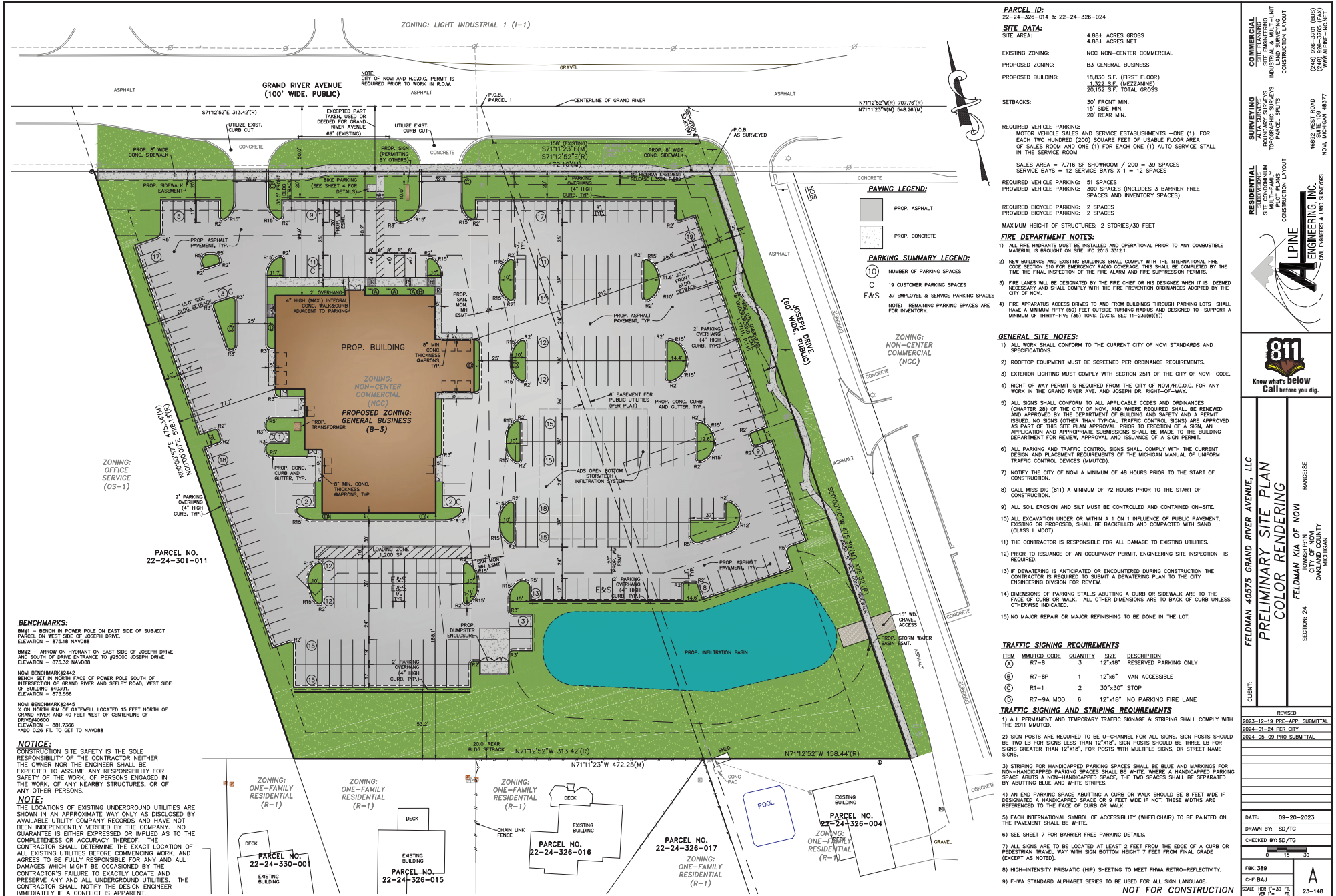


#	Date	Comments
Revisions		

Drawn By: M. Wozniak, LC
Checked By:
Date: 4/25/2024
Scale:

Feldman KIA Novi

7



PROJECT NARRATIVE

LAW OFFICES
LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

37000 GRAND RIVER AVENUE, SUITE 200
FARMINGTON HILLS, MICHIGAN 48335
www.lmdlaw.com

D. B. LANDRY
dlandry@lmdlaw.com

Office: (248) 476-6900

Direct: (248) 919-3783

Fax: (248) 476-6564

August 16, 2024

VIA HAND DELIVERY & EMAIL: LBell@cityofnovi.org

City of Novi Community Development Department
Attn: Ms. Lindsay Bell
45175 West 10 Mile Road
Novi, MI 48375-3042

RE: Application for rezoning with PRO.
Project Name – Feldman Kia (Pre-App 23-35)

Dear Ms. Bell:

Please accept this as an application for rezoning with a planned rezoning overlay (PRO). I have attached hereto and I am delivering herewith the following:

Exhibit A, Application for rezoning with PRO

Exhibit B, PRO Checklist

Exhibit C, 10 paper copies of proposed site plan in 24" X 36" format and digital copy

Exhibit D, Noise Impact Statement, Lighting specifications, Geotechnical Report

Exhibit E, Detailed responses letter of Alpine Engineering Inc. addressing comments in the pre-application review of January 12, 2024.

Exhibit F, Letter from Allen Design responding to Landscape comments from pre-app review of January 12, 2024.

Please accept this as a narrative addressing the PRO provisions set forth in section 7-13 of the City of Novi's zoning ordinance.

The subject property is approximately 4.88 acres and currently zoned NCC (Non-Center Commercial district). The applicant is proposing to redevelop the vacant property (formerly

Glenda’s Garden Center) and construct an automotive dealership with associated parking for inventory and customers/employees. A change in zoning from NCC to B-3 zoning district would be necessary to accommodate this proposed use. The applicant has met with the City for a Pre-Application meeting and the applicant has received the comments from the City dated January 12, 2024.

Economic Impact of Proposed Development

The general cost of the building and site improvements would be seven million dollars. It would create between 175-200 construction jobs and ultimately 40-50 full time jobs would be created upon completion.

Proposed Site-Specific Conditions

The PRO zoning ordinance provides that an applicant for a Planned Rezoning Overlay must “as part of such proposal, propose clearly-identified site-specific conditions relating to the proposed improvements that (1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district... and (2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning.”

1) More Strict Site-Specific Conditions

The PRO rezoning request would be to rezone the property to B-3 with the only B-3 use permitted being an automotive dealership with appropriate outdoor parking for inventory and customers/employees. No other B-3 use is sought with this PRO. If such use ever was discontinued on the property the zoning would revert back to the underlying current zoning of NCC.

With respect to setbacks the proposed setbacks are greater than either the existing NCC zoning or the proposed B-3 zoning. The comparison is as follows:

Setback	Existing NCC	B-3	PRO
Front Setback	40’	30’	90.2’
Rear Setback	20’	20’	188.1’
Side Setback	20’	15’	Eastside 212.7’ Westside 77.7’
Parking Setback front	20’	20’	20’
Parking Setback rear	10’	10’	53.2’

2) Public Benefit

The PRO ordinance provides that a PRO applicant must show “an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning.” In assessing the public benefit being offered by the applicant it is first necessary to identify “any material detriments” of this proposed development as the definition of “public benefit” in the zoning ordinance is set forth in relative terms. That is, the “overall benefit to the public” must simply “outweighs any material detriments.” Thus, in applying this public benefit standard, it is first important to determine “any material detriments” which must be outweighed since the necessary “public benefit” must simply “outweigh” any “material detriment.”

With respect to this proposal it must initially be recognized that while the property is currently zoned NCC the City of Novi Master Plan designates this area as “Community Commercial.” The Master Plan, at page 122 specifically provides that the future land use classification of “Community Commercial” corresponds with current zoning districts B-2 and B-3. Accordingly, the request to rezone this property with PRO to a B-3 zoning district, as limited by the PRO, is consistent with the Master Plan. Moreover, the Master Plan at page 76 specifically references, with respect to the Grand River Avenue Corridor, at this location a “need for screening of service areas and parking lots.” As you can see by the landscape site plans there is significant landscape screening of the proposed area. Thus, the proposal not only involves cleaning up a vacant parcel that is an eyesore but also includes significant landscape upgrading consistent with the Master Plan.

Thus, what is the detriment?

In addition, as stated above, the economic impact of this proposed development includes an investment of seven million dollars by the applicant, the creation of 175-200 construction jobs, and the creation 40-50 ultimate full-time jobs. Thus, a significant monetary investment in the city is accompanied by the creation of a significant number of new job opportunities – a Public Benefit.

With respect to physical amenities that may be considered a Public Benefit, the proposal includes a unique streetscape along Joseph Drive with the construction of a meandering sidewalk along Joseph Drive with the installation of a bench node on a concrete platform, decorative light poles and significant landscaping across the western side of Joseph Drive.

Therefore, in assessing the proposed Public Benefit, the project does not create any significant material detriments, is consistent with the Master Plan, includes significant economic impacts and a physical streetscape. Such public benefits of the project outweigh any perceived detriments.

Requested Deviations to be Included within the PRO

The following specific deviations would also be requested.

- 1) Berm height along the south property line. For a commercial use within a B-3 zoning district a berm height of 6 to 8 feet is required when adjacent to a residential use. Currently, a slightly shorter existing berm with established vegetation is existing along the southern property line. As per coordination with the city's landscape architect, the dead trees would be removed to provide more space for healthy trees. The existing understory and shrubs are proposed to remain with new additional landscape purposed for screening. Note also, that the building itself is set back from the residential property line 188'. In addition, the parking setback required in both an NCC and B-3 zone is 10' and the proposed rear parking setback is 53.2'
- 2) Service Bay Doors, North and South sides. In the B-3 district the ordinance provides that no overhead door should face a major thoroughfare or abut a residential district. Pedestrian exits or emergency doors are permitted on such building facades. A service reception area that is easily accessible to the customers is a necessity for the proposed type of business. The service reception area is proposed to be situated parallel to the development's main drive for easy customer access and to maintain a safe and organized flow within the parking lot. This portion of the building is for customers reception and generally automotive service will be completed within the southern part of the building separate from this area. See the "composite floor plan."

The service reception area is proposed to have a total of four overhead doors. The northern overhead doors are 129 feet from the Grand River Avenue right of way. The southern overhead doors are located 281 feet from the southern property line. There will be a screen wall and berm with landscaping along the southern property line to screen the overhead doors from the residential uses from the south. The overhead doors are needed for customer use.

- 3) Business Sign. Chapter 28 Signs, Section 28-5 table and applicable footnotes provides that with respect to wall signs a single tenant within a B-3 district is allowed one wall sign up to 250 square foot maximum. Additional requirements (Section 28-5.b.1.b) indicates the maximum wall sign area as it correlates to the setback distance from the adjacent road. Due to the nature of the business, it is respectfully requested that additional wall signs be allowed to indicate dealership branding and to provide wayfinding for the customers. Dimensions indicating the distance from the building to the centerlines of the roads are located on the preliminary site plan. The applicant is requesting two wall-mounted brand signs, one dealer sign and one directional sign for service reception area. The total wall signage area is approximately 118 square feet.
- 4) Right of Way Green Belt Berm. The right of way landscape screening requirements table for a B-3 zoning district, where the right of way is

adjacent to parking, requires a 20-foot green belt width with a minimum 3-foot-high berm is required along the road rights of way. Here parking is set back the required 20 feet from both Grand River Avenue and Joseph Drive rights of way, however, in lieu of a 3-foot-tall berm, the applicant respectfully requests to provide a 3-foot-high continuous hedge along the Grand River Avenue right of way and the Joseph Drive right of way. See the landscape site plans for additional information.

5) Section 9 façade waiver. As noted in the pre-application review comments, all of the facades are in full compliance except the north (front). The north (front) does not have the minimum 30% brick. The front is virtually 70% showroom glass and 30% flat metal panels. We would respectfully request the section 9 waiver for the façade.

We look forward to receiving the City's additional reviews and to preceding before the Planning Commission and ultimately the City Council for a presentation of this request for rezoning with PRO. Please contact me if you have any additional request.

Also, please notify me of the necessary permit application fee so that it may be provided to the City.

I am also sending you a copy of this narrative via e-mail which contains a Dropbox link with digital copies of this letter and all attachments including the site plan sheets.

Thank you.

Very truly yours,

LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

/s/ David B. Landry
David B. Landry

DBL/sh

Cc: Barbara McBeth via e-mail
Steven Saltz via e-mail
Shiloh Dahlin via e-mail

PLANNING REVIEW



PLAN REVIEW CENTER REPORT

Planning Review

September 12, 2024

JZ 24-32 Feldman Kia PRO

Zoning Map Amendment No. 18.745

PETITIONER

Feldman Automotive, Inc.

REVIEW TYPE

Rezoning Request from NCC (Non-Center Commercial District) to B-3 (General Business) with Planned Rezoning Overlay (PRO)

PROPERTY CHARACTERISTICS

Section	24	
Site Location	South of Grand River Avenue, East of Meadowbrook (Parcels 22-24-326-014, 22-24-326-024)	
Site School District	Novi Community School District	
Site Zoning	NCC Non-Center Commercial	
Adjoining Zoning	North	I-1 Light Industrial District
	East	NCC Non-Center Commercial
	West	OS-1 Office Service
	South	R-4 One Family Residential
Current Site Use	Vacant; formerly Glenda's Garden Center – plant nursery/landscaping	
Adjoining Uses	North	Delta Fuels, office/service providers, Religious Organization
	East	Office Buildings
	West	Vacant
	South	Single Family Residences
Site Size	5.25 Acres	
Plan Date	May 9, 2024	

PROJECT SUMMARY

The petitioner is requesting a Zoning Map amendment for a 4.88 acre property located on the southwest corner of Grand River Avenue and Joseph Drive (Section 24) from NCC (Non-Center Commercial) to B-3 (General Business). Rezoning of the property is necessary to redevelop the site as an automobile dealership, which is only permitted in the B-3 district, with outdoor space for exclusive sale of new and used automobiles, which is a Special Land Use in the B-3 district. The proposed dealership would have a footprint of approximately 18,830 gross square feet, with a mezzanine floor for parts storage of 1,322 square feet.

The site has operated for many years (pre-1990) as Glenda's Garden Center and Market, a non-conforming use in the NCC District. The garden center was demolished in 2023 when the property was purchased by a new owner.

REVIEW HISTORY

This site was previously proposed for a Planned Rezoning Overlay to B-3 General Business for a vehicle dealership by another applicant in 2019. An initial public hearing was held but the Planning

Commission postponed making a recommendation due to notification concerns. After that time the applicant withdrew their application for unspecified reasons.

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 NCC to B-3), 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.

REVIEW NOTES

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 the next submittal:

1. Supporting Documentation: The applicant has provided the following as part of their application packet:
 - a. Narrative: The statement provided states Rezoning allows for development of a use that is consistent with the Master Plan's vision for a Community Commercial use. The parcel has not been well maintained, and redevelopment/reinvestment of the property is a benefit to the public.
 - b. The statement includes conditions to limit the permitted use of the parcel to an auto dealership (with accessory uses) and exceed setbacks. **The applicant should verify what type of work will be done in the service department to verify it would be permitted in this location.**
 - c. Rezoning Traffic Impact Study: AECOM's review noted at the time of Pre-application submittal that the proposed project did not meet the threshold to require a RTIS.
 - d. Sign Location Plan: **A rezoning sign location plan and sign detail has been provided on Sheet SP1.3. The sign locations and wording are acceptable.**
 - e. Noise Impact Statement: A noise impact statement, dated 2/22/24 by Studio Detroit Architects, is required for the outdoor space for the auto dealership inventory vehicles. The statement includes the hours of operation of the dealership, which differ slightly from those listed on the Photometric plan in the PRO Plan set. **The applicant should provide clarification of the correct hours. The noise statement indicates only the exterior roof mounted mechanical units as a source of noise. The statement should be updated to evaluate other sources of noise associated with this use, including delivery vehicles, any security alarm equipment, car alarms, any loudspeakers, and service area equipment that can be anticipated to be used.**
2. Eligibility for PRO (Section 7.13.2): *"In order to be eligible for the proposal and review of a rezoning with PRO, an applicant must propose a rezoning of property to a new zoning district*

classification, and must, as part of such proposal, propose clearly-identified site-specific conditions relating to the proposed improvements that (1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district, including such regulations or conditions as set forth in Subsection C [of the Ordinance]; and (2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning." **The applicant provided a request to rezone to B-3, along with a PRO Plan. The conditions proposed that are more strict than typical B-3 standards are limiting the permitted use of the parcel to an auto dealership with associated inventory vehicle and customer parking, exceed building setbacks and rear parking setback. The applicant states that the public benefit offered includes improving a vacant parcel that is an "eyesore" and upgrading the landscaping provided, capital investment and job creation, and "a unique streetscape along Joseph Drive with the construction of a meandering sidewalk...with the installation of a bench node on a concrete platform, decorative light poles and significant landscaping...."**

3. Detrimental Effects on Residential Areas: Compared to the types of commercial establishments that could be developed by-right in the current NCC District, car dealerships are a more intensive use that can bring some greater drawbacks to the area when located adjacent to residential neighborhoods, such as:
 - a. Noise: Auto dealerships can create noise disturbances such as the sound of car alarms, loudspeakers, delivery trucks, and use of equipment in service areas. The City has received numerous complaints from neighbors of the existing Feldman dealership at 42235 Grand River related to the after-hours, audible, speech-enhanced alarm system.
 - b. Lighting: Dealership inventory parking lots often have bright lights on throughout the night to showcase their inventory and to deter crime. If visible to the adjacent homes, this can affect the ability to sleep and overall comfort.
 - c. Traffic: Increased traffic from customers and delivery trucks coming and going from the site can lead to congestion on the nearby roads.
 - d. Security Concerns: Car dealerships can attract theft and vandalism. Alarms to deter crime increase the noise impacts.

If the PRO rezoning is to be approved, the City will want to ensure that these detriments are minimized or offset to a large extent to protect the existing neighborhood. Additional conditions could be included in the formal submittal that are more strict or limiting than would be permitted under the B-3 district that would further minimize these negative impacts. Based on the information provided in the submittal, it does not appear that the conditions proposed meet the standard of providing an overall benefit to the public that would outweigh these detriments.

4. Buffer to Neighborhood to the South: The ordinance requires a buffer in the form of a 6-8 foot obscuring landscaped earth berm and plantings when a commercial use abuts any residential district. The applicant is proposing to maintain the existing 3-5 foot berm and remove the trees. **Note that there is conflicting information regarding the trees on the berm – Sheet 2 indicates they will "remain for screening" and sheets L-1 and L-2 state "Remove all trees as shown and leave all understory and shrubs."** Staff is concerned that the proposed removal of existing trees without replanting on the berm does not offer a sufficient buffer to the adjacent residents to the south. The existing berm is not as tall as required by the ordinance, so if the trees are to be removed the height of the berm should be raised and new trees and/or fencing added on top of it to provide an adequate visual and aesthetic buffer to meet the ordinance requirements for 80% opacity in winter and 90% opacity in summer.
5. Signage: Proposed signage has been included in the PRO Concept plan submittal, and the applicant requests a deviation to allow the signage as proposed. In some cases, deviations from the Sign Ordinance (Chapter 28 of the City Code) have been included in previous PRO

Agreements. The sign details provided in the submittal do not include all measurements in order to determine the total area of the signs. The sign ordinance allows the following in the B-3 district for a single tenant building or development parcel: 250 square foot maximum – 1 wall sign (shall not exceed 1 sf for each 2 feet of setback from the nearest thoroughfare; and (1) ground sign a maximum of 6 feet high. Allowable size is determined by 1 square foot of sign for each 2 feet of setback from the thoroughfare centerline (appears that 30 sf allowed).

The applicant is proposing 3 wall signs on the north elevation, which is 144 feet from the Grand River centerline ("KIA" 13'x3' = 39 sf, "Feldman" 13'x2' = 26 sf, "Service" = 9'x1.5' = 13.5 sf) with a total area of 78.5 square feet. One sign is proposed on the east elevation ("KIA" 13'x3' = 39 sf). One ground mounted sign, located 60 feet from the street centerline, is shown as 5 feet tall with a total area of about 40 square feet. **The applicant should clarify if these estimated dimensions are correct and provide additional information to be able to evaluate the deviations from the requirements of the sign code: ground sign distance from the centerline of Grand River, and the total area of each sign proposed (box placed around the entire sign area as shown to the right). A Sign Permit Application will be required for each sign proposed.**



6. Lighting (Section 5.7): The lighting plan provided did not provide the necessary level of detail to verify ordinance requirements are met. Calculations and ratios for lighting should exclude any unlit portions of the site (0.0 fc levels). **The height of all fixtures must be provided, as well as specifications for each fixture that indicate glare control, Color Correlated Temperature, and Color Rendering Index. Calculations are needed to show the Average light level of the surfaces being lit to the lowest light of the surface being lit shall not exceed a ratio of 4:1 (Ave:Min) for the overall site, not just individual sections. See the Planning Chart for additional details of the missing information.**
7. Plan Review Chart: **The Plan Review chart provides additional comments on many of the Ordinance review standards. Please refer to it in detail.**

MASTER PLAN FOR LAND USE

The Future Land Use Map of the 2016 City of Novi Master Plan for Land Use identifies this property and property adjacent to the east as Community Commercial. As the Master Plan states, "This land use is designated for comparison-shopping needs of a larger population base. They are along major thoroughfares and roadway intersections." The B-3 General Business District generally falls within areas planned for Community Commercial, as do the B-2 Community Business, and NCC Non-Center Commercial districts.

Property to the west is identified in the Master Plan as Community Office, while the area north of Grand River is planned for Industrial, Research, Development and Technology land uses. The area to the south is planned for Single Family use.

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

1. Objective: Retain and support the growth of existing businesses and attract new businesses to the City of Novi.
2. Advocacy Action Item: Support retail commercial uses along established transportation corridors that are accessible for the community at large, such as along Grand River Avenue to preclude future traffic congestion.
3. Objective: Provide and maintain adequate water and sewer service for the City's needs.
4. Objective: Provide and maintain adequate transportation facilities for the City's needs. Address vehicular and non-motorized transportation facilities.

Staff Comment: Public water main and sanitary sewer exists on Grand River Avenue. On-site detention is proposed for storm water management in a new underground facility, an infiltration

trench, and an infiltration basin. The proposed concept plan indicates pedestrian improvements along Grand River Avenue including replacing the existing 5-foot sidewalk with an 8-foot sidewalk that would extend across the site frontage. A 5-foot undulating sidewalk is also proposed for the frontage on Joseph Drive.

5. Objective: Ensure compatibility between residential and non-residential developments.

Staff Comment: The primary concern with this proposal is that it is not doing enough to ensure compatibility with the residential neighborhood to the south. This is an important objective and the quality of life for the residents directly impacted should be given greater consideration by the applicant.

2023 ACTIVE MOBILITY PLAN (AMP)

Grand River Avenue is classified as a Multi-modal Thoroughfare in the AMP. The recommended baseline pedestrian facility improvements for minor road stops (where the pathway crosses the entrances to a development) on both roads would include crosswalk lighting, a raised high visibility crossing and recessed crossings where feasible. Along the south side of Grand River, an 8-foot sidewalk is planned. With the recent addition of SMART transit service along Grand River, the Near-Term priorities in this area include completing sidewalk gaps and providing mid-block crossings to allow pedestrians to safely and conveniently access the bus stops.

The applicant is proposing to reconstruct the sidewalk along their Grand River frontage to be 8-feet in width, which will also complete about 160-feet of the missing gap in this area. To the west, there is no sidewalk on the south side all the way to Meadowbrook Road, so there will remain a 1,800 foot gap in the non-motorized network. There are also two gaps in the sidewalk to the east – one about 320 feet and the other 380 feet in length.

The applicant should consider the recommendations of the Active Mobility Plan as this project moves forward.



Figure 1: Current image of subject property

EXISTING ZONING AND LAND USE

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

Land Use and Zoning: For Subject Property and Adjacent Properties

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	NCC Non-Center Commercial	Garden Center	Community Commercial (uses consistent with NCC, B-2 and B-3 Districts)
Northern Parcels	I-1 Light Industrial District	Offices, Delta Fuels, Religious Center	Industrial research development and technology. (uses consistent with Light Industrial Districts, I-1)
Southern Parcels	R-4 One Family Residential	Single Family Neighborhood	Single Family
Eastern Parcel	NCC Non-Center Commercial	Offices	Community Commercial (uses consistent with NCC, B-2, and B-3 Districts)
Western Parcels	OS-1 Office Service	Vacant	Community Office (small and medium-scale office uses, human care, recreation)

COMPATIBILITY WITH SURROUNDING LAND USE

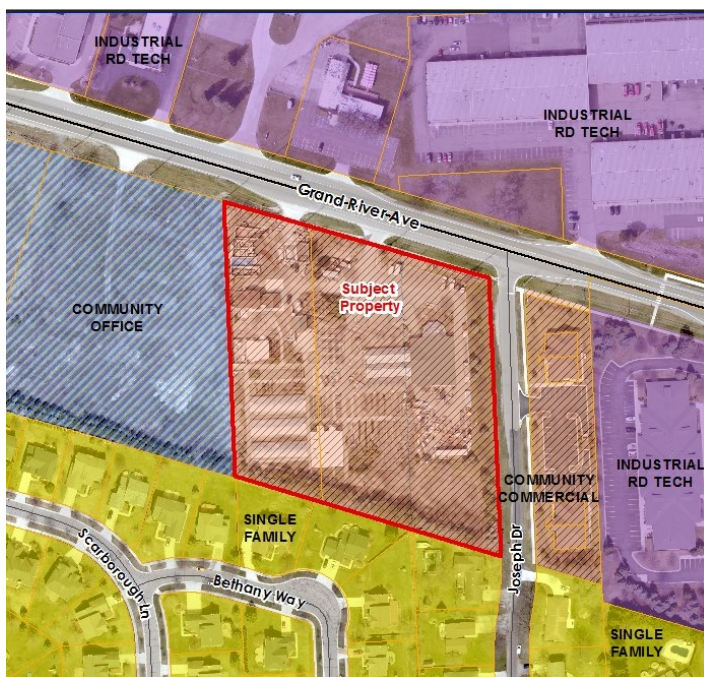
The surrounding land uses are shown in the above chart. The compatibility of the proposed rezoning with the zoning and uses on the adjacent properties should be considered by the Planning Commission in making the recommendation to City Council on the rezoning request. In particular, the Planning Commission should review the plan carefully to insure that negative impacts (such as noise, lighting) are minimized and mitigated to protect the residential properties to the south.

The properties directly **north** of the subject area are currently used as a fuel distribution station, a religious organization, and offices of service providers. The current zoning map indicates I-1 for these properties.

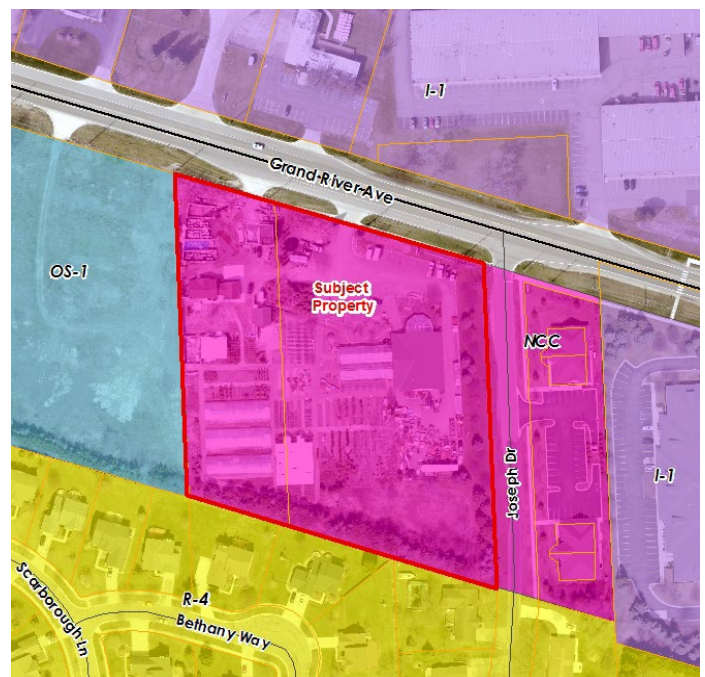
Directly to the **south** of the subject property is a single family neighborhood. Four residential lots directly abut the subject property.

The property to the **west** of the subject property is currently vacant and is zoned OS-1 Office Service.

To the **east** of the subject property is a small office complex which is zoned NCC.



Future Land Use



Existing Zoning

DEVELOPMENT POTENTIAL

The parcels to be rezoned are currently vacant. The site was used as a garden center, a non-conforming use in the NCC District, for many years but was demolished in 2023. Development under either the current NCC zoning or the proposed B-3 zoning could result in the construction of similarly sized retail shopping center, an office complex, or sit-down restaurants on the 4.88 acre site. Uses permitted in the B-3 zoning district that are not allowed in the NCC district include fueling stations, private health and fitness facilities, tattoo parlors, auto washes, and automobile sales. Fast food restaurants with a drive through window, motels, and veterinary hospitals are also permitted with Special Land Use approval in the B-3 District. A change to B-3 zoning would also remove the potential for redevelopment of the site for any residential uses, which could be permitted as special land uses in the NCC district. Through the PRO process, the applicant and the City would agree to

restrict the B-3 use allowed to the requested automobile dealership, with outdoor space for exclusive sale of new and used automobiles and service center. Any other uses typically permitted in the B-3 district would not be permitted within the terms of the PRO Agreement.

COMPARISON OF ZONING DISTRICTS

The following table provides a comparison of the current and proposed zoning development standards. The applicant is requesting a change of districts from the existing NCC Non Center Commercial to B-3 General Business. The types of uses allowed in these districts have some overlap, although they also differ in important ways. The proposed B-3 district allows a maximum building height of up to 30 feet compared to the 25 feet allowed in the NCC district. The building setbacks in the NCC district are slightly larger than the B-3 standards. Parking setbacks are the same in both districts. However, the terms of the PRO Agreement may be more restrictive than what could otherwise be allowed under B-3 zoning. For instance, the applicant is proposing greater building setbacks and rear yard parking setback, and restricting the use allowed to an automobile dealership.

	NCC (Existing)	B-3 Zoning (Proposed)
Principal Permitted Uses	<ol style="list-style-type: none"> 1. Retail businesses use 2. Retail business service use 3. Professional office buildings 4. Medical offices, including laboratories and clinics 5. Financial institutions, stock brokerages 6. Sit-down restaurants 7. Publicly owned and operated parks, parkways and outdoor recreational facilities 8. Instructional centers 9. Other uses similar to the above uses 10. Accessory buildings, structures and uses customarily incident to the above permitted uses 	<ol style="list-style-type: none"> 1. Retail businesses use 2. Retail business service uses 3. Dry cleaning establishments, or pick-up stations, dealing directly with the consumer 4. Business establishments which perform services on the premises 5. Professional services 6. Retail business or retail business service establishments 7. Professional or medical offices, including laboratories 8. Fueling station 9. Sale of produce and seasonal plant materials 10. Auto wash 11. Bus passenger stations 12. New and used car salesroom, showroom, or office 13. Other uses similar to the above uses 14. Tattoo parlors 15. Publicly owned and operated parks, parkways and outdoor recreational facilities 16. Accessory structures and uses customarily incident to the above permitted uses 17. Public or private health and fitness facilities and clubs 18. Microbreweries 19. Brewpubs
Special Land Uses	<ol style="list-style-type: none"> 1. Day care centers and adult day care centers 2. Places of worship 3. Private clubs, fraternal organizations and lodge halls 	<ol style="list-style-type: none"> 1. Outdoor space for exclusive sale of new or used automobiles, campers, recreation vehicles, mobile homes, or rental of trailers or automobiles 2. Motel

	<ul style="list-style-type: none"> 4. Museums 5. Publicly utility buildings and uses without service yards 6. Veterinary hospitals or clinics 7. Multiple-family dwellings 8. Independent and congregate elderly living facilities 9. Two-family dwellings 10. Shared elderly housing 11. One-family detached dwellings 12. Farms and greenhouses 13. Publicly owned and operated parks, parkways and outdoor recreational facilities 14. Cemeteries 15. Home occupations 16. Keeping of horses and ponies 17. Family Day Care Homes 18. Accessory buildings and uses customarily incident to any of the above permitted uses 	<ul style="list-style-type: none"> 3. Business in the character of a drive-in or open front store 4. Veterinary hospitals or clinics 5. Plant materials nursery 6. Public or private indoor and private outdoor recreation facilities 7. Mini-lube or oil change establishments 8. Sale of produce and seasonal plant materials outdoors 9. Restaurant in the character of a fast food carryout, drive-in, fast food drive-through, or fast food sit-down
Minimum Lot Size	2 acres	Determined by off-street parking, loading, greenbelt screening, yard setback or usable open space requirements
Minimum Lot Width	200 feet	Determined by off-street parking, loading, greenbelt screening, yard setback or usable open space requirements
Building Height	25 feet or 2 stories, whichever is less	30 feet
Building Setbacks	Front: 40 feet Side: 20 feet Rear: 20 feet	Front: 30 feet Side: 15 feet Rear: 20 feet
Parking Setbacks	Front: 20 feet Side: 10 feet Rear: 10 feet	Front: 20 feet Side: 10 feet Rear: 10 feet

INFRASTRUCTURE

Engineering

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

Traffic

City Traffic consultants estimated the vehicle trips of the proposed use and determined the project did not meet the threshold to require a Rezoning Traffic Impact Study. The proposed development is expected to result in fewer trips than alternative land uses under the current NCC zoning as well as other B-3 land uses. See the traffic review letter for additional information.

NATURAL FEATURES

There are no significant natural features present on the site or adjacent to the site.

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 completely voluntary by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval.

The applicant is required to submit a conceptual plan and a list of terms that they are willing to include with the PRO agreement. The applicant has submitted a conceptual plan showing the general layout of the driveways, parking, building, stormwater detention, and a general layout of landscaping throughout the development. The applicant has provided a narrative describing the proposed public benefits. At this time, staff can identify some conditions that might be included in the agreement if the current design moves forward:

1. The use of the property is a New and Used Car Salesroom, Showroom and Office with a Servicing department as typically associated with dealerships.
2. Accessory to the Car Dealership, Outdoor Space for exclusive sale of new or used automobiles will be permitted under the conditions for Special Land Use approval:
 - a. Whether, relative to other feasible uses of the site, the proposed use will cause any detrimental impact on existing thoroughfares in terms of overall volumes, capacity, safety, vehicular turning patterns, intersections, view obstructions, line of sight, ingress and egress, acceleration/deceleration lanes, off-street parking, off-street loading/unloading, travel times and thoroughfare level of service. *(The traffic impact study provided indicates fewer trips generated by the proposed use than other potential uses.)*
 - b. Whether, relative to other feasible uses of the site, the proposed use will cause any detrimental impact on the capabilities of public services and facilities, including water service, sanitary sewer service, storm water disposal and police and fire protection to service existing and planned uses in the area. *(The use is not expected to increase the demand on public services and utilities relative to other feasible uses of the site.)*
 - c. Whether, relative to other feasible uses of the site, the proposed use is compatible with the natural features and characteristics of the land, including existing woodlands, wetlands, watercourses and wildlife habitats. *(There are no significant natural features or characteristics present on the site.)*
 - d. Whether, relative to other feasible uses of the site, the proposed use is compatible with adjacent uses of land in terms of location, size, character, and impact on adjacent property or the surrounding neighborhood. *(The proposed use is similarly compatible to other uses that could be developed under the current NCC zoning district.)*
 - e. Whether, relative to other feasible uses of the site, the proposed use is consistent with the goals, objectives and recommendations of the City's Master Plan for Land Use. *(The Master Plan recommends Community Commercial uses, which includes uses permitted within the B-2 and B-3 districts.)*
 - f. Whether, relative to other feasible uses of the site, the proposed use will promote the use of land in a socially and economically desirable manner. *(The redevelopment of the site will remove a long-standing non-conforming use and improve the site visually from Grand River Avenue. The investments in the site improvements as well as the jobs created will benefit the area economically.)*
 - g. Whether, relative to other feasible uses of the site, the proposed use is (1) listed among the provision of uses requiring special land use review as set forth in the various zoning districts of this Ordinance, and (2) is in harmony with the purposes

and conforms to the applicable site design regulations of the zoning district in which it is located. (1. *Outdoor Space for exclusive sale of new or used automobiles is listed as a Special Land Use in the B-3 District, and 2. If the applicant addresses the concerns in this and other review letters, the proposed use could better conform to the site design regulations.*)

3. The days of operation shall be limited to Monday – Saturday. The business will not be open on Sundays;
4. The hours of operation shall be limited to the following, as shown on the P-1 Photometric Plan: 7:00 a.m. to 6:00 p.m. on Tuesday, Wednesday and Friday, 7:00 a.m. to 9:00 p.m. on Monday and Thursday, and 8:00 a.m. to 4:00 p.m. on Saturdays;
5. No outdoor speakers shall be permitted;
6. No outdoor compressors shall be permitted;
7. Automobile transit deliveries shall be limited to 8:00 a.m. to 6:00 p.m. on weekdays;
8. The parking setback shall be no less than 53 feet from the property line to the south;
9. The footprint of the building shall be limited to approximately 18,900 square feet, excluding mezzanine space.
10. The overhead service doors shall remain closed except to allow the entering and existing of vehicles.

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. **The applicant should submit a list of conditions that they are seeking to include within the PRO agreement, which may include those listed above if the applicant is willing to comply with them.**

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.

The concept plan submitted with an application for a rezoning with a PRO is not required to contain the same level of detail as a preliminary site plan. Staff has reviewed the Concept Plan provided 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 in future submittals. Any deviations in the Formal PRO Plan would have to be approved by City Council in a proposed PRO agreement. The current deviations identified are as follows:

1. Service Bay Doors (Sec. 3.10.3):

In the B-3 district the ordinance provides that no overhead door should face a major thoroughfare or abut a residential district. Pedestrian exits or emergency doors are permitted on such building facades. A service reception area that is easily accessible to the customers is a necessity for the proposed type of business. The service reception area is proposed to be situated parallel to the development's main drive for easy customer access and to maintain a safe and organized flow within the parking lot. This portion of the building is for customers reception and generally automotive service will be completed within the southern part of the building separate from this area. See the "composite floor plan."

The service reception area is proposed to have a total of four overhead doors. The northern overhead doors are 129 feet from the Grand River Avenue right of way. The southern overhead doors are located 281 feet from the southern property line. There will be a screen wall and berm with landscaping along the southern property line to screen the overhead doors from the residential uses from the south. The overhead doors are needed for customer use.

Staff Comment: The justification provided by the applicant appears to be adequate to protect adjacent uses from negative impacts, provided the buffer/screening at the southern property line is improved. Staff supports the deviation for the overhead doors if this buffer will meet or exceed the requirements of the ordinance. The applicant is asked to clarify whether they would agree to a condition that the service bay doors shall remain closed except to allow the entering/exiting of vehicles, to further limit noise emissions from the building.

2. Façade Waiver (Sec. 5.15): As noted in the pre-application review comments, all of the facades are in full compliance except the north (front). The north (front) does not have the minimum 30% brick. The front is virtually 70% showroom glass and 30% flat metal panels. We would respectfully request the section 9 waiver for the façade.

Staff Comment: As noted in the Façade Review, the front façade consists primarily of showroom glass, which is not regulated by the façade ordinance. "In this case the addition of Brick would not enhance the front façade and all other facades have large percentages of brick. For this reason, we recommend that the design is consistent with the intent and purpose of the Façade Ordinance and that a Section 9 Façade Waiver be granted for the underage of Brick on the front facade."

3. Right of Way Green Belt Berm. The right of way landscape screening requirements table for a B-3 zoning district, where the right of way is adjacent to parking, requires a 20-foot green belt width with a minimum 3-foot-high berm is required along the road rights of way. Here parking is set back the required 20 feet from both Grand River Avenue and Joseph Drive rights of way, however, in lieu of a 3-foot-tall berm, the applicant respectfully requests to provide a 3-foot-high continuous hedge along the Grand River Avenue right of way and the Joseph Drive right of way. See the landscape site plans for additional information.

Staff Comment: This is supported by staff for the frontages since the continuous hedge proposed provides an alternative form of screening, and this has been allowed for other dealerships.

4. Berm Height along the south property line. For a commercial use within a B-3 zoning district a berm height of 6 to 8 feet is required when adjacent to a residential use. Currently, a slightly shorter existing berm with established vegetation is existing along the southern property line. As per coordination with the city's landscape architect, the dead trees would be removed to provide more space for healthy trees. The existing understory and shrubs are proposed to remain with new additional landscape purposed for screening. Note also, that the building itself is set back from the residential property line 188'. In addition, the parking setback required in both an NCC and B-3 zone is 10' and the proposed rear parking setback is 53.2'

Staff Comment: As noted previously, there is conflicting information regarding the trees on the berm – Sheet 2 indicates they will "remain for screening" and sheets L-1 and L-2 state "Remove all trees as shown and leave all understory and shrubs." Staff is concerned that the proposed removal of existing trees (which are mostly in poor condition and covered in vines) without replanting on the berm does not offer a sufficient buffer to the adjacent residents to the south. If the trees are to be removed the height of the berm should be raised and new trees and/or fencing added on top of it to provide an adequate visual and aesthetic buffer to meet the ordinance requirements for 80% opacity in winter and 90% opacity in summer. This is particularly

important to help off-set the detriments of the auto dealership use at this location, so this deviation is not supported.

5. Business Sign. City Code, Chapter 28 Signs, Section 28-5 table and applicable footnotes provides that with respect to wall signs a single tenant within a B-3 district is allowed one wall sign up to 250 square foot maximum. Additional requirements (Section 28-5.b.1.b) indicates the maximum wall sign area as it correlates to the setback distance from the adjacent road. Due to the nature of the business, it is respectfully requested that additional wall signs be allowed to indicate dealership branding and to provide wayfinding for the customers. Dimensions indicating the distance from the building to the centerlines of the roads are located on the preliminary site plan. The applicant is requesting two wall-mounted brand signs, one dealer sign and one directional sign for service reception area. The total wall signage area is approximately 118 square feet.

Staff Comment: See staff comments on signage on page 3-4 of this review.

Additional Deviations Identified:

6. Parking Lot Islands (Sec. 5.3.12): There are two locations, on either side of the building, where 2 customer parking spaces have an end island on one side, but not the side adjacent to the entry/exit point of the service area.

Staff Comment: We would support a waiver to allow a painted end island in lieu of a curbed island to separate the spaces from the service drive. Alternatively, the applicant could add crosshatch pavement markings so no one parks in these areas. This would require additional customer parking spaces to be located elsewhere on the property.

7. Greenbelt Landscaping (Sec. 5.5.3.B.ii, iii): Ordinance requirements for the number of trees along Grand River Avenue and Joseph Drive have not been met. There is also a deficiency in subcanopy trees on Joseph Drive. These conditions require deviations to be approved. **If sufficient justifications can be made for the deficiencies, or the deviations could be significantly reduced, it might be supported by Staff.**
8. Parking Lot Landscaping (Sec. 5.5.3.C.): There are 2 landscaping islands north of the building are less than 200 square feet, so the trees in them cannot be counted as interior parking lot trees. **This requires a landscape deviation that is not supported by staff. The justification provided is not sufficient for this deviation, in the opinion of staff. Please resize the endcap islands to meet the requirement required.**
9. Parking Bays (Sec. 5.5.3.C.ii.p.4): The ordinance allows a maximum of 15 parking spaces in a bay with an island separating bays. Inventory parking bays may have up to 25 spaces in a row if the required interior landscape area is provided. **On the western side of the site there are bays of inventory parking with 19 spaces and 9 spaces, however there is no landscaping in the island that separates them. The applicant shall provide the required landscaping or request a deviation.** All other bays are either less than 15 spaces in a row, or designated for inventory parking in bays up to 25 spaces in length.
10. Building Foundation Landscaping (Sec 5.5.3.D): The required foundation area is provided in total, but only 72% is at the building.

Staff Comment: As the remaining landscaping is provided in areas that will enhance the appearance of the site from Grand River, it would be supported by staff.

The applicant is asked to revise the list of deviations requested based on staff's comments provided in this letter and the other review letters. The applicant is asked to be specific about the deviations

requested in a response letter and provide a justification to explain how if each deviation “...were not granted, [it would] 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.”

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.*

The following benefits are proposed by the applicant (as listed in their narrative) to qualify as an enhancement of the project area:

1. Economic Impact: The applicant states that the economic impact of this development includes an investment of \$7 million, the creation of 175-200 construction jobs, and the creation of 40-50 full-time permanent jobs.

Staff Comment: While an economic impact will result from the proposed dealership, a similar impact would be likely for other types of uses developed under the current NCC zoning. An economic impact is incidental to any type of redevelopment of the site, and is not “unlikely to be achieved...in the absence of the use of a Planned Rezoning Overlay.”

2. Physical Amenities: The applicant proposes a “unique streetscape along Joseph Drive” with a winding sidewalk and “the installation of a bench node on a concrete platform, decorative light poles, and significant landscaping across the western side of Joseph Drive.

Staff Comment: Sheet L-4 of the PRO Plan shows a total of 3 benches to be provided at intervals along the sidewalk, and includes a detail of the proposed benches and decorative lighting fixtures. The benches and decorative lighting can be considered an enhancement. Providing a sidewalk on the Joseph Drive frontage is a requirement, so the meandering nature of it is the only unique feature, which may or not be considered an “enhancement.” As for the landscaping, the only element that exceeds what is required by the ordinance

are the seasonal flowers. While those could be considered a nice enhancement, it would be a difficult item to inspect and enforce each year if it is made a condition of the PRO Agreement. Besides the flowers, the landscaping would not be above what is expected of any development on the site.

3. Increased Building Setback: Increased building setbacks from the front, rear and side setbacks are proposed. Especially where adjacent to the Residential uses to the south, the 188-foot setback is more restrictive than the 20-foot minimum permitted in B-3.

Staff Comment: The greater building setback does reduce the impact of any noises within the building and keeps the bulk of the activity further away from the adjacent residences and other adjacent sites. It is more limiting than what the B-3 district allows.

Overall, staff does not believe the applicant has provided enough of a benefit to the public that would outweigh the detriments of an auto dealership at this location. Staff's comments on detriments of the proposed dealership are included on page 3, paragraph 3 of this report.

RECOMMENDATION

In this review letter, staff identifies significant concerns with the proposed rezoning to allow a more intensive use while requesting deviations that would lessen the ordinance protections for adjacent residents, as well as a deficiency in benefits to the public to offset the anticipated detriments. **Based on the feedback provided, and any additional comments from the Planning Commission and City Council, the applicant should consider addressing those comments and revise the drawings accordingly to offset the impacts of the proposed change of use on the surrounding development before the Formal PRO Concept submittal.**

Some reasons to support the **PRO Plan would be:**

- The rezoning request fulfills objectives of the Master Plan for Land Use by fostering a favorable business climate and support an existing Novi business.
- The rezoning to B-3 is consistent with the recommended Future Land Use of the Master Plan for Community commercial.
- The rezoning provides an opportunity to bring a long-standing non-conforming parcel into greater conformance with the current Zoning Ordinance.
- The rezoning is not expected to negatively impact public utilities or traffic in the area compared to potential development under the current zoning district.

However, the applicant will need to address the following in the Formal PRO Plan submittal to get a positive recommendation from Staff:

- The applicant should propose additional conditions and benefits to mitigate the negative impacts of the proposed auto dealership (noise, light, traffic, security, etc.) on the existing uses and neighborhood to the south besides the use of increased setbacks and the seating area on Joseph Drive.
- The applicant should work to reduce the number of deviations, especially those that are not supported. This would include addressing the number of missing interior parking lot trees, as well as other items in the Landscape review letter.
- The required earth berm and landscaping along the south property line is currently not sufficient to provide the necessary buffer to the adjacent residential district. The applicant should consider removing and replacing many of the trees listed in poor condition in order to meet the opacity requirements of the ordinance. If the trees are to all be removed the berm height could be increased to better comply with ordinance standards which are in place to protect the adjacent neighbors.

- **The applicant should consider whether any additional conditions that would provide a benefit to the public will be offered as part of this request.**

SUMMARY OF OTHER REVIEWS:

Planning and Landscape are currently not recommending approval.

- Engineering:** Engineering recommends approval of the PRO Concept Plan, contingent on comments to be addressed in the Formal PRO Plan. Negative impacts to public utilities are not expected with the requested zoning change.
- Landscape:** Landscape review notes concerns with insufficient buffer on the south. **Landscape does not recommend approval at this time.**
- Traffic:** Traffic review notes that the applicant would need a deviation for lack of end islands in two locations. **Approval is recommended, with comments to be addressed in future submittals.**
- Woodlands:** There are no regulated woodland trees on the site.
- Wetlands:** There are no wetland areas on the site.
- Façade:** Façade notes that the front elevation of the building does not have the minimum 30% brick required by the ordinance. The front is primarily showroom glass, and the other elevations exceed the 30% requirement of brick, and overall the design is consistent with the intent of the Ordinance. **A Section 9 waiver is recommended for approval as a deviation in the PRO Agreement.**
- Fire:** **Fire has no objections to the rezoning at this time.** Standards will need to be met during site plan review process.

NEXT STEP: PLANNING COMMISSION CONSIDERATION OF ELIGIBILITY

The PRO Concept Plan will be presented to the Planning Commission for public hearing. The Planning Commission will have an opportunity to discuss the initial submittal and eligibility of the rezoning request from NCC (Non-Center Commercial) to B-3 (General Business) with a Planned Rezoning Overlay.

As stated in the newly amended PRO Ordinance,

In order to be eligible for the proposal and review of a rezoning with PRO, an applicant must propose a rezoning of property to a new zoning district classification, and must, as part of such proposal, propose clearly-identified site-specific conditions relating to the proposed improvements that,

- (1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district, including such regulations or conditions as set forth in Subsection C below; and*
- (2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning.*

(See attachment for Full text, including Subsection C)

Unless the applicant would like to make revisions to the plan, the Initial PRO Plan will be scheduled to go before Planning Commission for public hearing and initial comments on October 16th if the applicant is available that date. Please provide the following by **noon on October 9, 2024.** **Staff reserves the right to make additional comments based on additional information received.**

1. PRO Plan submittal in PDF format.
2. A response letter addressing ALL the comments from ALL the review letters and **with an indication of any changes you plan to make as you see fit based on the reviews.**
3. A color rendering of the Site Plan, if any to be used for presentation purposes.

CITY COUNCIL CONSIDERATION OF ELIGIBILITY

Following the Planning Commission's initial review of the proposed project, the City Council will likewise have the opportunity to review the PRO proposal and comment on whether the project is eligible for the PRO process.

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, AICP – Senior Planner



PLANNING REVIEW CHART: B-3 General Business District

Review Date: September 11, 2024
Review Type: PRO Initial Concept
Project Name: Feldman KIA PRO
Location: 40575 Grand River; Parcels 22-24-326-024 and 22-24-326-014
Plan Date: May 9, 2024
Prepared by: Lindsay Bell, AICP, Senior Planner
Contact: **E-mail:** lbell@cityofnovi.org **Phone:** 248.347.0484

Bold To be addressed in Formal PRO Plan submittal
Underline To be addressed with Preliminary Site Plan submittal
Bold and Underline Possible deviations to be included as part of PRO agreement
Italics Items to be noted

Item	Required Code	Proposed	Meets Code	Comments
Zoning and Use Requirements				
Master Plan <i>(adopted July 26, 2017)</i>	Community Commercial	B-3 Community Business		B-3 is a community commercial district; however no other B-3 district adjacent
Area Study	The site does not fall under any special category		NA	
Zoning <i>(Effective Jan. 8, 2015)</i>	NCC – Non-Center Commercial	B-3 with Planned Rezoning Overlay		PRO requested
Uses Permitted <i>(Sec 3.1.12.B & C)</i>	Sec 3.1.12.B Principal Uses Permitted. Sec 3.1.12.C Special Land Uses	Car salesroom, showroom or office permitted use in B-3 only; Outdoor space for sale of new or used autos is Special Land Use	Yes	PRO Rezoning requested to allow use

Planned Rezoning Overlay Document Requirements (Section 7.13.2 & Site Plan & 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	Attorney letter states use limited to Auto Dealership with associated outdoor parking for inventory and customers/employees		
	How does the project constitute an overall benefit to the public that outweighs any material detriments or could otherwise be accomplished without the rezoning?	Letter states development of the property is a benefit to community; protection of surrounding uses from competing uses	No	Review Section 7.13.2 of the ZO to understand PRO requirements for benefits to the public. Cannot be incidental or general benefits of development.
	Deviations and Conditions proposed for inclusion in the PRO Agreement (i.e., Zoning Ordinance deviations, limitation on total units, height or uses, etc)	Use to be restricted to Auto Wash only; height and setbacks more limiting, exceeding brick requirement; no other deviations or conditions noted	Yes	See Planning Review letter for detailed discussion
Rezoning Traffic Impact Study Site development Manual	Required regardless of site size, with requirements in SDM	Not required as does not meet threshold conditions	NA	
Community Impact Statement (Sec. 2.2)	Required according to site plan manual (SDM link: Site development Manual)	Not required	NA	
Rezoning Signs (<i>Site Plan Development Manual</i>)	Sign location plan	Provided	Yes	
	Mock-up of sign details	Provided		
Noise Impact Statement	Provide a noise impact statement subject to standards of Section 5.14.10.B	Noise Impact Statement provided in Exhibit D	Yes	
Height, bulk, density and area limitations (Sec 3.1.12)				
Frontage on a Public Street. (Sec. 5.12)	Frontage on a Public Street is required	Frontage on Grand River	Yes	

Minimum Zoning Lot Size for each Unit in Ac (Sec 3.6.2.D)	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	~ 5 acres	NA	
Minimum Zoning Lot Size for each Unit: Width in Feet			NA	
Open Space Area	----	---	---	---
Maximum % of Lot Area Covered (By All Buildings)	(Sec 3.6.2.D)	9%	Yes	
Building Height (Sec. 3.1.12.D)	30 ft.	30 ft.	Yes	
Building Setbacks (Sec 3.1.12.D)				
Front (north)	30 ft.	90	Yes	
Exterior Side (east)	30 ft.	212	Yes	
Interior Side (west)	15 ft.	77	Yes	
Rear (south)	20 ft.	188	Yes	
Parking Setback (Sec 3.1.23.D) & Refer to applicable notes in Sec 3.6.2				
Front (north)	20ft.	20	Yes	
Exterior Side (east)	20ft.	20	Yes	
Interior Side (west)	10 ft.	10	Yes	
Rear (south)	20 ft. (Sec. 3.6.2.E)	53	Yes	
Outdoor Space For Exclusive Sale of New or Used Automobiles (Sec. 4.36)				
Paving and draining of lot (Sec 4.36.1)	Lot or area paved and graded/drained to dispose of all surface water accumulated	Underground infiltration system, Infiltration trench storm water detention proposed	Yes	See Engineering comments
Access to Outdoor Sales Area (Sec 4.36.2)	Access at least 60 feet from the intersection of any 2 streets	Site entrance ~ 158' from Grand River/Joseph Drive intersection?	Yes	Site plan proposes to use 2 existing curb cuts
Greenbelt Planting Strip (Sec 4.36.3)	10 ft wide greenbelt between ROW and parking/vehicle display	Continuous hedge proposed in 15, 20-foot greenbelt	Yes	
Repair/Refinishing (Sec 4.36.4)	No major repair or major refinishing to be done on the lot		Yes?	Provide note on the plans to confirm
Lighting	Lighting to be shielded from	Lighting Plan shown	Yes	Confirm with additional

(Sec 4.36.5)	adjacent residential districts			details – see page 10-11
Noise Impact Statement (Sec 4.36.6)	Noise impact statement is required subject to the standards of Section 5.14.10.B.	Noise Impact Statement provided	Yes	
Note To District Standards (Sec 3.6.2)				
Exterior Side Yard Abutting a Street (Sec 3.6.2.C)	Setbacks of exterior side yards abutting a street shall be equal to front yard setback	Exterior side yard on Joseph – 20 ft parking setback proposed	Yes	
Off-Street Parking in Front Yard (Sec 3.6.2.E)	Parking permitted in front yard; shall observe min. off-street parking setback requirements in Sec. 3.1 and Sec 5.5.3		Yes	<i>Inventory parking permitted up to 10 ft from ROW per Sec. 4.36.3 if Greenbelt plantings provided</i>
Parking Setback from Residential District (Sec 3.6.2.L)	Wherever property directly abuts or is adjacent to residentially zoned property, the minimum parking setback shall be 20 feet.	Abuts residential to the south – parking setback exceeds requirement (~53 ft proposed)	Yes	
Wetland/Watercourse Setback (Sec 3.6.2.M)	Refer to Sec 3.6.2 for more details	No wetlands present	Yes	
Parking setback screening (Sec 3.6.2.P)	Required parking setback area shall be landscaped per sec 5.5.3.			See Landscape chart for requirements
Modification of parking setback requirements (Sec 3.6.2.Q)	Refer to Sec 3.6.2 for more details		NA	
Parking, Loading, and Dumpster Requirements				
Number of Parking Spaces Motor vehicle sales and service (Sec.5.2.12.C)	One (1) for each two hundred (200) square feet of usable floor area of sales room and one (1) for each one (1) auto service stall in the service room 7716 sf sales/200 = 39 12 service stalls = 12 51 spaces required	300 spaces indicated on plans; 19 customer parking spaces, 37 employee and service parking spaces, remainder parking spaces for inventory	Yes	
Parking Space Dimensions and	- 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives	Both 9' x 17' and 9' x 19' spaces proposed	Yes	

Maneuvering Lanes (Sec. 5.3.2)	- 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	Min 24' drive aisles indicated		
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	Appears to comply	Yes	
End Islands (Sec. 5.3.12)	- End Islands with landscaping and raised curbs are required at the end of all parking bays that abut traffic circulation aisles. - The end islands shall generally be at least 8 feet wide, have an outside radius of 15 feet, and be constructed 3' shorter than the adjacent parking stall as illustrated in the Zoning Ordinance	Appears to mostly comply	Yes	See Traffic review letter for comments on 2 locations of concern
Barrier Free Spaces <i>Barrier Free Code</i>	3 barrier free parking spaces (for total 51-75) & 1 van barrier free parking space	3 barrier free spaces indicated	Yes	<i>Inventory vehicles do not require barrier free spaces</i>
Barrier Free Space Dimensions <i>Barrier Free Code</i>	- 8' wide with an 8' wide access aisle for van accessible spaces - 8' wide with a 5' wide access aisle for regular accessible spaces	8' spaces and shared 9' access aisle shown	Yes	
Barrier Free Signs <i>Barrier Free Code</i>	One sign for each accessible parking space.	Signs indicated	Yes	<i>Provide sign locations and quantity table in PSP submittal</i>
Minimum number of Bicycle Parking (Sec. 5.16.1)	Motor vehicle sales – 2 spaces required	2 bike parking spaces proposed	Yes	
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,		Yes	

	<p>the spaces shall be provided in multiple locations</p> <ul style="list-style-type: none"> - 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 5.16.5.A)	<p>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</p>	<p>Width: 7ft Space depth: 32 in.</p>	Yes	
Loading Spaces (Sec. 5.4.1) Location of such facilities in a permitted side yard shall be subject to review and approval by the City	<ul style="list-style-type: none"> - Loading, unloading space shall be provided in the rear yard at a ratio of ten (10) square feet for each front foot of building; - Except in the case of a double frontage lot, loading-unloading, as well as trash receptacles may be located in an interior side yard beyond the minimum side yard setback requirement of the district. 	<p>Loading area located to the rear of building with landscape screening to east (120 ft frontage x 10 = 1,200 sf)</p>	Yes	
Dumpster (Sec 4.19.2.F)	<ul style="list-style-type: none"> - Located in rear yard or interior side yard in case of double frontage - 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 ft, from property line. - Away from Barrier free Spaces 	<p>Dumpster indicated in rear yard</p>	Yes	

Dumpster Enclosure (Sec. 21-145. (c))	<ul style="list-style-type: none"> - 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 	Enclosure detail shown on sheet SP1.4 – enclosure should be Brick to match the building	No	See Façade review
Other Equipment Requirements				
Roof top equipment and wall mounted utility equipment (Sec. 4.19.2.E.ii)	All roof top equipment must be screened to not be visible from any street, road or adjacent property, and all wall mounted utility equipment must be enclosed and integrated into the design and color of the building	Roof equipment shown to be screened		
Roof top appurtenances Screening (Sec. 4.19.2.E.ii)	Roof top appurtenances shall not exceed the maximum permitted building height limits, unless the following conditions are met. For every one (1) foot that a roof top appurtenance exceeds the maximum district building height, it shall be setback five (5) feet from any and all building faces. No roof top appurtenance shall exceed five (5) feet above the maximum district building height. In all instances, roof top appurtenances shall	6' Screening proposed on lower rear portion of the building – does not exceed 30 feet height limit	Yes	Façade review will confirm materials in future submittals
B-3 District Required Conditions (Sec 3.10.3)				
Service Bay Doors (Sec 3.10.3)	<ul style="list-style-type: none"> - 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 	Service bay doors face north and south and west; Loading area on east side of building	No	<u>Applicant requests deviation for Service bay doors facing major thoroughfare to north and residential neighborhood to the south</u>

	emergency doors are permitted on such building facades.			
Sidewalk Requirements				
Article XI. Off-Road Non-Motorized Facilities	An 8-foot sidewalk is required along Grand River; 5' Required along Joseph Dr	8' Proposed along Grand River; 5' sidewalk along Joseph Dr proposed	Yes	Sidewalk not within ROW will require sidewalk easements
Pedestrian Connectivity	Assure safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets	Sidewalk shown from Grand River onto site	Yes	
Building Code and other design standard Requirements				
Building Code	Building exits must be connected to sidewalk system or parking lot.	Public exits appear to be connected to sidewalk or parking area	Yes	
Design and Construction Standards Manual	Land description, Sidwell number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).	Provided	Yes	<i>Lot combination will need to be completed prior to final stamping set approval with new legal description and parcel ID</i>
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	
Economic Impact	<ul style="list-style-type: none"> - Total cost of the proposed building & site improvements - Number of anticipated jobs created (during construction & after building is occupied, if known) 	\$7 million 40-50 full time employees 175-200 construction jobs	Yes	
Development/ Business Sign	<ul style="list-style-type: none"> - Signage if proposed requires a permit. - Exterior Signage is not regulated by the Planning 	Signage design detailed on sheet SP1.4		<u>For sign permit information contact Deborah Martinez 248-735-5671.</u>

	Division or Planning Commission.			Deviations from the sign ordinance can be requested within the PRO process – additional details to be provided to confirm deviations
Project and Street naming	Some projects may need approval from the Street and Project Naming Committee.		NA	
Property Split	All property splits and combinations must be submitted to the Assessing Department for approval.		Yes	<i>Lot combination will need to be completed prior to final stamping set approval with new legal description and parcel ID</i>
Lighting and Photometric Plan (Sec. 5.7)				
Intent (Sec. 5.7.1)	Establish appropriate minimum levels, prevent unnecessary glare, reduce spillover onto adjacent properties & reduce unnecessary transmission of light into the night sky	Provided		
Lighting Plan (Sec. 5.7.A.1)	Site plan showing location of all existing & proposed buildings, landscaping, streets, drives, parking areas & exterior lighting fixtures	Provided	Yes	
Building Lighting (Sec. 5.7.2.A.iii)	Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming points of any remote fixtures.		TBD	<u>Not provided</u>
Lighting Plan (Sec.5.7.2.A.ii)	Specifications for all proposed & existing lighting fixtures	Provided in supplemental materials	Yes	Provide the missing information
	Photometric data	Provided	Yes	
	Fixture height	Not shown	No	
	Mounting & design	Not indicated	No	
	Glare control devices (Also see Sec. 5.7.3.D)	Shown	Yes	
	Type & color rendition of lamps	LED	No	
	Hours of operation of lighting	Shown	Yes	

Maximum Height (Sec. 5.7.3.A)	Height not to exceed maximum height of zoning district (or 25 ft. where adjacent to residential districts or uses)	Not shown	No	Provide height of each fixture type
Required Conditions (Sec. 5.7.3.B)	<ul style="list-style-type: none"> 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 	Not indicated	No	Include standard notes on the plans
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.I) Lighting for security purposes shall be directed only onto the area to be secured.	<ul style="list-style-type: none"> All fixtures shall be located, shielded and aimed at the areas to be secured. Fixtures mounted on the building and designed to illuminate the facade are preferred 		TBD	Provide a plan that shows lighting conditions after business hours
Color Spectrum Management (Sec. 5.7.3.F)	Non-Res and Multifamily: For all permanent lighting installations - minimum Color Rendering Index of 70 and Correlated Color Temperature of no greater than 3000 Kelvin	80 CRI 4000 K indicated	Yes No	<u>Change to 3000K or seek a deviation</u>
Parking Lot Lighting (Sec. 5.7.3.J)	<ul style="list-style-type: none"> Provide the minimum illumination necessary to ensure adequate vision and comfort. Full cut-off fixtures shall be used to prevent glare and spillover. 		TBD	Clarify if full cut-off fixtures are proposed
Min. Illumination (Sec. 5.7.3.k)	Parking areas: 0.2 min	0.1 min	No	<u>Adjust lighting to meet minimum standards or seek a deviation</u>
	Loading/unloading areas: 0.4 min	1.0 fc min	Yes	
	Walkways: 0.2 min	0.1 min	No	
	Building entrances, frequent use: 1.0 min	1.3 fc	Yes	
	Building entrances, infrequent use: 0.2 min		NA	

Average Light Level (Sec.5.7.3.L)	Average light level of the surface being lit to the lowest light of the surface being lit shall not exceed 4:1	The statistics chart does not include the calculation for the whole site – broken up into smaller areas	No	Provide a calculation for all illuminated area of the lot to show Ave:Min is no greater than 4:1 or adjust lighting appropriately
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	Max at property line to south appears to be 0.7-0.8 fc	Yes	
Adjacent to Residential (Sec. 5.7.3.M)	<ul style="list-style-type: none"> Height of fixtures not to exceed 25 feet No direct light source shall be visible at the property line at ground level All cut off angles of fixtures must be 90° when adjacent to residential districts Maximum illumination at the property line shall not exceed 0.5 foot candle 	Height not indicated Not provided Max at property line to south appears to be 0.1-0.2 fc	TBD TBD Yes	<u>Additional information required to verify fixture height, cut off angles, and whether direct light source is visible at the property line</u>

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. Please refer to those sections in Article 3, 4, and 5 of the zoning ordinance for further details.
3. Please include a written response to any points requiring clarification or for any corresponding site plan modifications to the City of Novi Planning Division with future submittals.

ENGINEERING REVIEW



PLAN REVIEW CENTER REPORT

9/10/2024

Engineering Review

Feldman Kia PRO

JSJZ24-0032

APPLICANT

Feldman

REVIEW TYPE

PRO

PROPERTY CHARACTERISTICS

- Site Location: Located on the south side of Grand River Avenue, west of Joseph Drive
- Site Size: 4.88 acres
- Plan Date: 05/09/2024
- Design Engineer: Alpine Engineering Inc.

PROJECT SUMMARY

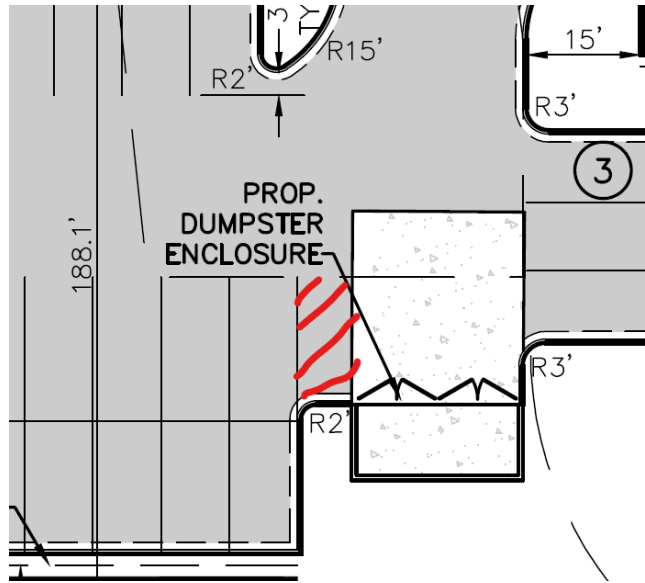
- Construction of an approximately 20,152 square foot square-foot building and associated parking. Site access would be provided via public roadways.
- Water service would be provided by an 8-inch extension from the existing 8-inch water main along Grand River Avenue. Along with three additional hydrants.
- Sanitary sewer service would be provided by an extension from existing off-site sanitary sewer on the south side of the property, along with a monitoring manhole for the site.
- Storm water would be collected by an underground storm water detention/infiltration system, an infiltration basin, and an infiltration trench.

RECOMMENDATION

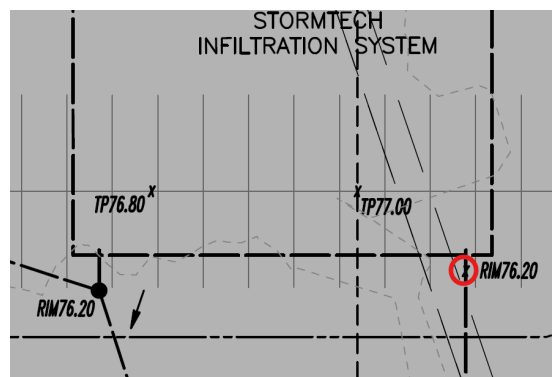
Approval of the revised PRO Concept Plan is recommended contingent upon the applicant addressing the following comments.

Items pertaining to the PRO Concept plan

1. This parking space needs to be striped off, it is too narrow.



2. The proposed monitoring manhole easement is too wide at spots. Just make it 10' wide from the ROW to the structure.
3. Provide the liber and page number for the 6' easement for public utilities. This runs through the underground detention system and could raise some issues. Additionally, check on the 10' DTE easement to see if any underground construction is allowed within it.
4. Add a legend to the utility plan sheet.
5. Will the applicant be conducting test pits for the infiltration test or just using the bore pit infiltration test?
6. Is there a structure missing here? The grading sheet calls out a rim elevation on the outflow pipe for the underground infiltration system.



7. Explain why an average infiltration rate was used for the storm water calculations instead of the infiltration rates from the adjacent/closest infiltration test location.
8. Provide the overland routing that would occur in the event the underground system cannot accept flow. This route shall be directed to a recognized drainage course or drainage system.

Items to be addressed at site plan submittal

1. **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), and paving (2 sheets). The most updated details can be found on the City's website under [Engineering Standards and Construction Details](#).
2. Clearly distinguish between proposed improvements and existing features of the site by providing a demolition sheet that shows all existing utilities. Ensure that proposed and existing linestyles and hatches are able to be differentiated.
3. Show the parcel dividing line on the survey sheet to show where previous properties were separated.
4. Clearly distinguish between proposed and existing easements; the current easements are hard to differentiate.
5. A right-of-way permit will be required from the City of Novi and Oakland County.
6. The [Non-Domestic User Survey Form](#) for sanitary sewer flow shall be submitted to the City so it can be forwarded to Oakland County.
7. Provide a note that compacted sand backfill (MDOT sand Class II) shall be provided for all utilities within the influence of paved areas; illustrate and label on the profiles.
8. Provide a construction materials table on the utility plan listing the quantity and material type for each utility (water, sanitary and storm) being proposed.
9. 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.
10. Where the minimum 18-inch clearance at utility crossings cannot be achieved, provide a prominent note stating the substandard clearance and that proper bedding/encasement will be determined by the inspecting engineer.

11. 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 and easements shall be shown on the landscape plan, or other appropriate sheet, to confirm the separation distance. Some trees appear close to the trench drain on the west side of the site, please check these separation distances to ensure that there will be no conflict.
12. 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.
13. The grading and SESC sheets shall show the tree fence at least as far from the trunk as the critical root zone, defined as a circular area around a tree with a radius measured to the tree's longest dripline radius plus one (1) foot. No grading shall occur within the dripline. If the critical root zone is not fully protected, then replacements for that tree may be required.
14. Show the Right-of-Way limits on the plans.

Water Main

15. Need WM material and domestic water lead material and size.
16. Place the hydrants at least 7 feet off back of curb (allowing 3-foot clearance from sidewalk).
17. A tapping sleeve, valve and well is required at the connection to the existing water main.
18. Per current EGLE requirement, provide a profile for all proposed water main 8-inch and larger.
19. 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.
20. The water main stub at the northwest corner of the property shall terminate with a hydrant followed by a valve in well. If the hydrant is not a requirement of the development at this location, the hydrant can be labeled as "temporary", allowing it to be relocated in the future.
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.

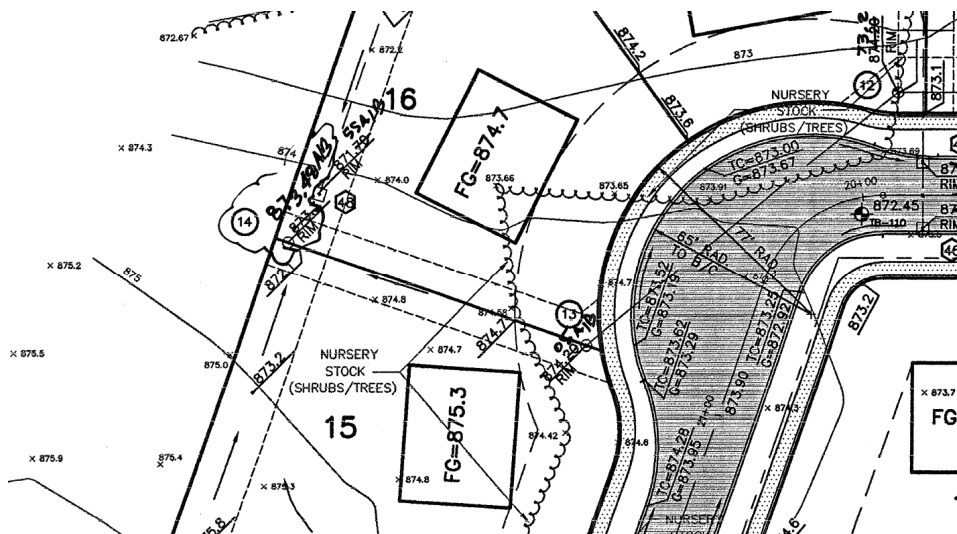
24. In the general notes and on the profile, add the following note: "Per the Ten States Standards Article 8.8.3, one full 20-foot pipe length of water main shall be used whenever storm sewer or sanitary sewer is crossed, and the pipe shall be centered on the crossing, in order to ensure 10-foot separation 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.

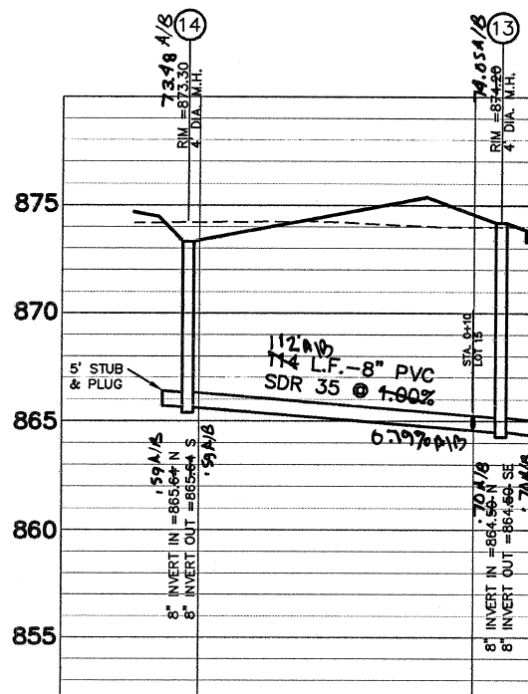
Irrigation Comments

26. If irrigation is proposed, include an irrigation letter and containment letter with the next review. Include containment notes on the irrigation sheets as well.

Sanitary Sewer

27. Show the existing sanitary sewer easement to the south. Additionally, should the pipe north of the existing manhole connection be 6" or 8"? The inverts show a 6" and 8" entering the structure, but the as-builts we have for willow farms estates to the south only shows the 8". Please confirm the invert and rim elevations on your survey are correct, because they do not match the as-builts.





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, so ensure clean-outs are provided every 100-feet.
30. Illustrate all pipes intersecting with manholes on the sanitary profiles.

Storm Sewer

31. A minimum cover depth of 3 feet shall be maintained over all proposed storm sewer. In situations where the minimum cover cannot be achieved, Class V pipe must be used with an absolute minimum cover depth of 2 feet. An explanation shall be provided where the cover depth cannot be provided.
32. Provide a 0.1-foot drop in the downstream invert of all storm structures where a change in direction of 30 degrees or greater occurs.
33. Match the 0.80 diameter depth above invert for pipe size increases.
34. Storm manholes with differences in invert elevations exceeding two feet shall contain a 2-foot-deep plunge pool.
35. Provide a four-foot-deep sump and an oil/gas separator in the last storm structure prior to discharge to the underground detention system.
36. The minimum pipe size for storm sewers receiving surface runoff shall be 12-inch diameter.
37. Provide profiles for all storm sewer 12-inch and larger.
38. 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)

39. Label all inlet storm structures on the profiles. Inlets are only permitted in paved areas and when followed by a catch basin within 50-feet.
40. 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.
41. Illustrate all pipes intersecting storm structures on the storm profiles.
42. 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.
43. Show and label all roof conductors and show where they tie into the storm sewer.

Storm Water Management Plan

44. 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 \(updated Jan 31, 2024\)**](#)
45. Provide calculations verifying the post-development runoff rate directed to the proposed receiving drainage course does not exceed the pre-development runoff rate for the site.
46. Explain where the runoff coefficient of 0.15 is coming from. If the soil is hydrologic soil group A, please list that.
47. Determine if the infiltration basin cross-section was intended to be a trapezoid. The base at 872' is 8,255 sft cross sectional area and at 866' it is 3,125 sft, which means at the surface it is wider and grows narrower as it goes down. If it is trapezoidal, revise the detail for the cross-section on page 6 to show existing soils on the sides.
48. Extend the basin maintenance access route around the basin so that the outlet structures and pretreatment structures can be maintained (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.
49. 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.
50. 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.
51. Provide manufacturer's details and sizing calculations for the pretreatment structure on the plans. The treated flow rate should be based on the 1-year storm event intensity (~1.6 in/Hr); higher flows shall be bypassed.
52. Provide release rate calculations for the three design storm events (V_{CP-R} , V_{100} , and Q_{ED}).

53. The flow restriction shall be accomplished by methods other than a pipe restriction in an oversized pipe due to the potential for clogging and restrictor removal. A perforated standpipe, weir design, baffle wall, etc. should be utilized instead.
54. The primary outlet standpipe shall be designed with a secondary outer pipe with numerous holes. The stone filter would rest against this outer pipe and would help protect the outlet standpipe from clogging.
55. Provide supporting details for the runoff coefficient of the "Off-site Grass/On-Site Basin Area" and why this was different from the on-site grass. Use the Oakland County stormwater standards for the runoff coefficients.
56. A 25-foot vegetated buffer shall be provided around the perimeter of the storm water basin where impervious area is directed to the basin via surface flow.
57. If parcels are not being combined, an off-site storm sewer easement will be required from the property line to the catch basin being connected to.

Underground Storage:

58. Provide an underdrain along the downstream side of the underground detention system which is tied into a manhole as a means of secondary storm water conveyance to the outlet.
59. Cleanouts shall be provided at each end of the proposed underdrain for periodic maintenance.
60. Provide a table or note addressing the required bedding depth vs. bearing capacity of the underlying soils in the vicinity of the underground detention system per the manufacturer's specifications.
61. Provide a note on the plans stating the City's inspecting engineers shall verify the bearing capacity of the native soils to verify an adequate bedding depth is provided.
62. Indicate the assumed porosity of the aggregate. The volume calculations shall consider only 85-percent of that volume as available for storage to account for sediment accumulation in the aggregate. This means that the usual 40% porosity assumed by many manufacturers must be reduced to 0.85 of that = 34%.
63. Provide a note on the underground detention detail that aggregate porosity will be tested, and results provided to the City's inspecting engineers.
64. Provide an isolator row in the underground detention system in addition to the swirl concentrator chamber. Contact the Engineering Division for further information.
65. Provide inspection ports throughout the underground detention system at the midpoint of all storage rows. Additional inspection ports may be required for systems larger than 200 feet. One inspection port every 50 feet for isolator row.
66. Inspection ports shall be a minimum of 8-inches.
67. For piped/chamber systems, the underground storage system shall include 4-foot diameter manholes at one end of each row for maintenance access purposes.

68. Provide critical elevations for the detention system. Also, provide a cross-section for the underground detention system. Ensure that there is at least 1 foot of freeboard between the 100-year elevation and the subgrade elevation beneath the pavement.
69. The underground detention system shall be kept outside of the influence of any planting areas.
70. In order to prevent scouring (per Table 4 of StormTech manual), do not exceed the maximum inlet flow rates.

Infiltration Trench and Infiltration Basin:

71. The Infiltration Trench shall be sized for a portion of the 100-year detention volume. This volume shall include the below-grade pipe and gravel media. The available storage volume in the gravel shall assume that only 85-percent of the volume is available for storage to account for sediment accumulation within the media [Same as underground detention note for stone volume; see above]. Provide these calculations on the plans.
72. The detail for the Infiltration Basin shall indicate the above-grade ponding depth and shall show the overflow catch basin. Include the design side slopes.
73. Provide a geotextile filter fabric under the planting material to separate it from the underdrain/base material or in-situ soils.
74. Provide a cross-section that includes the Infiltration basin outlet structure, with all relevant elevations, inverts, and dimensions.

Paving & Grading

75. Provide a construction materials table on the Paving Plan listing the quantity and material type for each pavement cross-section being proposed.
76. A pedestrian pathway is required along the northern and eastern frontage. The ordinance allows for an administrative variance when there are no existing pathways within 300-feet of the property if the applicant provides payment to the City equal to the cost of the pathway (as approved by the City Engineer) for City use to construct pathways elsewhere in the City. The applicant should provide a letter making this request or construct the sidewalk along the frontage as required.
77. Provide a minimum of 6 spot elevations where the pathway crosses each driveway (one at each corner and two in the center of the driveway on each side of the pathway). Spot elevations shall be provided to demonstrate a level landing adjacent to each side of the pathway crossing.
78. No more than 1/4" vertical obstacle shall be allowed at each transition between the pathway and the drive approach.
79. Revise Dumpster Pad details to meet city standards, 8" concrete on 8" 21 AA aggregate base. Note: Dumpster pad shall extend minimum 10' beyond dumpster enclosure.
80. Revise the pathway cross-section to indicate a maximum cross-slope of 2%. Add the maximum 2-percent cross-slope to the sidewalk detail.

81. Provide spot elevations at the intersection of the proposed pathway with the existing pathway.
82. Detectable warning plates are required at all barrier free ramps, hazardous vehicular crossings and other areas where the sidewalk is flush with the adjacent drive or parking pavement. The barrier-free ramps shall comply with current MDOT specifications for ADA Sidewalk Ramps. Provide the latest version of the MDOT standard detail for detectable surfaces. Please ensure that the product is the concrete-embedded detectable warning plates, or equal, and shall be approved by the Engineering Division. Stamped concrete will not be acceptable.
83. Label specific ramp locations on the plans where the detectable warning surface is to be installed.
84. Verify the slopes along the ingress/egress routing to the building from the barrier-free stalls. All barrier-free stalls shall comply with Michigan Barrier-Free regulations.
85. Provide existing and proposed contours on the Grading Plan at the time of the Final Site Plan submittal.
86. Provide a note on the Grading Plan stating that the proposed pathway within the road right-of-way shall match existing grades at both ends.
87. 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.
88. Site grading shall be limited to 1V:4H (25-percent), excluding landscaping berms.
89. The grade of the drive approach shall not exceed 2-percent within the first 25 feet of the intersection. Provide spot grades as necessary to establish this grade.
90. The sidewalk within the right-of-way shall continue through the drive approach. If like materials are used for each, the sidewalk shall be striped through the approach. The sidewalk shall match the proposed cross-section if the approach is concrete. Provide additional spot grades as necessary to verify the maximum 2-percent cross-slope is being maintained along the walk.
91. Provide spot grades along property lines to demonstrate site drainage is self-contained.
92. Provide additional spot grades as necessary to demonstrate that a minimum 5-percent slope away from the building is provided for a minimum distance of ten feet around the perimeter of the building.
93. 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).
94. The City standard straight-faced curb (MDOT F-4 curb detail) shall be provided.

95. Label the actual usable length of the proposed angled parking stalls. This is done by measuring between parallel lines representing the position at the front and rear of the car, without the rear of the car conflicting with the maneuvering aisle.

Soil Erosion and Sediment Control

96. A SESC permit is required. A full review has not been completed at this time. A review will be done when a completed packet is submitted to Sarah Marchioni at Community Development.

Off-Site Easements

97. Any off-site utility easements anticipated must be executed **prior to Stamping Set Approval**. If you have not already done so, drafts of the easements and a recent title search shall be submitted to the Community Development Department as soon as possible for review and shall be approved by the Engineering Division and the City Attorney prior to executing the easements.
98. Any off-site utility easements anticipated must be executed **prior to final approval of the plans**.
99. Approval from the neighboring property owner for the work associated with the off-site sanitary sewer shall be forwarded to the Engineering Division **prior to Stamping Set approval**.

The following must be submitted with the Preliminary Site Plan:

100. A letter from either the applicant or the applicant's engineer must be submitted with the Stamping Set highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved. **Additionally, a statement must be provided stating that all changes to the plan have been discussed in the applicant's response letter.**

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 Ben Nelson at (248)735-5643 or email at bnelson@cityofnovi.org with any questions.

Benjamin Nelson

Ben Nelson,
Project Engineer

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

LANDSCAPE REVIEW



PLAN REVIEW CENTER REPORT

August 28, 2024
Feldman Kia of Novi
Initial PRO Concept Site Plan - Landscaping

Review Type

Initial PRO Concept Plan Landscape Review

Job

JZ24-38

Property Characteristics

- Site Location: 40575 Grand River Avenue
- Site Acreage: 4.88 ac.
- Site Zoning: NCC
- Adjacent Zoning: North: I-1, East: NCC, South: R-4, West: OST
- Plan Date: 5/9/2024

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. Items in **bold** below must be addressed and incorporated as part of the Initial PRO Concept plan submittal. Underlined items must be addressed on the Preliminary and Final Site Plans. 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.

RECOMMENDATION:

This project is **not recommended for approval**. Significant deviations are required by the proposed layout and landscaping that are not supported by staff.

LANDSCAPE DEVIATIONS REQUIRED:

- Deficiency in berm height and screening along the south property line – *not supported by staff*
- One parking bay is longer than the maximum allowed without a landscaped island – *not supported by staff*
- Lack of greenbelt berms for both Grand River Avenue and Joseph Drive – *supported by staff for Grand River Avenue frontage since continuous hedge is proposed*
- Deficiency in subcanopy trees provided along the southern 135lf of Joseph Drive – *supported by staff*
- Deficiency in interior parking lot trees – *not supported by staff*
- Deficiency in building foundation landscaping provided at the building – *supported by staff*

PLEASE REVISE THE LAYOUT, UTILITIES AND LANDSCAPING TO ELIMINATE OR REDUCE THE ABOVE DEVIATIONS.

Ordinance Considerations

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

1. Tree survey is provided.
2. Most of the existing evergreens along the south edge of the site are shown as being removed without replacement. Those are not regulated woodland trees, but they do

provide some of the required buffering between the site and the residences to the south.

Adjacent to Residential - Buffer (Zoning Sec. 5.5.3.B.ii and iii)

1. The project is adjacent to residential property to the south so a 6-8 foot tall, landscaped berm is required for the proposed project.
2. The plan proposes to leave the existing 3-4-foot-tall berm in place, unchanged, and remove most of the large evergreen trees on the berm due to their poor health.
3. A screening wall and a line of Green Giant arborvitae are proposed to screen the parking bay on the west half of the property.
4. No wall or significant landscaping is proposed for the east half of the property.
5. **The proposed screening would require a landscape deviation.**
6. *As the degree of buffering to be provided is not clear, and the removal without replacement of the large evergreens is not desirable, the deviation is not supported by staff.*

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

1. A continuous hedge is proposed along both Grand River and Joseph Drive instead of the hedge. **This requires a landscape deviation.** *It is supported by staff.*
2. The required greenbelt width is provided for both frontages.
3. A number of greenbelt trees are double-counted that can't be double-counted, so the required number of trees may not be proposed. **If they are not, a landscape deviation would be required.** *It would not be supported by staff. See the more detailed discussion on the landscape chart.*
4. A landscape waiver is requested for the 135lf of southern Joseph Drive frontage to preserve the existing landscaping. Since enough large evergreen trees are being preserved, a deviation for those trees is not required. **A deviation for the insufficient number of subcanopy trees would be required.** *That deviation would be supported by staff as the large evergreen trees to be removed have a very wide base and leave little room in the greenbelt for all of the required trees.*

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

1. One of the bays has too many contiguous spaces without a landscape island. A landscape deviation is required for it. The deviation would not be supported by staff.
2. As noted above, some greenbelt trees are double-counted as parking lot interior trees, and a parking lot perimeter tree is double-counted as a parking lot interior trees. These are not allowed by the ordinance.
3. The two islands on the north side of the building are not 200sf but the trees in them are counted as parking lot interior trees. They must have at least 200sf of greenspace to be counted, and the area itself must have a tree in it to count toward the parking lot interior space requirement. **The deficiency in parking lot interior trees would require a landscape deviation.** *It would not be supported by staff.*
4. The required parking lot perimeter trees are proposed.

Building Foundation Landscaping (Zoning Sec 5.5.3.D)

1. The required foundation area is provided in total, but only 72% is at the building. **This requires a landscape deviation.** *As the remaining landscaping is provided in areas that will enhance the appearance of the site from Grand River, it would be supported by staff.*
2. The percentage of the building's frontages that are landscaped exceed the requirement.

Plant List (LDM 4, 10)

1. 11 of 20 species used (55%) are native to Michigan. Please keep or exceed that percentage when the final site plan is developed and foundation plantings are detailed.

2. The tree diversity requirement of LDM 4 is met.

Planting Notations and Details (LDM 10)

Provided

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

1. Underground detention is proposed for pre-treatment and the existing detention area will be retrofitted to be an infiltration basin
2. No detention basin landscaping is proposed. This requires a landscape deviation. It would not be supported by staff.
3. **At a minimum, the required shrubs around the basin must be provided. If the basin will have standing water for more than 24 hours, the canopy trees must also be provided.**

Irrigation (LDM 10)

1. If an irrigation system will be used, a plan for it must be provided with Final Site Plans.
2. If alternative means of providing water to the plants for their establishment and long-term survival, information regarding that is also required with 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 – Initial PRO Concept Plan

Review Date: August 27, 2024
Project Name: JZ24-38: FELDMAN KIA OF NOVI
Project Location: 40575 Grand River Avenue
Plan Date: May 9, 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 the Site Plans.

LANDSCAPE DEVIATIONS REQUIRED:

- Deficiency in berm height and screening along the south property line – *not supported by staff*
- One parking bay is longer than the maximum allowed without a landscaped island – *not supported by staff*
- Lack of greenbelt berms for both Grand River Avenue and Joseph Drive – *supported by staff for Grand River Avenue frontage since continuous hedge is proposed*
- Deficiency in subcanopy trees provided along the southern 135lf of Joseph Drive – *supported by staff*
- Deficiency in interior parking lot trees – *not supported by staff*
- Deficiency in building foundation landscaping being located at the building – *supported by staff*

Item	Required	Proposed	Meets Code	Comments
Landscape Plan Requirements (Landscape Design Manual (LDM) and Zoning Ordinance (Zoning Sec))				
Landscape Plan (Zoning Sec 5.5.2, LDM 2, 10)	<ul style="list-style-type: none"> • 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 • Consistent with plans throughout set 	Scale: 1" = 30'	Yes	<u>A smaller scale may be required for the foundation plantings.</u>
Project Information (LDM 10)	Name and Address	On title block	Yes	
Owner/Developer Contact Information (LDM 10)	Name, address and telephone number of the owner and developer or association	On title block	Yes	
Landscape Architect contact information (LDM 10)	Name, Address and telephone number of RLA/PLA/LLA who created the plan	Jim Allen – Allen Design	Yes	

Item	Required	Proposed	Meets Code	Comments
Sealed by LA. (LDM 10)	Requires original signature	Copy of seal and signature on title block	Yes	
Miss Dig Note (800) 482-7171	Show on all plan sheets	On title block	Yes	
Zoning (LDM 10)	Include all adjacent zoning	Shown on Location Map <ul style="list-style-type: none"> • <u>Parcel:</u> NCC • <u>North:</u> I-1, • <u>East:</u> NCC, • <u>South:</u> R-4, • <u>West:</u> OS-1 	Yes	
Survey information (LDM 10)	<ul style="list-style-type: none"> • <u>Legal description or boundary line survey</u> • <u>Existing topography</u> 	Description and topographical survey on Sheet 3	Yes	
Existing plant material Existing woodlands or wetlands (LDM 10)	<ul style="list-style-type: none"> • <u>Show location type and size. Label to be saved or removed.</u> • <u>Plan shall state if none exists.</u> 	<ul style="list-style-type: none"> • Tree survey and chart on Sheet L-2 • Removals are shown on L-2 • Woodland replacement calculations on L-2 – one 26" dbh tree is shown as being removed and 3 replacements provided on site 	Yes	<p>1. Most of the existing large evergreen trees along the south border are shown as being removed. While it is agreed that they are in poor condition, they can't just be removed without replacement as they provide required screening for the residences south of the site.</p> <p>2. See Merjent letter for a complete review of the woodlands and wetlands</p>
Soil types (LDM10)	<ul style="list-style-type: none"> • <u>As determined by Soils survey of Oakland county</u> • <u>Show types, boundaries</u> 	Soil boring info and a soils map are provided on Sheet 6	Yes	
Existing and proposed improvements (LDM 10)	Existing and proposed buildings, easements, parking spaces, vehicular use areas, and R.O.W	All elements are included on the landscape plan	Yes	
Existing and proposed utilities (LDM 10)	<ul style="list-style-type: none"> • Overhead and underground utilities, including hydrants • Proposed light poles 	<ul style="list-style-type: none"> • All existing and proposed utilities are shown • Proposed lighting is shown 	<ul style="list-style-type: none"> • Yes • Yes 	<u>If the easements entering the site from the east and traveling north-south through the east lot will be abandoned, please remove them from the landscape plan and note that on the utility</u>

Item	Required	Proposed	Meets Code	Comments
				<u>plan.</u>
Proposed grading. 2' contour minimum (LDM 10)	Provide proposed contours at 2' interval	<ul style="list-style-type: none"> • Sheet 4 • No berms are proposed 	<ul style="list-style-type: none"> • Yes • No 	
Snow deposit (LDM 10)	Show snow deposit areas on plan	Yes	Yes	
LANDSCAPING REQUIREMENTS				
Parking Area Landscape Requirements (Zoning Sec 5.5.3.C and LDM 5)				
General requirements (LDM 5)	<ul style="list-style-type: none"> • Clear sight distance within parking islands • No evergreen trees 	No proposed plantings appear to block visibility within the parking lot	Yes	
Name, type and number of ground cover (LDM 5)	As proposed on planting islands	Sod is indicated	Yes	
General (Zoning Sec 5.5.3.C)				
Parking lot Islands	<ul style="list-style-type: none"> • A minimum of 200 SF to qualify • A minimum of 200sf unpaved area per tree planted in an island • 6" curbs • Islands minimum width 10' BOC to BOC 	All islands' areas are labeled and appear to be sufficiently sized	Yes	The area of the islands north of the building must be increased to at least 200sf each in order for the areas and the trees to count toward the requirements.
Curbs and Parking stall reduction (Zoning Sec 5.3.12)	Parking stall can be reduced to 17' and the curb to 4" adjacent to a sidewalk of minimum 7 ft.	Exterior spaces are 17 feet long and interior spaces are 19 feet long	Yes	
Contiguous space limit (Zoning sec 5.5.3.C)	<ul style="list-style-type: none"> • Maximum of 15 contiguous spaces • As the long bay is shown as being used for vehicle storage and display it may be 25 spaces long. 	The eastern bay is a total of 28 spaces without a landscaped island – only an island with a hydrant breaks it up	No	1. Please add a landscaped island in that bay to break up the bay into allowable lengths. 2. A landscape deviation would be required for that bay. It would not be supported by staff.
Plantings around Fire Hydrant (Zoning sec 5.5.3.C)	<ul style="list-style-type: none"> • No plantings with matured height greater than 12' within 10 ft. of fire hydrants • Plant trees at least 10 feet from underground sanitary sewer lines • Plant trees at least 5 ft from underground water and storm sewer 	No trees are proposed within 10 feet of hydrants.	Yes	1. Please call out the Fire Department Connector on the landscape plan and keep any foundation plantings within 3 feet of it below 12". 2. Add a note to that effect to the detailed foundation

Item	Required	Proposed	Meets Code	Comments
	lines <ul style="list-style-type: none"> Plantings near hydrants or FDCs should be no taller than 12" 			<u>landscaping plans when they are provided.</u>
Landscaped area (Zoning sec 5.5.3.C)	Areas not dedicated to parking use or driveways exceeding 100 sq. ft. shall be landscaped	Yes		
Clear Zones (Zoning sec 5.5.3.B.ii Footnote 10)	<ul style="list-style-type: none"> 25 ft corner clearance required. Refer to Zoning Section 5.5.9 Road Commission for Oakland County zone for RCOC jurisdiction roads 	<ul style="list-style-type: none"> Road Commission for Oakland County clear vision zones are provided for both entries. Street trees are proposed outside of the clear vision zones. 	<ul style="list-style-type: none"> Yes Yes 	<u>If the RCOC does not allow some or all of the Grand River street trees, the disallowed trees do not need to be planted, but documentation of that ruling must be provided.</u>
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)				
A = Total square footage of vehicular use areas up to 50,000sf x 7.5%	<ul style="list-style-type: none"> $A = x \text{ sf} * 7.5 \%$ $A = 50,000 * 7.5\% = 3750 \text{ sf}$ 			Calculation is provided
B = Total square footage of additional paved vehicular use areas (not including A or B) over 50,000 SF) x 1 %	<ul style="list-style-type: none"> $B = x \text{ sf} * 1\%$ $B = (121,299 - 50000) * 1\% = 713 \text{ sf}$ 			Calculation is provided
Category 2: For: I-1 and I-2 (Zoning Sec 5.5.3.C)				
A. = Total square footage of vehicular use area up to 50,000 sf x 5%	$A = x \text{ sf} * 6\%$	NA		
B = Total square footage of additional paved vehicular use areas over 50,000 SF x 0.5%	$B = 0.5\% \times 0 \text{ sf}$	NA		
All Categories				
C = A+B Total square footage of landscaped islands	<ul style="list-style-type: none"> $C = A + B$ $C = 3,750 + 713 = 4,463 \text{ SF}$ 	6,083 sf	Yes	
D = C/200 Number of canopy trees required	<ul style="list-style-type: none"> $D = C/200 \text{ trees}$ $4,463/200 = 22 \text{ Trees}$ 	22 trees	No	1. Two of the trees shown are double-counted for the interior parking lot calculation and greenbelt canopy

Item	Required	Proposed	Meets Code	Comments
				<p>tree.</p> <p>2. One tree is shown as a double-counted parking lot interior and perimeter tree.</p> <p>3. Both of those double-countings are not allowed by the ordinance. Please correct the labeling and provide 3 more interior trees.</p> <p>4. If all required trees are not provided, a landscape deviation would be required. It would not be supported by staff.</p>
Perimeter Green space (Zoning Sec 5.5.3.C)	<ul style="list-style-type: none"> 1 Canopy tree per 35 lf $1,216/35 = 34$ trees 	34 trees	Yes	
Accessway perimeter (Zoning Sec 5.5.3.C.iv.j)	<ul style="list-style-type: none"> 1 canopy tree per 35 lf on each side of road, less widths of access drives. $(40*2+35*2)/35 = 4$ trees 	<ul style="list-style-type: none"> 4 trees 3 are double-counted as accessway perimeter/ greenbelt canopy trees – this is allowed 	Yes	
Parking land banked (Zoning Sec 5.2.14.D)	<ul style="list-style-type: none"> NA 	None		
Berms, Walls and ROW Planting Requirements				
Berms (Zoning Sec 5.5.3.A & LDM 1)				
<ul style="list-style-type: none"> 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)	Landscaped berm 6-8 feet tall	<ul style="list-style-type: none"> Existing berm approximately 3 feet tall with large evergreens of varying health Most of the existing evergreen trees are being removed and not replaced due to their poor health A screening wall is proposed south of the southwestern 	No	<p>1. A landscape deviation is required for the deficiency in height and screening is required.</p> <p>2. Since few of the evergreens will be preserved, and most of the understory brush is not high quality and does not provide year-round screening, it would be better to clear the</p>

Item	Required	Proposed	Meets Code	Comments
		bay of parking is proposed but no details of the wall's height or appearance are provided <ul style="list-style-type: none"> • A line of Green Giant arborvitae is also proposed south of that wall and the dumpster 		berm completely and replant it with dense evergreens. If this was done, the Green Giants could be used on the berm. 3. At present, the deviation would not be supported by staff as it is not clear how well the residences to the south will be screened from the noise and lights of the site.
Planting requirements (LDM 1.a.)	LDM Novi Street Tree List	NA		
Adjacent to Public Rights-of-Way (Sec 5.5.3.B and LDM 1.b)				
Berm requirements (Zoning Sec 5.5.3.A.(5))	An undulating berm a minimum of 3 feet high with a 2-foot-wide crest is required	None	No	A continuous hedge is proposed along both frontages in lieu of the berm.
Cross-Section of Berms (LDM 10)				
Slope, height and width	<ul style="list-style-type: none"> • Label contour lines • Maximum 33% • Min. 3 feet flat horizontal area • Minimum 3 feet high • Constructed of loam with 6' top layer of topsoil. 	No	NA	
Type of Ground Cover		NA		
Setbacks from Utilities	Overhead utility lines and 15 ft. setback from edge of utility or 20 ft. setback from closest pole	<ul style="list-style-type: none"> • Overhead lines exist along both frontages. • Subcanopy trees are proposed under the lines. 	Yes	
Walls (Zoning Sec 5.5.3.A & LDM 10)				
Material, height and type of construction footing	Freestanding walls should have brick or stone exterior with masonry or concrete interior	<ul style="list-style-type: none"> • A screening wall is proposed at the southwest corner of the property. • Its height is not indicated 	TBD	Please provide a standard detail for the wall and indicate its height versus the adjacent pavement.
Walls greater than 4 ft. should be designed and sealed by an Engineer		No elevations are provided	TBD	

Item	Required	Proposed	Meets Code	Comments
ROW Landscape Screening Requirements (Zoning Sec 5.5.3.B.ii)				
Greenbelt width	Adj to Parking: 20 ft. Not adj to Pkg: 25 ft	<ul style="list-style-type: none"> Grand River: 21 ft Joseph Drive: 21 ft 	<ul style="list-style-type: none"> Yes Yes 	
Min. berm crest width	Adj to Parking: 2 ft. Not adj to Pkg: 0 ft	<ul style="list-style-type: none"> Grand River: 0 ft Joseph Drive: 0 ft A continuous hedge is proposed along Grand River and Joseph Drive 	<ul style="list-style-type: none"> No No 	1. A landscape deviation is required for the lack of berms. 2. It would be supported by staff.
Minimum berm height	Adj to Parking: 3 ft. Not adj to Pkg: 0 ft	<ul style="list-style-type: none"> Grand River: 0 ft Joseph Drive: 0 ft 	<ul style="list-style-type: none"> No No 	See above
3' wall	(2)(3)(4)	None		
Canopy deciduous or large evergreen trees	<ul style="list-style-type: none"> Adj to Pkg: 1 tree per 35 lf Not adj to Pkg: 1 tree per 60 lf Grand River: $(465-24-32)/35 = 12$ trees Joseph Dr: $(320/35) + 143/60 = 11$ trees South 135 lf to be preserved with no new canopy trees planted 	<ul style="list-style-type: none"> Grand River: 13 trees – 7 greenbelt trees, 3 greenbelt/interior parking double-counted trees and 2 accessway/ greenbelt double counted trees plus 1 existing tree Joseph Drive: 10 trees – 6 greenbelt/ perimeter double-counted trees, 4 evergreen trees and 1 double-counted greenbelt parking interior trees. 	<ul style="list-style-type: none"> No No 	1. Greenbelt trees may not be double-counted as parking lot interior trees – only perimeter trees. Please add trees as necessary to meet the complete counts of both requirements. 2. A landscape waiver is not required for the proposed layout. The existing evergreen trees can be counted toward the requirement if they are in good condition.
Sub-canopy deciduous trees)	<ul style="list-style-type: none"> Adj to Pkg: 1 tree per 20 lf Not adj to Pkg: 1 tree per 40 lf Grand River: $(465-24-32)/20 = 20$ trees Joseph Dr: $(320/20) + 143/40 = 20$ trees 	<ul style="list-style-type: none"> Grand River: 21 trees Joseph Drive: 17 trees 	<ul style="list-style-type: none"> Yes No 	<i>The landscape waiver request for the southern 135lf along Joseph Drive would be supported in order to preserve the existing vegetation but the area between the trees and the sidewalk should be kept in a neat condition since the preserved area is not a natural habitat.</i>
Canopy deciduous trees in area between sidewalk and curb	<ul style="list-style-type: none"> Parking & No Parking: 1 tree per 35 lf Grand River: $(465-24-32)/35 = 12$ trees 	<ul style="list-style-type: none"> Grand River: 12 subcanopy trees due to overhead wires – clear vision zones limit the 	<ul style="list-style-type: none"> No Yes 	If the Road Commission for Oakland County does not allow some or all of the Grand River trees to be planted,

Item	Required	Proposed	Meets Code	Comments
	<ul style="list-style-type: none"> Joseph Dr: (463/35 = 13 trees 	<ul style="list-style-type: none"> number of trees that can be planted Joseph Drive: 8 canopy trees + 8 subcanopy trees under overhead wires 		they do not have to be, and don't need to be planted elsewhere on the site, but a copy of their decision must be provided to staff.
Non-Residential Projects (Zoning Sec 5.5.3.F.iii) Refer to Planting in ROW, building foundation landscape, parking lot landscaping and LDM				
Screening of outdoor storage, loading/unloading (Zoning Sec. 3.14, 3.15, 4.55, 4.56, 5.5)	Loading areas must be completely screened from roads	<ul style="list-style-type: none"> Loading zone is shown south of the building and north of the employee and service parking. The building blocks it from Grand River and significant greenbelt landscaping screens it sufficiently from Joseph Drive 	Yes	
Transformers/Utility boxes (LDM 6)	<ul style="list-style-type: none"> A minimum of 2ft. separation between box and the plants Ground cover below 4" is allowed up to pad. No plant materials within 8 ft. from the doors 	No	No	<u>When transformer locations are finalized, screening shrubs per standard detail are required.</u>
Building Foundation Landscape Requirements (Zoning Sec 5.5.3.D)				
Interior site landscaping SF (Zoning Sec 5.5.3.D)	<ul style="list-style-type: none"> Equals to entire perimeter of the building x 8 Landscape areas must be at least 4 ft. wide A: (638-123)lf x 8ft = 4,120 SF 	<ul style="list-style-type: none"> A = 4,197 sf 3013sf of that (72%) is at the building – the remaining landscaping is near the building Shaded areas show areas to be landscaped. More than 75% of the building is landscaped 	<ul style="list-style-type: none"> No No No 	<ol style="list-style-type: none"> A landscape waiver is required for the area that is not at the building foundation <u>It would be supported by staff as the areas away from the building are near enough to enhance its appearance.</u> <u>Foundation plantings are to be included in the plant list and cost estimate.</u>
Building Frontage Landscaping (Zoning Sec 5.5.3.D)	If visible from public street a minimum of 60% of the exterior building	Grand River: 106/148 = 72% Joseph Drive:	<ul style="list-style-type: none"> Yes Yes 	

Item	Required	Proposed	Meets Code	Comments
	perimeter should be covered in green space	108/165 = 65%		
Detention/Retention Basin Requirements (Zoning Sec. 5.5.3.E & LDM 3)				
Planting requirements (Zoning Sec 5.5.3.E & LDM 3)	<ul style="list-style-type: none"> Clusters of large native shrubs shall cover 70-75% of the basin rim area at 10 lf from permanent water level 10" to 14" tall grass along sides of basin Refer to wetland for basin mix Deciduous canopy tree 1/35 of east, south and west sides of pond at 10 feet from permanent water level 	No landscaping is proposed around the infiltration pond	No	1. Please provide the required landscaping. 2. If the pond will be a dry pond, the canopy trees do not need to be provided at all, but the shrubs do. 3. A landscape waiver would be required for the proposal. It would not be supported by staff.
Phragmites and Japanese Knotweed Control (Zoning Sec 5.5.6.B)	<ul style="list-style-type: none"> Any and all populations of Phragmites australis and/or Japanese Knotweed on site shall be included on tree survey. Treat populations per MDEQ guidelines and requirements to eradicate the weed from the site. 	None indicated	TBD	Please recheck the site. I think that I remember seeing some in the pond area.
LANDSCAPING NOTES, DETAILS AND GENERAL REQUIREMENTS				
Landscape Notes – Utilize City of Novi Standard Notes				
Installation date (LDM 10)	Provide intended date	Between March and November.	Yes	
Maintenance & Statement of intent (Zoning Sec 5.5.6 & LDM 10)	<ul style="list-style-type: none"> 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. 	Yes	Yes	
Plant source (LDM 10 & 11)	Shall be northern nursery grown, No.1 grade.	Yes	Yes	
Irrigation plan (LDM 10)	<ul style="list-style-type: none"> A fully automatic irrigation system or a method of providing sufficient water for plant establishment and survival is required on Final Site Plans. 	No		1. Please add an irrigation plan or information as to how plants will be watered sufficiently for establishment and long- term

Item	Required	Proposed	Meets Code	Comments
	<ul style="list-style-type: none">• If irrigation won't be used, note how trees will get sufficient water for establishment and long-term survival			<p><u>survival in the Final Site Plans.</u></p> <p>2. <u>If an irrigation system will be provided, it must meet the requirements listed at the end of this chart.</u></p> <p>3. <u>If xeriscaping is used, please provide information about plantings included.</u></p>
Other information (LDM 10)	Required by Planning Commission	NA		Please add a note near the native seed mix that says "Contractor must send proof of the mix to be used (photo of the bag or copy of the invoice) to the City landscape architect at rmeader@cityofnovi.org for approval prior to placement of the seed".
Establishment period (Zoning Sec 5.5.6 & LDM 10)	2 yr. Guarantee	Yes	Yes	
Approval of substitutions. (Zoning Sec 5.5.5 & LDM 10)	City must approve any substitutions in writing prior to installation.	Yes	Yes	Please add "Written approval from the City Landscape Architect is required" to Landscape Note #12.
Plant List (LDM 10 & 11) – Include all cost estimates				
Quantities and sizes	<ul style="list-style-type: none">• At least 50% of species used shall be native to Michigan• Tree diversity shall follow guidelines of LDM Section 4• Refer to LDM suggested plant list	Yes	Yes	
Root type		Yes	Yes	
Botanical and common names (LDM 4 & 11)		<ul style="list-style-type: none">• 11 of 20 species used (55%) are native to Michigan• The tree diversity requirement is met	<ul style="list-style-type: none">• Yes• Yes	
Type and amount of lawn		Sod is indicated everywhere but in the infiltration basin area	Yes	
Cost estimate (LDM 10)		For all new plantings, mulch and sod as listed on the plan	Yes	
Planting Details/Info (LDM Part III) – Utilize City of Novi Standard Details				

Item	Required	Proposed	Meets Code	Comments
Canopy Deciduous Tree	Refer to LDM for detail drawings	Yes – Sheet L-3	Yes	
Evergreen Tree		Yes – Sheet L-3	Yes	
Multi-stem Tree		Yes – Sheet L-3	Yes	
Shrub		Yes – Sheet L-3	Yes	
Perennial/ Ground Cover		Yes – Sheet L-3	Yes	
Tree stakes and guys. (Wood stakes, fabric guys)		Yes – Sheet L-3	Yes	
Tree protection fencing	Located at Critical Root Zone (1' outside of dripline)	Yes – Sheet L-2	Yes	
Other Plant Material Requirements (LDM 11)				
General Conditions	Plant materials shall not be planted within 4 ft. of property line	Yes		<u>Please add note near property lines stating this.</u>
Plant Materials & Existing Plant Material (LDM 11)	Clearly show trees to be removed and trees to be saved.	Yes – Sheet L-2	Yes	
Landscape tree credit (LDM 11)	<ul style="list-style-type: none"> Substitutions to landscape standards for preserved canopy trees outside woodlands/ wetlands should be approved by LA. Refer to Landscape tree Credit Chart in LDM 	No		
Plant Sizes for ROW, Woodland replacement and others (LDM 11)	<ul style="list-style-type: none"> Size determined by use detailed in LDM Table 11.b.(2)a.i Indicate on plant list 	On plant list	Yes	
Plant size credit (LDM 11)	NA	No		
Prohibited Plants (LDM 11.b)	No plants on City Invasive Species List	None are used	Yes	
Recommended trees for planting under overhead utilities (LDM 11)	Label the distance from the overhead utilities	Subcanopy trees are proposed under the overhead lines	Yes	
Collected or Transplanted trees (LDM 11)		None indicated		
Nonliving Durable Material: Mulch (LDM 12)	<ul style="list-style-type: none"> Trees shall be mulched to 3" depth and shrubs, groundcovers to 2" depth 	Shown on details	Yes	

Item	Required	Proposed	Meets Code	Comments
	<ul style="list-style-type: none"> Specify natural color, finely shredded hardwood bark mulch. Include in cost estimate. 			

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.

TRAFFIC REVIEW



AECOM
39575 Lewis Dr, Ste. 400
Novi
MI, 48377
USA
aecom.com

Project name:
JZ24-32 – Feldman Kia PRO Initial Concept
Traffic Review

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

From:
AECOM

Date:
September 5, 2024

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

Memo

Subject: JZ24-32 – Feldman Kia PRO Initial Concept Traffic Review

The PRO initial concept site plan was reviewed to the level of detail provided and AECOM recommends **approval** for the applicant to move forward as long as the comments below are addressed to the satisfaction of the City.

GENERAL COMMENTS

1. The applicant, Feldman Automotive, is proposing a 18,830 SF Kia dealership, consisting of a 7,716 SF showroom and 12 service bays.
2. The development is located on the southwest corner of Grand River Avenue and Joseph Drive. Grand River Avenue is under the jurisdiction of the Road Commission for Oakland County and Joseph Drive is under the jurisdiction of the City of Novi.
3. The site is zoned NCC – Non-Center Commercial and the applicant is proposing to rezone to B-3 - General Business.
4. The following traffic-related deviations may be required if changes are not made to the plans:
 - a. Lack of end island.

TRAFFIC IMPACTS

1. AECOM performed an initial trip generation based on the ITE Trip Generation Manual, 11th Edition, as follows.

ITE Code: 840 – Automobile Sales (New)
Development-specific Quantity: 18,830 GLA
Zoning Change: NCC to B-3

Trip Generation Summary	Estimated Trips	Estimated Peak-Direction Trips	City of Novi Threshold	Above Threshold?
AM Peak-Hour Trips	35	26	100	No
PM Peak-Hour Trips	55	33	100	No
Daily (One-Directional) Trips	524	N/A	750	No

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
-	N/A

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	-	N/A	No changes proposed.
2	Driveway Width O Figure IX.3	26.8' and 32.9'	Met	
3	Driveway Taper O Figure IX.11	-	N/A	No changes proposed.
3a	Taper length			
3b	Tangent			
4	Emergency Access O 11-194.a.19	2 access points	Met	
5	Driveway sight distance O Figure VIII-E	560'	Met	
6	Driveway spacing			
6a	Same-side O 11.216.d.1.d	-	N/A	No changes proposed.
6b	Opposite side O 11.216.d.1.e	-	N/A	No changes proposed.
7	External coordination (Road agency)	-	N/A	No changes proposed to Grand River Avenue.
8	External Sidewalk Master Plan & EDM	8' proposed on Grand River Ave, 5' proposed on Joseph Dr	Met	
9	Sidewalk Ramps EDM 7.4 & R-28-K	None proposed at driveways	Inconclusive	Label any proposed ramps at driveway, detail provided.
10	Any Other Comments:			

INTERNAL SITE OPERATIONS				
No.	Item	Proposed	Compliance	Remarks
11	Loading zone ZO 5.4	1,200 SF in rear of building	Met	
12	Trash receptacle ZO 5.4.4	Proposed in rear of site	Met	
13	Emergency Vehicle Access	Turning movements provided	Met	
14	Maneuvering Lane ZO 5.3.2	24' and 25'	Met	
15	End islands ZO 5.3.12			
15a	Adjacent to a travel way	Width and radii dimensioned, 3' shorter than adjacent space	Partially Met	There are 2 locations, on either side of the building, where 2 customer parking spaces have an end island on one side but not on the other due to the service drive. AECOM would approve a waiver for a painted end island to separate the parking space from the service drive area. Alternatively, the applicant could add crosshatch pavement markings, so no one parks in these areas.
15b	Internal to parking bays	Width and radii dimensioned	Met	
16	Parking spaces ZO 5.2.12	300 spaces (includes inventory spaces)		See Planning review letter.
17	Adjacent parking spaces ZO 5.5.3.C.ii.i	>15 spaces in inventory parking bays only	Met	
18	Parking space length ZO 5.3.2	17' and 19'	Met	
19	Parking space Width ZO 5.3.2	9'	Met	
20	Parking space front curb height ZO 5.3.2	4" in front of 17' spaces, 6" everywhere else	Met	
21	Accessible parking – number ADA	3	Met	
22	Accessible parking – size ADA	17' x 8' with 8' and 6' aisles	Met	
23	Number of Van-accessible space ADA	1	Met	
24	Bicycle parking			
24a	Requirement ZO 5.16.1	2 required, 2 proposed	Met	

INTERNAL SITE OPERATIONS				
No.	Item	Proposed	Compliance	Remarks
24b	Location ZO 5.16.1	Provided	Met	
24c	Clear path from Street ZO 5.16.1	6'	Met	
24d	Height of rack ZO 5.16.5.B	3'	Met	
24e	Other (Covered / Layout) ZO 5.16.1	Provided	Partially Met	Refer to Text Amendment 18.301 for revised layout dimensions, 48" required on either side of bicycle rack.
25	Sidewalk – min 5' wide Master Plan	5' and 7'	Met	
26	Sidewalk ramps EDM 7.4 & R-28-K	Provided	Met	
27	Sidewalk – distance back of curb EDM 7.4	-	N/A	
28	Cul-De-Sac O Figure VIII-F	-	N/A	
29	EyeBrow O Figure VIII-G	-	N/A	
30	Turnaround ZO 5.10	-	N/A	
31	Any Other Comments:			

SIGNING AND STRIPING				
No.	Item	Proposed	Compliance	Remarks
32	Signing: Sizes MMUTCD	Provided	Met	
33	Signing table: quantities and sizes	Provided	Met	
34	Signs 12" x 18" or smaller in size shall be mounted on a galvanized 2 lb. U-channel post MMUTCD	Provided	Met	
35	Signs greater than 12" x 18" shall be mounted on a galvanized 3 lb. or greater U-channel post MMUTCD	Provided	Met	
36	Sign bottom height of 7' from final grade MMUTCD	Provided	Met	
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	Provided	Met	
38	FHWA Standard Alphabet series used for all sign language MMUTCD	Provided	Met	
39	High-Intensity Prismatic (HIP) sheeting to meet FHWA retro-reflectivity MMUTCD	Provided	Met	
40	Parking space striping notes	Provided	Met	
41	The international symbol for accessibility pavement markings ADA	Provided	Met	
42	Crosswalk pavement marking detail	Provided	Met	
43	Any Other Comments:	Add pavement marking details for hatched loading area.		

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.

Memo

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

Sincerely,

AECOM



Paula K. Johnson, PE
Senior Transportation Engineer



Saumil Shah, PMP
Project Manager

FAÇADE REVIEW



September 9, 2024

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

Façade Review Status:

Approved, Section 9 Waiver Recommended

Attn: Ms. Barb McBeth – Director of Community Development

Re: FACADE ORDINANCE
Feldman Kia PRO, JZ24-32,
Façade Region: 1, Zoning District: OS-1

Dear Ms. McBeth:

The following Façade Review is based on the drawings prepared by Studio Detroit Architects, dated 8/XX/24. The percentages of materials for each façade are shown on the table below. The maximum and minimum percentages required by the Façade Ordinance are shown in the right-hand column. Materials in non-compliance, if any, are highlighted in bold.

	North (Front)	South	East	West	Ordinance Maximum (Minimum)
Brick	0%	94%	65%	75%	100% (30%)
EIFS	4%	0%	24%	17%	25%
Flat Metal (ACM)	95%	5%	10%	7%	50%
Roof Screens	1%	1%	1%	1%	25%

As shown above the minimum amount of Brick is not provided on the front façade. The front façade consists primarily of showroom glass which is not regulated by the Façade Ordinance. In this case the addition of Brick would not enhance the front façade and all other facades have large percentages of Brick. For this reason, we recommend that the design is consistent with the intent and purpose of the Façade Ordinance and that a Section 9 Waiver be granted for the underage of Brick on the front façade.


The sample board required by Section 5.15.4.D was not provided at the time of this review. It should be noted that the Façade Ordinance prohibits intense colors. This includes corporate lighting that may be located within the showroom and visible through the showroom glass.

Dumpster Enclosure – The drawings (SP1.4) indicates that the dumpster enclosure is constructed of 8” CMU grouted solid”. It should be noted that the Façade Ordinance requires that the dumpster enclosure be Brick to match the primary building.

Notes to the Applicant:

1. Inspections – The Façade Ordinance requires inspection(s) for all projects. The applicant should request inspection of the brick and awning color prior to installation. It is the applicant’s responsibility to request the inspection at the appropriate time (before installation). Inspections may be requested using the Novi Building Department’s Online Inspection Portal with the following link. Please click on “Click here to Request an Inspection” under “Contractors”, then click “Façade”. <http://www.cityofnovi.org/Services/CommDev/OnlineInspectionPortal.asp>.

Sincerely,
DRN & Architects PC



Douglas R. Necci, AIA

FIRE REVIEW



August 27, 2024

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

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: Feldman KIA – Intimal Concept

PSP#24-24-004

JSP#24- 32

Project Description:

New 2 story building on 4.88 acre site.

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.
- All notes on plan set sheet #2 for Fire Dept. shall be followed.

Recommendation:

The Fire Dept has no objections at this time.

Sincerely,

Novi Public Safety Administration

45125 Ten Mile Road
Novi, Michigan 48375
248.348.7100
248.347.0590 fax

cityofnovi.org

Andrew Copeland – Acting Fire Marshal
City of Novi Fire Department

cc: file

APPLICANT RESPONSE LETTERS

LAW OFFICES
LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

37000 GRAND RIVER AVENUE, SUITE 200
FARMINGTON HILLS, MICHIGAN 48335

www.lmdlaw.com

D. B. LANDRY
dlandry@lmdlaw.com

Office: (248) 476-6900

Direct: (248) 919-3783

Fax: (248) 476-6564

November 21, 2024

VIA EMAIL : lbell@cityofnovi.org

City of Novi Community Development Department

Attn: Ms. Lindsay Bell

45175 West 10 Mile Road

Novi, MI 48375-3042

RE: JZ24-32 Feldman Kia application for rezoning with PRO.
Additional Public Benefit

Dear Ms. Bell:

This matter is scheduled to proceed before the Novi City Council at its December 2, 2024 meeting for the first review by City Council of the applicant's request for rezoning with PRO. At that meeting, pursuant to the City's zoning ordinance, Article 7, section 7-13, the City Council will provide comments on the proposed PRO eligibility.

As part of our previous submissions we have proposed a Public Benefit which exceeds the requirements of the zoning ordinance for a B-3 zoning district. We are now expanding that proffered Public Benefit.

We initially proposed as a Public Benefit to construct not simply a sidewalk along Joseph Drive but to enhance that sidewalk by constructing a unique meandering sidewalk and add decorative light poles and three inset areas with benches. The continuous hedge along the eastern property line, to be constructed, will provide a decorative backdrop for these three seating areas. I have attached Exhibit A Sheet L-4 of the site plans depicting the meandering sidewalk, the landscaping along the eastern boundary of the property and the benches and decorative light poles. I have also attached a large rendering of an inset in the sidewalk with the bench and hedge backdrop.

In addition to the Public Benefit along Joseph Drive, we are now adding a Public Benefit along Grand River Avenue. There are two existing Bus Stops on Grand River adjacent to the property: one on the north side of Grand River Ave and one on the south side. We are now proposing that along with the Public Benefit along Joseph Drive that we would also build two

covered bus stops along Grand River: one on the north side and one on the south side., I have attached as Exhibit B drawings of the proposed locations and renderings of these proposed bus stops.

Both of these proposed Public Benefits exceed the requirements of the zoning ordinance B-3 zoning district. We believe that these proposed Public Benefits are directly related to the property in question and would enhance this immediate area considerably.

We thank you for considering these proposed Public Benefits and we look forward to presenting before the City Council on December 2, 2024.

Very truly yours,

LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

/s/ David B. Landry

David B. Landry

DBL/slw

Cc:

Barbara McBeth via e-mail
Steven Saltz via e-mail
Shiloh Dahlin via e-mail
Peter Pentescu via e-mail
James Allen via e-mail

Exhibit A

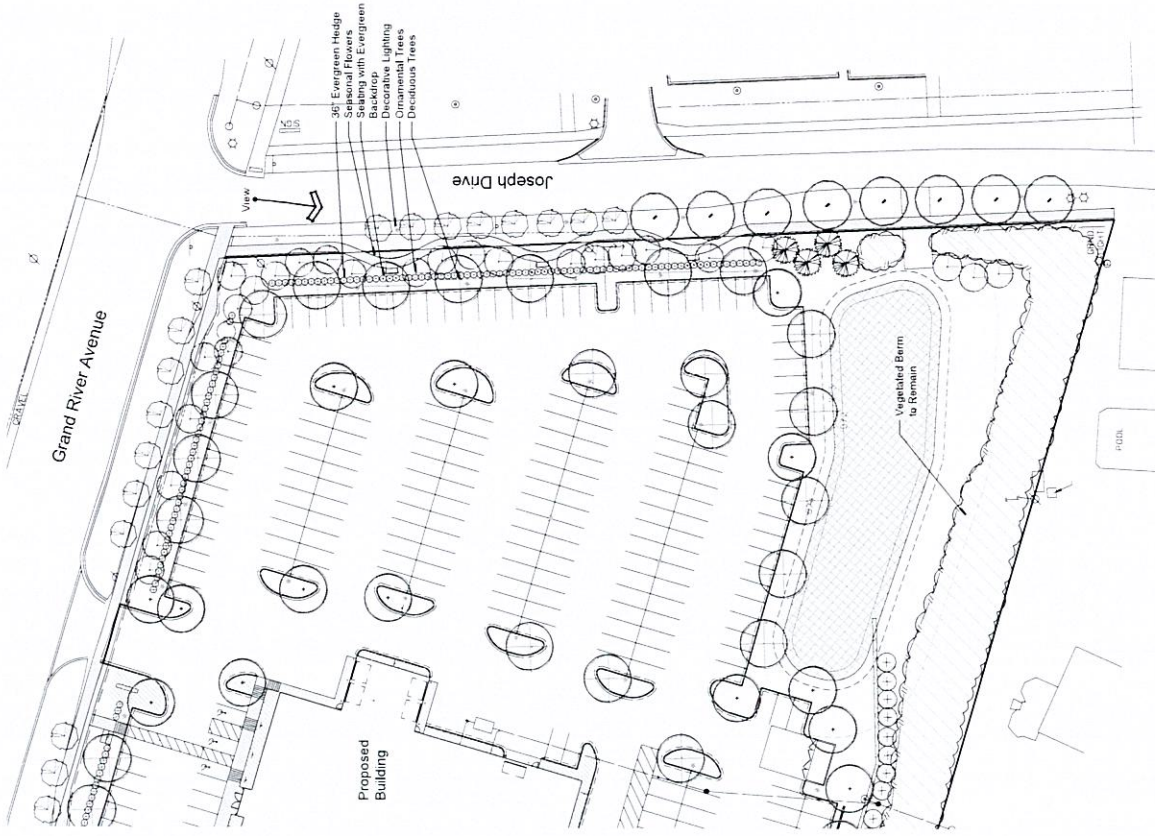
Exhibit A

Exhibit A

Bench - 3 Total



Street Lighting - 6 Total



Joseph Drive Looking South



Seal:

Title:
Joseph Drive

Project:

**Feldman Kia of Novi
Novi, Michigan
48275 Grand River Avenue**

Prepared for:

**Feldman Kia of Novi
48275 Grand River Avenue
Novi, Michigan 48275**

Revision:

Revised: September 20, 2023
Revised: October 9, 2023
Revised: May 7, 2024

Issued:

Job Number:

23-006

Drawn By:

ps

Checked By:

ps

0 15 30'
NORTH
1" = 30'

Sheet No.

L-4

Joseph Drive Looking South



Exhibit B

Exhibit B

Exhibit B

NOTE: SODWALK LAYOUTS ARE CONCEPTUAL AND ARE BASED ON AERIAL INFORMATION ONLY. DUE TO THE LIMITATIONS IN THE RESOLUTION AND ACCURACY OF THE AERIAL DATA, THERE MAY BE DISCREPANCIES IN SCALING OR ALIGNMENTS. A TOPOGRAPHIC SURVEY WILL BE REQUIRED PRIOR TO PREPARING A SITE PLAN TO VERIFY LAYOUT, GRADING, INFRASTRUCTURE, ETC.





NORTH BENCH



SOUTH BENCH

**FELDMAN KIA NOVI
GRAND RIVER BUS STOP SCHEMATIC VISUALIZATIONS**

STUDIO**DETROIT**
ARCHITECTS

LAW OFFICES
LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

37000 GRAND RIVER AVENUE, SUITE 200
FARMINGTON HILLS, MICHIGAN 48335

www.lmdlaw.com

D. B. LANDRY
dlandry@lmdlaw.com

Office: (248) 476-6900

Direct: (248) 919-3783

Fax: (248) 476-6564

October 9, 2024

VIA EMAIL : lbell@cityofnovi.org

City of Novi Community Development Department

Attn: Ms. Lindsay Bell

45175 West 10 Mile Road

Novi, MI 48375-3042

RE: JZ24-32 Feldman Kia application for rezoning with PRO.

Dear Ms. Bell:

Please accept this in response to your email of September 13, 2024 and the Plan Review Center Report of September 12, 2024. In your email of September 13, you stated that "in addition, the following items will need to be provided no later than October 9, 2024 for inclusion in the Planning Commission packet". You requested that we provide a "response letter, addressing any of the comments provided in the review letters attached" and a "colored Site Plan" for presentation purposes.

I am providing along with this letter an email with a Dropbox Link below the following items:

- Letter from Alpine Engineering Inc. addressing review comments from the city
- Letter from Studio Detroit LLC responding to the review comments regarding signage and lighting.
- Lighting plans which are marked up to include the city review comments and our responses.
- A list of requested Ordinance deviations.
- Letter from Allen Design addressing the landscape review comments of the city.
- Site Plan sheet showing re-worked southern berm
- Complete set of Site Plan sheets
- Color rendering for presentation purposes

- A concept plan illustrating for comparison purposes what could be developed on the proposed property as zoned, NCC Zoning District, a 36,400 sq ft commercial building with associated parking.

The city's Planning Review included a concern regarding the adjacency with the residential neighborhood to the South. The city suggested that the existing berm along the Southern border of the property be enhanced both with respect to size as well as the evergreen plantings. We have accommodated that concern by increasing the size of the berm as well as removing the plantings on the existing berm and planting significant evergreens to address this concern.

We have included herewith a list of requested deviations which also points out that with these revisions we have eliminated four of the prior requested deviations.

With respect to the aspect of a Public Benefit as you know, the PRO Zoning Ordinance provides that an applicant for a Planned Rezoning Overlay must *"as part of such proposal, propose clearly identified site specific conditions relating to the proposed improvements that (1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district...and (2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed re-zoning."* With respect to the aspects of the proposed improvement that are stricter than would be required under the proposed zoning, we are agreeing to limit any of the B3 uses to the single B3 use of automobile dealership with outdoor parking for inventory. We are also proposing building setbacks and parking setbacks which exceed those required under the B3 ordinance.

With respect to the Public Benefit aspect, the zoning ordinance speaks to an "overall benefit to the public that outweighs any material detriments". Thus, any detriment must first be identified in order to determine if the proposed Public Benefit outweighs any such detriments. With respect to any re-zoning request, the first assessment must be the nature of the use being proposed as compared to the nature of the uses allowed under the underlying zoning. Here, the underlying zoning is NCC, which calls for commercial uses. The applicant is submitting, for comparison purposes, a concept plan showing a 36,400 sq ft commercial building with associated parking which could be built on the property as a principal permitted use as zoned NCC. This PRO request proposes an automobile dealership which is a commercial use. Thus, this application for PRO proposes simply substituting one commercial use with parking for another commercial use with parking. Therefore, no claim of "spot zoning" can be made. This type of use – commercial – is what is called for under the underlying zoning.

With any re-zoning issues of adjacency, traffic and public services are to be considered. Here, we have listened to the city administration's comments regarding adjacency to the South and we have agreed to address those comments by enlarging the berm and the plantings thereon. Traffic is not an issue as this proposal with along Grand River Ave. and does not even meet the threshold to require a traffic impact study Likewise, public services would not be a concern.

It must also be borne in mind that this section of Grand River Ave. has been developed to include several automobile dealerships. Thus, this proposal is consistent with the way in which

this area of the city has been developed. This proposed single B3 use is in no way out of character for this area of the city.

Thus, in assessing any “detriment” of this proposed project it does not appear that there is any significant detriment. Accordingly, the “Public Benefit” required to “outweigh any material detriment” should not be extreme.

While the addition of a sidewalk along Joseph Drive is required as part of this development, we are proposing to improve significantly the pathway along Joseph Drive by creating a unique landscape. This will include a meandering sidewalk with decorative light poles and the construction of three inset areas with decorative benches (see Site Plan sheet L-4). This, along with the continuous hedge along Joseph Drive, will create a very decorative amenity. We believe this satisfy’ s the PRO requirement regarding a Public Benefit.

We look forward to appearing before the Planning Commission at its October 16, 2024 meeting to discuss this proposed PRO. If you require any additional information please feel free to give me a call directly.

Thank you.

Very truly yours,

LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

/s/ David B. Landry

David B. Landry

DBL/slw

Cc:

Barbara McBeth via e-mail
Steven Saltz via e-mail
Shiloh Dahlin via e-mail
Peter Pentescu via e-mail
James Allen via e-mail



46892 West Road, Suite 109
Novi, Michigan 48377
Phone: (248) 926-3701
Fax: (248) 926-3765
Web: www.alpine-inc.net

October 8, 2024

Lindsay Bell
City of Novi Community Development Department
45175 West 10 Mile Road
Novi, MI 48375

**Re: Feldman Kia Dealership
Response to Review Comments / PRO Submittal
Alpine Engineering Inc. Project #23-148
JZ 24-32**

Dear Lindsay:

On behalf of our client, Feldman Automotive, please find the following information enclosed for your review and distribution

- PRO plan set (dated 2024-05-09)
- Color Rendering of the Site Plan (dated 2024-05-09)
- Response to review from Studio Detroit (dated 2024-09-25)
- Response to review from Allen Design (dated 2024-10-07)
- List of Anticipated Deviations (dated 2024-10-08)
- Conceptual Plan of Southern Berm (dated 2024-10-04)

The following is in response to the reviews received on September 13, 2024, via email for the above referenced project:

PLANNING REVIEW CHART (dated September 12, 2024)

- ***Comment: Review Section 7.13.2 of the ZO to understand PRO requirements for benefits to the public. Cannot be incidental or general benefits of development.***
Response: Refer to the updated PRO narrative prepared by Landry, Mazzeo, Dembinski & Stevens PC.
- ***Comment: Dumpster Enclosure – Enclosure detail shown on sheet SP1.4 – enclosure should be brick to match the building. See Façade review.***
Response: The detail for the dumpster enclosure will be revised to show the brick matching the building.
- ***Comment: Applicant requests request deviation for service bay doors facing major thoroughfare to north and residential neighborhood to the south.***
Response: The Applicant respectively requests that a deviation be granted for the overhead doors facing Grand River Avenue and the residential neighborhood. Note that the overhead doors are 129-ft from Grand River Avenue and 281-ft from the residential neighborhood.
- ***Comment: Building Lighting – Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming points of any remote fixtures.***
Response: Additional information will be provided.
- ***Comment: Lighting Plan – Provide the missing information.***
 - ***Fixture height***
 - ***Mounting & design***

- **Type & color rendition of lamps**
- **Hours of operation of lighting**

Response: Additional information will be provided.

- **Comment: Lighting plan – Maximum Height. Provide height of each fixture type.**

Response: Additional information will be provided.

- **Comment: Lighting plan – Required Conditions. Include standard notes on the plans.**

Response: Additional information will be provided.

- **Comment: Lighting plan – Indoor Lighting. Indoor lighting shall not be the source of exterior glare or spillover**

Response: Additional information will be provided.

- **Comment: Lighting plan – Security Lighting. Provide a plan that shows lighting conditions after business hours.**

Response: Additional information will be provided.

- **Comment: Lighting plan - Color Spectrum Management. Change to 3000K or seek a deviation**

Response: The correlated color temperature will be adjusted to meet the City of Novi standards.

- **Comment: Lighting plan - Parking Lot Lighting. Clarify if full cut-off fixtures are proposed.**

Response: Additional information will be provided.

- **Comment: Lighting plan – Min. Illumination. Adjust lighting to meet minimum standards or seek a deviation.**

Response: Additional information will be provided.

- **Comment: Lighting Plan - Average Light Level. Provide a calculation for all illuminated area of the lot to show Ave:Min is no greater than 4:1 or adjust lighting appropriately.**

Response: Additional information will be provided.

- **Comment: Lighting Plan – Adjacent to Residential. Additional information required to verify fixture height, cut off angles, and whether direct light source is visible at the property line.**

Response: Additional information required to verify.

ENGINEERING REVIEW (dated September 10, 2024)

Items pertaining to the PRO Concept plan

1. **Comment: This parking space needs to be striped off, it is too narrow.**

Response: This area will be striped out. Note that it was not counted towards the proposed parking counts.

2. **Comment: The proposed monitoring manhole easement is too wide at spots. Just make it 10' wide from the ROW to the structure.**

Response: The sanitary monitoring manhole easement will be revised.

3. **Comment: Provide the liber and page number for the 6' easement for public utilities. This runs through the underground detention system and could raise some issues. Additionally, check on the 10' DTE easement to see if any underground construction is allowed within it.**

Response: Additional information regarding the utility easement will be provided.

4. Comment: Add a legend to the utility plan sheet.

Response: A legend will be added to the "Utility Plan".

5. Comment: Will the applicant be conducting test pits for the infiltration test or just using the bore pit infiltration test?

Response: It is proposed to utilize the bore pit infiltration test, applying a safety factor of 2, as recommended by the project's geotechnical consultant, G2 Consulting.

6. Comment: Is there a structure missing here? The grading sheet calls out a rim elevation on the outflow pipe for the underground infiltration system.

Response: The area will be corrected.

7. Comment: Explain why an average infiltration rate was used for the storm water calculations instead of the infiltration rates from the adjacent / closest infiltration test location.

Response: Please note that each infiltration area had two (2) infiltration tests conducted within it, and only these two (2) tests were averaged to determine the infiltration rate for that specific area. Additional clarification in the storm water calculations will be provided as needed.

8. Comment: Provide the overland routing that would occur in the event the underground system cannot accept flow. This route shall be directed to a recognized drainage course or drainage system.

Response: The expected emergency overland overflow route will be added to the plans.

Items to be addressed at site plan submittal

1. Comment: Only at the time of the printed Stamping Set submittal, provide the City's standard detail sheets for water main, sanitary sewer, storm sewer, and paving. The most updated details can be found on the City's website under Engineering Standards and Construction Details.

Response: The City's standard details will be included on the Stamping Set submittal.

2. Comment: Clearly distinguish between proposed improvements and existing features of the site by providing a demolition sheet that shows all existing utilities. Ensure that proposed and existing line styles and hatches are able to be differentiated.

Response: A demolition sheet will be provided on the site plan submittal.

3. Comment: Show the parcel dividing line on the survey sheet to show where previous properties were separated.

Response: Original parcel information will be shown on the topographic survey for the site plan submittal.

4. Comment: Clearly distinguish between proposed and existing easements; the current easements are hard to differentiate.

Response: Line work for the easements will be updated as necessary to provide clarity on the site plan submittal.

5. Comment: A right-of-way permit will be required from the City of Novi and Oakland County.

Response: Understood.

6. Comment: The Non-Domestic User Survey Form for sanitary sewer flow shall be submitted to the City so it can be forwarded to Oakland County.

Response: A Non-Domestic User Survey Form will be submitted.

7. **Comment: Provide a note that compacted sand backfill (MDOT sand Class II) shall be provided for all utilities within the influence of paved areas; illustrate and label on the profiles.**

Response: Additional design information will be provided for the site plan submittal.

8. **Comment: Provide a construction materials table on the utility plan listing the quantity and material type for each utility (water, sanitary and storm) being proposed.**

Response: Additional design information will be provided for the site plan submittal.

9. **Comment: 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.**

Response: Additional design information will be provided for the site plan submittal.

10. **Comment: Where the minimum 18-inch clearance at utility crossings cannot be achieved, provide a prominent note stating the substandard clearance and that proper bedding/encasement will be determined by the inspecting engineer.**

Response: Additional design information will be provided for the site plan submittal.

11. **Comment: 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 and easements shall be shown on the landscape plan, or other appropriate sheet, to confirm the separation distance. Some trees appear close to the trench drain on the west side of the site, please check these separation distances to ensure that there will be no conflict.**

Response: Additional design information will be provided for the site plan submittal.

12. **Comment: 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.**

Response: Additional design information will be provided for the site plan submittal.

13. **Comment: The grading and SESC sheets shall show the tree fence at least as far from the trunk as the critical root zone, defined as a circular area around a tree with a radius measured to the tree's longest dripline radius plus one (1) foot. No grading shall occur within the dripline. If the critical root zone is not fully protected, then replacements for that tree may be required.**

Response: Additional design information will be provided for the site plan submittal.

14. **Comment: Show the Right-of-Way limits on the plans.**

Response: Additional design information will be provided for the site plan submittal.

15. **Comment: Need WM material and domestic water lead material and size.**

Response: Additional design information will be provided for the site plan submittal.

16. **Comment: Place the hydrants at least 7 feet off back of curb (allowing 3-foot clearance from sidewalk)**

Response: Additional design information will be provided for the site plan submittal.

17. **Comment: A tapping sleeve, valve and well is required at the connection to the existing water main.**

Response: Additional design information will be provided for the site plan submittal.

18. **Comment: Per current EGLE requirement, provide a profile for all proposed water main 8-inch and larger.**

Response: Additional design information will be provided for the site plan submittal.

19. **Comment:** 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.

Response: Additional design information will be provided for the site plan submittal.

20. **Comment:** The water main stub at the northwest corner of the property shall terminate with a hydrant followed by a valve in well. If the hydrant is not a requirement of the development at this location, the hydrant can be labeled as "temporary", allowing it to be relocated in the future.

Response: Additional design information will be provided for the site plan submittal.

21. **Comment:** 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".

Response: Additional design information will be provided for the site plan submittal.

22. **Comment:** 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.

Response: Additional design information will be provided for the site plan submittal.

23. **Comment:** 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.

Response: Additional design information will be provided for the site plan submittal.

24. **Comment:** 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 cross, 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.

Response: Additional design information will be provided for the site plan submittal.

25. **Comment:** A sealed set of utility plans along with the Michigan Department of Environmental, 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.

Response: Additional design information will be provided for the site plan submittal.

26. **Comment:** If irrigation is proposed, include an irrigation letter and containment letter with the next review. Include containment notes on the irrigation sheets as well.

Response: Additional design information will be provided for the site plan submittal.

27. **Comment:** Show the existing sanitary sewer easement to the south. Additionally, should the pipe north of the existing manhole connection be 6" or 8"? The inverts show a 6" and 8" entering the structure, but the as-builts we have for Willow Farms Estates to the south only shows the 8". Please confirm the invert and rim elevations on your survey are correct, because they do not match the as-builts.

Response: Additional design information will be provided for the site plan submittal.

28. **Comment:** 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.

Response: Additional design information will be provided for the site plan submittal.

29. **Comment:** *Section 11-164 (g)-4 states the maximum length of a sanitary sewer lead shall not exceed 100-feet unless otherwise approved, so ensure clean-outs are provided every 100-feet.*

Response: Additional design information will be provided for the site plan submittal.

30. **Comment:** *Illustrate all pipes intersecting with manholes on the sanitary profiles.*

Response: Additional design information will be provided for the site plan submittal.

31. **Comment:** *A minimum cover depth of 3 feet shall be maintained over all proposed storm sewer. In situations where the minimum cover cannot be achieved, Class V pipe must be used with an absolute minimum cover depth of 2 feet. An explanation shall be provided where the cover depth cannot be provided.*

Response: Additional design information will be provided for the site plan submittal.

32. **Comment:** *Provide a 0.1-foot drop in the downstream invert of all storm structures where a change in direction of 30 degrees or greater occurs.*

Response: Additional design information will be provided for the site plan submittal.

33. **Comment:** *Match the 0.80 diameter depth above invert for pipe sizes increases.*

Response: Additional design information will be provided for the site plan submittal.

34. **Comment:** *Storm manholes with differences in invert elevations exceeding two feet shall contain a 2-foot deep plunge pool.*

Response: Additional design information will be provided for the site plan submittal.

35. **Comment:** *Provide a four-foot deep sump and an oil/gas separator in the last storm structure prior to discharge to the underground detention system.*

Response: Additional design information will be provided for the site plan submittal.

36. **Comment:** *The minimum pipe size for storm sewers receiving surface runoff shall be 12-inch diameter.*

Response: Additional design information will be provided for the site plan submittal.

37. **Comment:** *Provide profiles for all storm sewer 12-inch and larger.*

Response: Additional design information will be provided for the site plan submittal.

38. **Comment:** *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)*

Response: Additional design information will be provided for the site plan submittal.

39. **Comment:** *Label all inlet storm structures on the profiles. Inlets are only permitted in paved areas and when followed by a catch basin within 50-feet.*

Response: Additional design information will be provided for the site plan submittal.

40. **Comment:** *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.*

Response: Additional design information will be provided for the site plan submittal.

41. **Comment:** *Illustrate all pipes intersection storm structures on the storm profiles.*

Response: Additional design information will be provided for the site plan submittal.

- 42. Comment: 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.**

Response: Additional design information will be provided for the site plan submittal.

- 43. Comment: Show and label all roof conductors and show where they tie into the storm sewer.**

Response: Additional design information will be provided for the site plan submittal.

- 44. Comment: 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)**

Response: Additional design information will be provided for the site plan submittal.

- 45. Comment: Provide calculations verifying the post-development runoff rate directed to the proposed receiving drainage course does not exceed the pre-development runoff rate for the site.**

Response: Additional design information will be provided for the site plan submittal.

- 46. Comment: Explain where the runoff coefficient of 0.15 is coming from. If the soil is hydrologic soil group A, please list that.**

Response: Additional design information will be provided for the site plan submittal.

- 47. Comment: Determine if the infiltration basin cross-section was intended to be a trapezoid. The base at 872' is 8,255 sft cross sectional area and at 866' it is 3,125 sft, which means at the surface it is wider and grows narrower as it goes down. If it is trapezoidal, revise the detail for the cross-section on page 6 to show existing soils on the sides.**

Response: Additional design information will be provided for the site plan submittal.

- 48. Comment: Extend the basin maintenance access route around the basin so that the outlet structures and pretreatment structures can be maintained (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.**

Response: Additional design information will be provided for the site plan submittal.

- 49. Comment: 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 (ie. Stone 6-inches above high-water elevation). Provide a detail and/or note as necessary.**

Response: Additional design information will be provided for the site plan submittal.

- 50. Comment: 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.**

Response: Additional design information will be provided for the site plan submittal.

- 51. Comment: Provide manufacturer's details and sizing calculations for the pretreatment structure on the plans. The treated flow rate should be based on the 1-year storm event intensity (~1.6 In/Hr); higher flows shall be bypassed.**

Response: Additional design information will be provided for the site plan submittal.

- 52. Comment: Provide release rate calculations for the three design storm events (Vcp-r, V100, and Qed).**

Response: Additional design information will be provided for the site plan submittal.

- 53. Comment: The flow restriction shall be accomplished by methods other than a pipe restriction in an oversized pipe due to the potential for clogging and restrictor removal. A perforated standpipe, weir design, baffle wall, etc. should be utilized instead.**

Response: Additional design information will be provided for the site plan submittal.

- 54. Comment: The primary outlet standpipe shall be designed with a secondary outer pipe with numerous holes. The stone filter would rest against this outer pipe and help protect the outlet standpipe from clogging.**

Response: Additional design information will be provided for the site plan submittal.

- 55. Comment: Provide supporting details for the runoff coefficient of the "Off-site Grass/On-Site Basin Area" and why this was different from the on-site grass. Use the Oakland County stormwater standards for the runoff coefficients.**

Response: Additional design information will be provided for the site plan submittal.

- 56. Comment: A 25-foot vegetated buffer shall be provided around the perimeter of the storm water basin where impervious area is directed to the basin via surface flow.**

Response: Additional design information will be provided for the site plan submittal.

- 57. Comment: If parcels are not being combined, an off-site storm sewer easement will be required from the property line to the catch basin being connected to.**

Response: Additional design information will be provided for the site plan submittal.

- 58. Comment: Provide an underdrain along the downstream side of the underground detention system which is tied into a manhole as a means of secondary storm water conveyance to the outlet.**

Response: Additional design information will be provided for the site plan submittal.

- 59. Comment: Cleanouts shall be provided at each end of the proposed underdrain for periodic maintenance.**

Response: Additional design information will be provided for the site plan submittal.

- 60. Comment: Provide a table or note addressing the required bedding depth vs. bearing capacity of the underlying soils in the vicinity of the underground detention system per the manufacturer's specifications.**

Response: Additional design information will be provided for the site plan submittal.

- 61. Comment: Provide a note on the plans stating the City's inspecting engineers shall verify the bearing capacity of the native soils to verify an adequate bedding depth is provided.**

Response: Additional design information will be provided for the site plan submittal.

- 62. Comment: Indicate the assumed porosity of the aggregate. The volume calculations shall consider only 85-percent of that volume as available for storage to account for sediment accumulation in the aggregate. This means that the usual 40% porosity assumed by many manufacturers must be reduced to 0.85 of that = 34%.**

Response: Additional design information will be provided for the site plan submittal.

- 63. Comment: Provide a note on the underground detention detail that aggregate porosity will be tested, and results provided to the City's inspecting engineers.**

Response: Additional design information will be provided for the site plan submittal.

- 64. Comment: Provide an isolator row in the underground detention system in addition to the swirl concentrator chamber. Contact the Engineering Division for further information.**

Response: Additional design information will be provided for the site plan submittal.

- 65. Comment: Provide inspection ports throughout the underground detention system at the midpoint of all storage rows. Additional inspection ports may be required for systems larger than 200 feet. One inspection port every 50 feet for isolator row.**

Response: Additional design information will be provided for the site plan submittal.

- 66. Comment: Inspection ports shall be a minimum of 8-inches.**

Response: Additional design information will be provided for the site plan submittal.

- 67. Comment: For piped/chamber systems, the underground storage system shall include 4-foot diameter manholes at one end of each row for maintenance access purposes.**

Response: Additional design information will be provided for the site plan submittal.

- 68. Comment: Provide critical elevations for the detention system. Also, provide a cross-section for the underground detention system. Ensure that there is at least 1 foot of freeboard between the 100-year elevation and the subgrade elevation beneath the pavement.**

Response: Additional design information will be provided for the site plan submittal.

- 69. Comment: The underground detention system shall be kept outside of the influence of any planting areas.**

Response: Additional design information will be provided for the site plan submittal.

- 70. Comment: In order to prevent scouring (per Table 4 of StormTech manual), do not exceed the maximum inlet flow rates.**

Response: Additional design information will be provided for the site plan submittal.

- 71. Comment: The Infiltration Trench shall be sized for a portion of the 100-year detention volume. This volume shall include the below-grade pipe and gravel media. The available storage volume in the gravel shall assume that only 85-percent of the volume is available for storage to account for sediment accumulation within the media [Same as underground detention note for stone volume; see above]. Provide these calculations on the plans.**

Response: Additional design information will be provided for the site plan submittal.

- 72. Comment: The detail for the Infiltration Basin shall indicate the above-grade poinding depth and shall show the overflow catch basin. Include the design side slopes.**

Response: Additional design information will be provided for the site plan submittal.

- 73. Comment: Provide a geotextile filter fabric under the planting material to separate it from the underdrain/base material or in-situ soils.**

Response: Additional design information will be provided for the site plan submittal.

- 74. Comment: Provide a cross-section that includes the Infiltration basin outlet structure, with all relevant elevations, inverts, and dimensions.**

Response: Additional design information will be provided for the site plan submittal.

- 75. Comment: Provide a construction materials table on the Paving Plan listing the quantity and material type for each pavement cross-section being proposed.**

Response: Additional design information will be provided for the site plan submittal.

- 76. Comment: A pedestrian pathway is required along the northern and eastern frontage. The ordinance allows for an administrative variance when there are no existing pathways within 300-feet of the property if the applicant provides payment to the City equal to the cost of the pathway (as approved by the City Engineer) for City use to construct pathways elsewhere in the City. The applicant should provide a letter making this request or construct the sidewalk along the frontage as required.**

Response: Additional design information will be provided for the site plan submittal.

- 77. Comment: Provide a minimum of 6 spot elevations where the pathway crosses each driveway (one at each corner and two in the center of the driveway on each side of the pathway). Spot elevations shall be provided to demonstrate a level landing adjacent to each side of the pathway crossing.**

Response: Additional design information will be provided for the site plan submittal.

- 78. Comment: No more than ¼" vertical obstacle shall be allowed at each transition between the pathway and the drive approach.**

Response: Additional design information will be provided for the site plan submittal.

- 79. Comment: Revise Dumpster Pad details to meet city standard, 8" concrete on 8" 21AA aggregate base. Note: Dumpster pad shall extend minimum 10' beyond dumpster enclosure.**

Response: Additional design information will be provided for the site plan submittal.

- 80. Comment: Revise the pathway cross-section to indicate a maximum cross-slope of 2%. Add the maximum 2-percent cross-slope to the sidewalk detail.**

Response: Additional design information will be provided for the site plan submittal.

- 81. Comment: Provide spot elevations at the intersection of the proposed pathway with the existing pathway.**

Response: Additional design information will be provided for the site plan submittal.

- 82. Comment: Detectable warning plates are required at all barrier free ramps, hazardous vehicular crossings and other areas where the sidewalk is flush with the adjacent drive or parking pavement. The barrier-free ramps shall comply with current MDOT specifications for ADA Sidewalk Ramps. Provide the latest version of the MDOT standard detail for detectable surfaces. Please ensure that the product is the concrete-embedded detectable warning plates, or equal, and shall be approved by the Engineering Division. Stamped concrete will not be acceptable.**

Response: Additional design information will be provided for the site plan submittal.

- 83. Comment: Label specific ramp locations on the plans where the detectable warning surface is to be installed.**

Response: Additional design information will be provided for the site plan submittal.

- 84. Comment: Verify the slopes along the ingress/egress routing to the building from the barrier-free stalls. All barrier-free stalls comply with Michigan Barrier-Free regulations.**

Response: Additional design information will be provided for the site plan submittal.

- 85. Comment: Provide existing and proposed contours on the Grading Plan at the time of the Final Site Plan submittal**

Response: Additional design information will be provided for the site plan submittal.

- 86. Comment: Revise the pathway cross-section to indicate a maximum cross-slope of 2%. Add the maximum 2-percent cross-slope to the sidewalk detail.**

Response: Additional design information will be provided for the site plan submittal.

- 87. Comment: 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.**

Response: Additional design information will be provided for the site plan submittal.

- 88. Comment: Site grading shall be limited to 1V:4H (25-percent), excluding landscaping berms.**

Response: Additional design information will be provided for the site plan submittal.

- 89. Comment: The grade of the drive approach shall not exceed 2-percent within the first 25 feet of the intersection. Provide spot grades as necessary to establish this grade.**

Response: Additional design information will be provided for the site plan submittal.

- 90. Comment: The sidewalk within the right-of-way shall continue through the drive approach. If like materials are used for each, the sidewalk shall be striped through the approach. The sidewalk shall match the proposed cross-section if the approach is concrete. Provide additional spot grades as necessary to verify the maximum 2-percent cross-slope is being maintained along the walk.**

Response: Additional design information will be provided for the site plan submittal.

- 91. Comment: Provide spot grades along property lines to demonstrate site drainage is self-contained.**

Response: Additional design information will be provided for the site plan submittal.

- 92. Comment: Provide additional spot grades as necessary to demonstrate that a minimum 5-percent slope away from the building is provided for a minimum distance of ten feet around the perimeter of the building.**

Response: Additional design information will be provided for the site plan submittal.

- 93. Comment: The end islands shall conform to the City standard island design, or variations of the standard design, while still conforming to 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).**

Response: Additional design information will be provided for the site plan submittal.

- 94. Comment: The City standard straight-faced curb (MDOT F-4 curb detail) shall be provided.**

Response: Additional design information will be provided for the site plan submittal.

- 95. Comment: Label the actual usable length of the proposed angled parking stalls. This is done by measuring between parallel lines representing the position at the front and rear of the car, without the rear of the car conflicting with the maneuvering aisle.**

Response: Additional design information will be provided for the site plan submittal.

- 96. Comment: A SESC permit is required. A full review has not been completed at this time. A review will be done when a completed packet is submitted to Sarah Marchioni at Community Development.**

Response: Additional design information will be provided for the site plan submittal.

- 97. Comment: Any off-site utility easements anticipated must be executed prior to Stamping Set Approval. If you have not already done so, drafts of the easements and a recent title search shall be submitted to the Community Development Department as soon as possible for review and shall be approved by the Engineering Division and the City Attorney prior to executing the easements.**

Response: Additional design information will be provided for the site plan submittal.

- 98. Comment: Any off-site utility easements anticipated must be executed prior to final approval of the plans.**

Response: Additional design information will be provided for the site plan submittal.

- 99. Comment: Approval from the neighboring property owner for the work associated with the off-site sanitary sewer shall be forwarded to the Engineering Division prior to Stamping Set approval.**

Response: Additional design information will be provided for the site plan submittal.

- 100. Comment: A letter from either the applicant or the applicant's engineer must be submitted with the Stamping Set highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved. Additionally, a statement must be provided stating that all changes to the plan have been discussed in the applicant's response letter.**

Response: Additional design information will be provided for the site plan submittal.

Landscape Review Report and Summary Chart (dated August 28, 2024)

Refer to the response to review letter prepared by Allen Design.

AECOM – Pre-Application Traffic Review (dated September 5, 2024)

- Comment: Sidewalk Ramps. Label any proposed ramps at driveway, detail provided.**
Response: The sidewalk ramps will be labeled on the next submittal.
- Comment: End Islands – Adjacent to a travel way. There are 2 locations, on either side of the building, where 2 customer parking spaces have an end island on one side but not on the other due to the service drive. AECOM would approve a waiver for a painted end island to separate the parking space from the service drive area. Alternatively, the applicant could add crosshatch pavement markings, so no one parks in these areas.**
Response: Striped out areas will be added on the next submittal.
- Comment: Bicycle parking – Other (Covered/Layout). Refer to Text Amendment 18.301 for revised layout dimensions, 48" required on either side of bicycle rack.**
Response: Additional information regarding the bicycle parking will be provided on the next submittal.
- Comment: Any Other Comments. Add pavement marking details for hatched loading area.**
Response: Additional pavement marking details will be provided on the next submittal.

Facade Review (dated September 9, 2024)

- It is acknowledged that a Section 9 Waiver for the front façade material is supported by staff.
- The Architect will provide sample boards as required.
- The detail for the dumpster enclosure will be updated as required.

City of Novi Fire Department Review (dated August 27, 2024)

- Comment: All fire hydrants MUST be installed and operational prior to any combustible material is brought on site.**
Response: A note indicating the above has been added plans. Refer to the "Preliminary Site Plan".
- Comment: 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.**
Response: A note indicating the above has been added to the plans. Refer to the "Preliminary Site Plan".


- **Comment: All notes on plan set sheet #2 for Fire Dept. shall be followed.**

Response: Understood.

If you have any questions/comments, please feel free to contact me at (248) 941-5624 or shiloh@alpine-inc.net.

Thank you.

Sincerely,
Alpine Engineering, Inc.



Shiloh Dahlin
Senior Project Engineer

Cc: Feldman Automotive Inc (Steven Saltz)

FELDMAN KIA OF NOVI
JZ 24-32
DATED: 10-08-2024

Requested Ordinance Deviations:

1. **SERVICE BAY DOORS (NORTH AND SOUTH SIDES):** Section 3.10.3 - In the B-2 and B-3 districts: 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 doors are permitted on such building facades.

Staff Comment from the September 12, 2024 Planning Review: *The justification provided by the applicant appears to be adequate to protect adjacent uses from negative impacts, provided the buffer / screening at the southern property line is approved. Staff supports the deviation for the overhead doors if this buffer will meet or exceed the requirements of the ordinance. The applicant is asked to clarify whether they would agree to a condition that the service bay doors shall remain closed except to allow the entering / exiting of vehicles, to further limit noise emissions from the building*

A service reception area that is easily accessible to the customers is a necessity for this type of business. The service reception area is proposed to be situated parallel to the development's main driveway for easy customer access and to maintain a safe and organized flow within the parking lot. This portion of the building is for customer reception and generally automotive service will be completed within the southern part of the building separate from this area. Refer to the "Composite Floor Plan" for additional information regarding the proposed floor plan.

The service reception area is proposed to have a total of four (4) overhead doors. The northern overhead doors are located 129 feet from the Grand River Avenue Right-of-Way. The southern overhead doors are located 281 feet from the southern property line. There will be a berm with landscaping along the southern property line to screen the overhead doors from the residential uses to the south.

The Applicant has indicated that they would agree to a condition that the service bay doors shall remain closed except to allow the entering/exiting of vehicles, to future limit noise emissions from the building.

It is respectfully requested that a waiver be granted for this deviation.

2. **FAÇADE WAIVER:** Section 5.15 – A minimum of 30% of the front façade is required to be brick.
Staff Comment from the September 12, 2024 Planning Review: *As noted in the façade review, the front façade consists primarily of showroom glass, which is not regulated by the façade ordinance. "In this case the addition of brick would not enhance the front façade and all other façades have large percentages of brick. For this reason, we recommend that the design is consistent with the intent and purpose of the façade ordinance and that a Section 9 façade waiver be granted for all underage of brick on the front façade.*

It is respectfully requested that a Section 9 Waiver be granted for the underage of brick on the front façade.

3. **RIGHT-OF-WAY GREENBELT BERM:** Section 5.5.3.B.ii.f Right-of-way Landscape Screening Requirements Table – In the B-3 zoning district and where the right-of-way is adjacent to parking, a twenty (20)-ft greenbelt width with a minimum three (3)-ft high berm is required along the road rights-of-way.

Staff Comment from the September 12, 2024 Planning Review: This is supported by staff for the frontages since the continuous hedge proposed provides an alternative form of screening, and this has been allowed for other dealerships.

Parking is setback the required twenty (20)-ft from both the Grand River Avenue and Joseph Drive rights-of-way; however, in lieu of a 3-foot-tall berm, the Applicant respectively requests to provide a three (3) ft high continuous hedge along the Grand River Avenue Right-of-Way and the Joseph Drive Right-of-Way. Refer to the “Landscaping Plan” for additional information.

It is respectively requested that a waiver be granted to utilize a continuous hedge in lieu of a three (3)-foot high berm.

4. **BERM HEIGHT ALONG THE SOUTH PROPERTY LINE:** Section 5.5.3.A.ii Residential adjacent to non-residential berm requirement chart: For a commercial use within the B-3 zoning district, a berm height of six (6) to eight (8) feet is required whenever adjacent to a residential use.

Staff Comment from the September 12, 2024 Planning Review: As noted previously, there is conflicting information regarding the trees on the berm – Sheet 2 indicates they will “remain for screening” and sheets L-1 and L-2 state, “Remove all trees as shown and leave all understory and shrubs.” Staff is concerned that the proposed removal of existing trees (which are mostly in poor condition and covered in vines) without replanting on the berm does not offer a sufficient buffer to the adjacent residents to the south. If the trees are to be removed the height of the berm should be raised and new trees and/or fencing added on top of it to provide an adequate visual and aesthetic buffer to meet the ordinance for 80% opacity in winter and 90% opacity in summer. This is particularly important to help off-set the detriments of the auto dealership use at this location, so this deviation is not supported.

A concept plan showing a reworked berm along the southern property line has been developed. Refer to the attached “Preliminary Grading Plan (Conceptual Plan of Southern Berm)” dated 2024-10-04. This concept plan shows a berm meeting the required screening height. Additionally, the plans will be revised to show all of the existing vegetation / trees along the southern property line being removed and the proposed landscape plan will be revised to include plantings along the berm.

With the above changes, it is our understanding that this deviation can be removed.

5. **DEVELOPMENT/BUSINESS SIGN:** Chapter 28 Signs, Section 28-5 table, and applicable footnotes / sections. Wall signs: Section 28-5 table indicates that a single tenant within the B-3 District is allowed one (1) wall sign up to 250 square feet maximum. Additional requirements (Section 28-5.b.1.b) indicate the maximum wall sign area as it correlates to the setback distance from an adjacent road.

Staff Comment from the September 12, 2024 Planning Review: The applicant should clarify if these estimated dimensions are correct and provide additional information to be able to evaluate the deviations from the requirements of the sign code: ground sign distance from the centerline of Grand River, and the total area of each sign proposed (box placed around the entire sign area as shown to the right). A Sign Permit Application will be required for each sign proposed.

Refer to the Plan Review letter prepared by Studio Detroit (dated September 25, 2024) for additional information regarding this item.

6. **PARKING LOT ISLANDS:** Section 5.3.12. There are two locations, on either side of the building, where 2 customer parking spaces have an end island on one side, but not the side adjacent to the entry / exit point of the service area.

Staff Comment from the September 12, 2024 Planning Review: We would support a waiver to allow a painted end island in lieu of a curbed island to separate the spaces from the service drive. Alternatively,

the applicant could add crosshatch pavement markings so no one parks in these areas. This would require additional customer parking spaces to be located elsewhere on the property.

The applicant has indicated that they will include striped out end islands in the area of the entry / exit points of the service area.

It is respectfully requested that a waiver be granted to provide striped out areas in lieu of a landscape island.

7. **GREEN BELT LANDSCAPING: Sec. 5.5.3.B.ii.III – Ordinance requirements for the number of trees along Grand River Avenue and Joseph Drive have not been met. There is also a deficiency in subcanopy trees on Joseph Drive. These conditions require deviations to be approved. If sufficient justifications can be made for the deficiencies, or the deviations could be significantly reduced, it might be supported by Staff.**

The Landscape plan will be revised to accommodate the additional required green belt landscaping.

With the above change, it is our understanding that this deviation can be removed.

8. **PARKING LOT LANDSCAPING: Sec. 5.5.3.C – There are 2 landscaping islands north of the building are less than 200 square feet, so the trees in them cannot be counted as interior parking lot trees. This requires a landscape deviation that is not supported by staff. The justification provided is not sufficient for this deviation, in the opinion of staff. Please revise the endcap islands to meet the requirement required.**

The applicant has indicated that the size of the end caps will be enlarged to meet the City's minimum area requirement. Parking lot space(s) will be adjusted as necessary.

With the above change, it is our understanding that this deviation can be removed.

9. **Parking Bays: Sec. 5.5.3.C.ii.p4 – The ordinance allows a maximum of 15 parking spaces in a bay with an island separating bays. Inventory parking bays may have up to 25 spaces in a row if the required interior landscape area is provided. On the western side of the site there are bays of inventory parking with 19 spaces and 9 spaces, however there is no landscaping in the island that separates them. The applicant shall provide the required landscaping or request a deviation. All other bays are either less than 15 spaces in a row, or designated for inventory parking in bays up to 25 spaces in length.**

The proposed landscape island will be enlarged as necessary to accommodate both the existing hydrant and landscaping.

With the above change, it is our understanding that this deviation can be removed.

10. **BUILDING FOUNDATION LANDSCAPING: Sec. 5.5.3.D – The required foundation area is provided in total, but only 72% is at the building.**

Staff Comment from the September 12, 2024 Planning Review: As the remaining landscaping is provided in areas that will enhance the appearance of the site from Grand River, it would be supported by staff.

It is respectfully requested that a waiver be granted for the building foundation landscaping.

October 7, 2024

Mr. Rick Meader, Landscape Architect
City of Novi Community Development
45175 West 10 Mile
Novi, MI 48375

RE: Feldman Kia of Novi

Dear Mr. Meader:

Below are our responses to your review dated August 28, 2024.


Landscape Comments:

- *Existing plant material.* The existing plantings along the south property will be removed with and a 6' berm with plantings will be planted to provide the required screening.
- *Parking lot islands.* The two islands north of the building will be increased to 200 s.f. This also allows the proposed trees to count towards the required parking lot landscaping.
- *Contiguous space.* An additional island will be added to the eastern bay to be able to accommodate a tree.
- *Plantings around fire hydrant.* The building's FDC will be called out and foundation landscaping will be adjusted accordingly.
- *VUA requirements.* The double counted parking lot trees will be eliminated and the required greenbelt and parking lot trees will be provided. This eliminates a deviation.
- *Berm requirements.* The low quality southern plantings will be removed and replaced with a 6' berm with dense evergreens to provide the required screening. This will eliminate a deviation.
- *Walls.* The screen wall will be designed by a structural engineer and provided on a future submission.
- *ROW landscape Screening.* The existing evergreens will be counted as greenbelt trees. This will eliminate a deviation.
- *Sub-canopy trees.* The area between the walk and the existing trees will be maintained in a neat and orderly fashion.
- *Detention / retention basin requirements.* Plantings will be provided around the infiltration basin. Replacement trees and required shrubs will be provided.
- *Phragmites.* The site will be rechecked to verify whether it is present or not.
- *Irrigation plan.* An irrigation plan will be provided at stamping sets.
- *Other information.* A note will be added near the native seed mix instructing the contractor to provide proof of the mix used.
- *Other plant material requirements.* A note stating plantings shall not be planted within 4' of the property line will be added to the plans.

Feldman Kia of Novi
October 7, 2024

If you have any questions or comments regarding this response, please contact me at your convenience.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Allen', with a long horizontal flourish extending to the right.

James C. Allen
Allen Design L.L.C.

STUDIO DETROIT LLC
2040 Park Ave. Suite 200
Detroit, MI 48226
586.747.9717
pete@studio-detroit.com

September 25, 2024

FELDMAN KIA NOVI

New Construction
40575 Grand River Ave
Novi, MI 48375
ARCHITECT'S PROJECT NO. 2192

Re: Plan Review JZ 24-32 Feldman Kia PRO

We received the Plan Review comments dated September 12, 2024. We offer the following responses relative to items listed in that letter with the following attachments:

REVIEW NOTES

5. Proposed signage has been included in the PRO Concept plan submittal and the applicant requests a deviation to allow the signage as proposed. In some cases, deviations from the Sign Ordinance (Chapter 28 of the City Code) have been included in previous PRO Agreements. The sign details in the submittal do not include all measurements in order to determine the total area of the signs. The sign ordinance allows the following in the B-3 district for a single tenant building or development parcel: 250 square foot maximum – 1 wall sign (shall not exceed 1 sf for each 2 feet of setback from the nearest thoroughfare; and (1) ground sign a maximum of 6 feet high. Allowable size is determined by 1 square foot of sign for each 2 feet of setback from the thoroughfare centerline (appears that 30 sf allowed).

The applicant is proposing 3 wall signs on the north elevation, which is 144 feet from the Grand River centerline ("KIA" 13'x3' = 39 sf, "Feldman" 13'x2' = 26 sf, "Service" = 9'x1.5' = 13.5 sf) with a total area of 78.5 square feet. One sign is proposed on the east elevation ("KIA" 13'x3' = 39 sf.) One ground mounted sign, located 60 feet from the street centerline, is shown as 5 feet tall with a total area of about 40 square feet. **The applicant should clarify if these estimated dimensions are correct and provide additional information to be able to evaluate deviations from the requirements of the sign code: ground sign distance from the centerline of Grand River, and the total area of each sign proposed (box placed around the entire sign area.) A Sign Permit Application will be required for each sign proposed.**

Response – We are proposing that the "Service" signage be included as directional signage and not be included in the allowable sign area. The wall signs are proposed as described below:

North Elevation – 144' setback, 72 SF allowable

KIA = 12'-9" x 3'-0" = 38.25 sf
Feldman = 14'-6"(max) x 2'-0" = 29 sf max
Service = 8'-3" x 1'-6" = 12.38 sf (Wayfinding)
Total without wayfinding = 67.25 sf
Total with wayfinding = 79.63 sf

East Elevation – 255' setback, 122.5 SF allowable

KIA = 12'-9" x 3'-0" = 38.25 sf

Ground Sign – 60' setback, 30 SF allowable

KIA Logo (per face) = 3 sf

Total Sign area (per face) = 26.71 sf

6. Lighting (Section 5.7): The lighting plan provided did not provide the necessary level of detail to verify ordinance requirements are met. Calculations and rations for lighting should exclude any unlit portions of the site (0.0 fc levels.) **The height of all fixtures must be provided, as well as specifications for each fixture that indicate glare control, Color Correlated Temperature, and Color Rendering Index. Calculations are needed to show the Average light level of the surfaces being lit to the lowest light of the surface shall not exceed a ration of 4:1 (Ave:Min) for the overall site, not just the individual sections. See the Planning Chart for additional details of the missing information.**

Response – Site lighting fixture mounting heights are as proposed below:

P1, P3, and P4 (Parking lot pole fixtures) = 22'-6"

P2 (Joseph Drive decorative fixtures) = 14'-0"

W1 (wall mounted fixtures) = 15'-0"

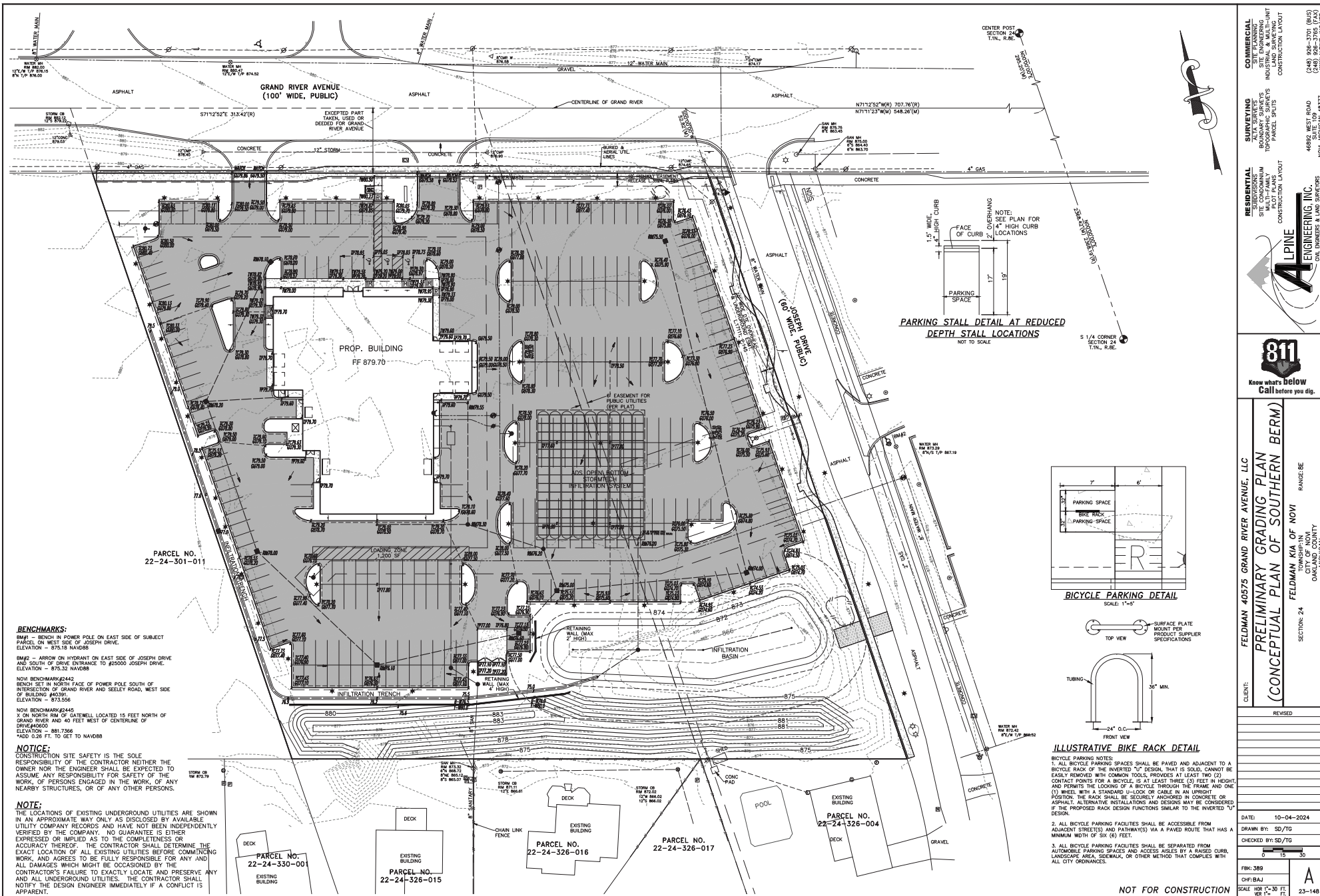
All fixtures will have a Color Correlated Temperature of 3000K and a Color Rendering Index of 70 minimum. The calculations showing the average light level for all surfaces has been included in the Calculation Summary as "AsphaltLOT_Planar". All perimeter site fixtures will include a backlight cut-off shield to prevent glare. All site luminaires are full cut-off fixtures. We are providing the minimum required illumination of parking areas (0.2 fc), and will adjust the P2 fixtures along Joseph Drive to meet the minimum required illumination for walkways (0.2 fc.)

Please feel free to contact us should you have any additional questions or comments.

Sincerely,



Peter N. Pentescu
Studio Detroit
2040 Park Ave, Suite 200
Detroit, MI 48226
pete@studio-detroit.com
586.747.9717

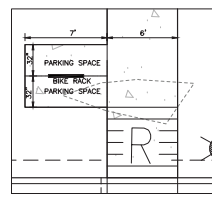
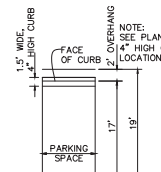


BENCHMARKS:
BM#1 - BENCH IN POWER POLE ON EAST SIDE OF SUBJECT PARCEL ON WEST SIDE OF JOSEPH DRIVE. ELEVATION - 875.16 NAVD83
BM#2 - ARROW ON HYDRANT ON EAST SIDE OF JOSEPH DRIVE AND SOUTH OF DRIVE ENTRANCE TO #20000 JOSEPH DRIVE. ELEVATION - 875.52 NAVD83
NOVI BENCHMARK#2442 BENCH SET IN NORTH FACE OF POWER POLE SOUTH OF INTERSECTION OF GRAND RIVER AND SHELLEY ROAD, WEST SIDE OF BUILDING #40391. ELEVATION - 875.506
NOVI BENCHMARK#2445 X ON NORTH RM OF GATEWAY LOCATED 15 FEET NORTH OF GRAND RIVER AND 40 FEET WEST OF CENTERLINE OF DRIVE#40000. ELEVATION - 881.7366
*ADD 0.28 FT. TO GET TO NAVD83

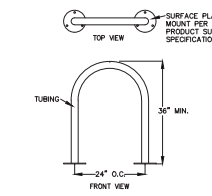
NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

PARKING STALL DETAIL AT REDUCED DEPTH STALL LOCATIONS



BICYCLE PARKING DETAIL



ILLUSTRATIVE BIKE RACK DETAIL

BICYCLE PARKING NOTES:
1. ALL BICYCLE PARKING SPACES SHALL BE PAVED AND ADJACENT TO A BICYCLE RACK OF THE INVERTED "U" DESIGN, THAT IS SOLID, CANNOT BE EASILY REMOVED WITH COMMON TOOLS, PROVIDES AT LEAST TWO (2) CONTACT POINTS FOR A BICYCLE, IS AT LEAST THREE (3) FEET IN HEIGHT, AND PERMITS THE LOADING OF A BICYCLE THROUGH THE FRAME AND ONE (1) WHEEL WITH A STANDARD U-LOCK OR CABLE IN AN UPRIGHT POSITION. THE RACK SHALL BE SECURELY ANCHORED IN CONCRETE OR ASPHALT. ALTERNATIVE INSTALLATIONS AND DESIGNS MAY BE CONSIDERED IF THE PROPOSED RACK DESIGN FUNCTIONS SIMILAR TO THE INVERTED "U" DESIGN.
2. ALL BICYCLE PARKING FACILITIES SHALL BE ACCESSIBLE FROM ADJACENT STREETS (STREET) AND PATHWAY(S) VIA A PAVED ROUTE THAT HAS A MINIMUM WIDTH OF SIX (6) FEET.
3. ALL BICYCLE PARKING FACILITIES SHALL BE SEPARATED FROM AUTOMOBILE PARKING SPACES AND ACCESSIBLE BY A RAISED CURB, LANDSCAPE AREA, SIDEWALK, OR OTHER METHOD THAT COMPLES WITH ALL CITY ORDINANCES.

NOT FOR CONSTRUCTION

COMMERCIAL
SITE ENGINEERING
INDUSTRIAL
CONSTRUCTION LAYOUT

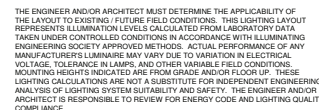
SURVEYING
BOUNDARY SURVEYS
TOPOGRAHY
PARCEL SIZES
CONSTRUCTION LAYOUT

RESIDENTIAL
SITE CONDOMINIUM
PLOT PLANS
CONSTRUCTION LAYOUT

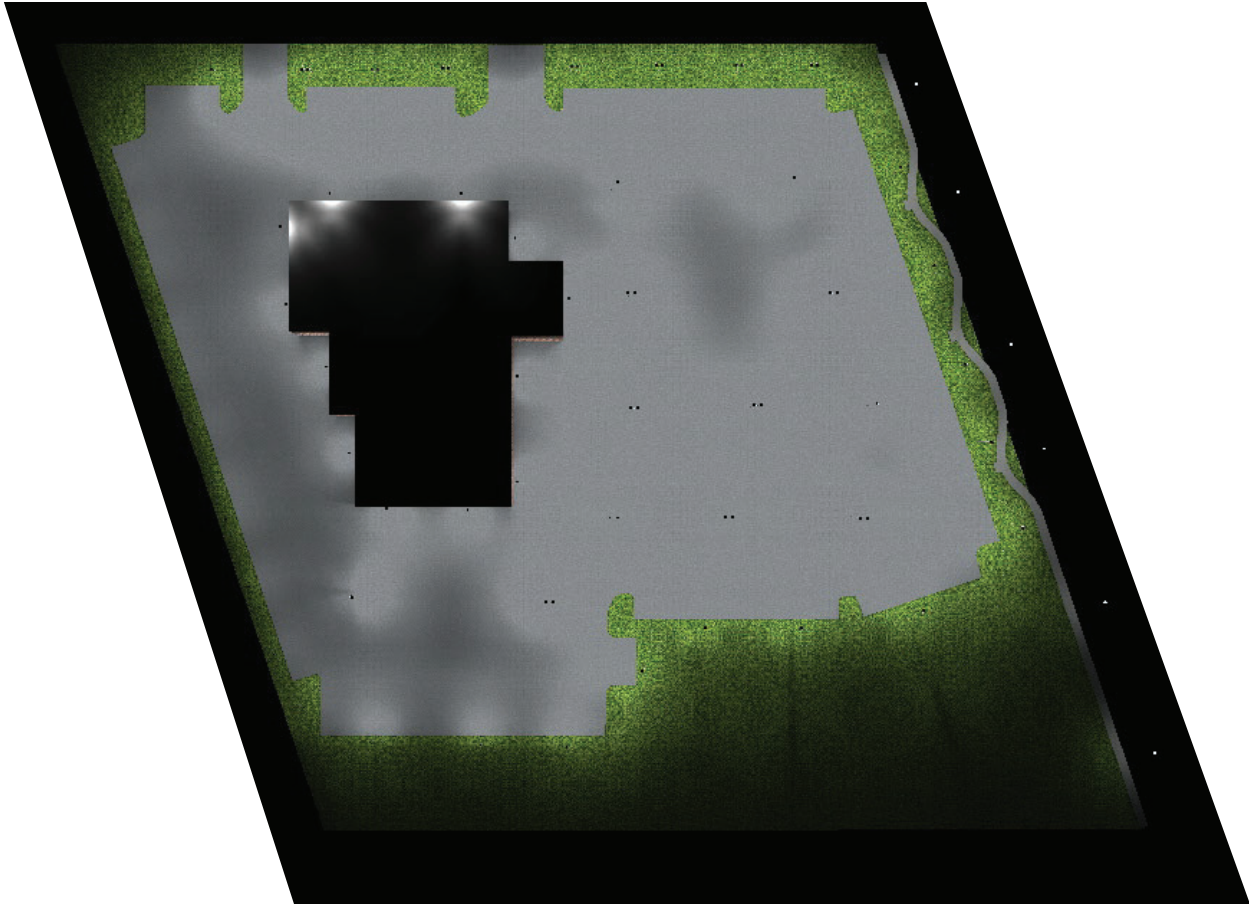
ALPINE
ENGINEERING INC.
CIVIL ENGINEERS & LAND SURVEYORS

811
Know what's below
Call before you dig.

CLIENT: FELDMAN 40575 GRAND RIVER AVENUE, LLC
PRELIMINARY GRADING PLAN
(CONCEPTUAL PLAN OF SOUTHERN BERM)
SECTION: 24
FELDMAN KIA OF NOVI
TOWNSHIP IN
OAKLAND COUNTY
MICHIGAN
RANGE: BE
DATE: 10-04-2024
DRAWN BY: SD/TO
CHECKED BY: SD/TO
FBK: 389
CHP: BAJ
SCALE: 1"=30' FT.
VER: 1"=30' FT.
23-148



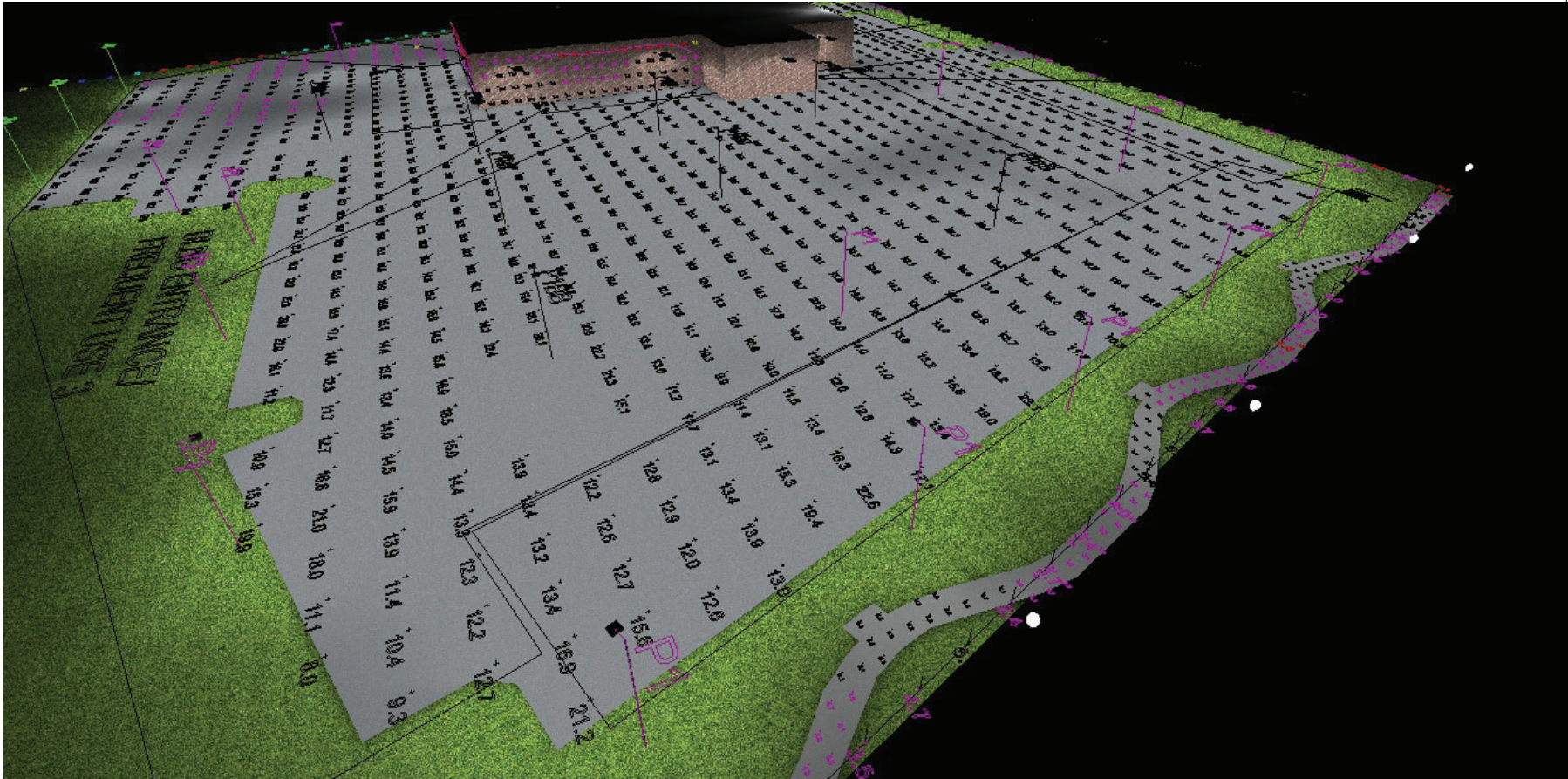
Page 2 of 4



Feldman KIA Novi	
7	

Drawn By: M. Wozniacki, L.C.
Checked By:
Date: 4/25/2024
Scale:

Revisions		
#	Date	Comments



Feldman KIA Novi

7

Page 4 of 4

Drawn By: M. Wozniak, LC
 Checked By:
 Date: 4/25/2024

Scale:

#	Date	Comments

Revisions

PLANNING COMMISSION MINUTES

EXCERPT 10/16/2024



PLANNING COMMISSION MINUTES

CITY OF NOVI
Regular Meeting

October 16, 2024 7:00 PM

Council Chambers | Novi Civic Center
45175 Ten Mile Road, Novi, MI 48375 (248) 347-0475

CALL TO ORDER

The meeting was called to order at 7:00 PM.

ROLL CALL

Present: Member Avdoulos, Member Becker, Member Lynch, Chair Pehrson, Member Roney, Member Verma

Absent Excused: Member Dismondy

Staff: Barbara McBeth, City Planner; Beth Saarela, City Attorney; Lindsay Bell, Senior Planner; Dan Commer, Planner; Humna Anjum, Plan Review Engineer; Ben Nelson, Plan Review Engineer; Rick Meader, Landscape Architect

PLEDGE OF ALLEGIANCE

Member Becker led the meeting attendees in the recitation of the Pledge of Allegiance.

APPROVAL OF AGENDA

Motion made by Member Lynch and seconded by Member Becker to approve the October 16, 2024 Planning Commission Agenda.

VOICE VOTE ON MOTION TO APPROVE THE OCTOBER 16, 2024 PLANNING COMMISSION AGENDA MOVED BY MEMBER LYNCH AND SECONDED BY MEMBER BECKER. *Motion carried 6-0.*

AUDIENCE PARTICIPATION

Chair Pehrson invited members of the audience who wished to address the Planning Commission during the first audience participation to come forward. Seeing no one, Chair Pehrson closed the first public audience participation.

CORRESPONDENCE

There was not any correspondence.

COMMITTEE REPORTS

There were no Committee reports.

CITY PLANNER REPORT

There was no City Planner Report.

CONSENT AGENDA - REMOVALS AND APPROVALS

There were no Consent Agenda Removals and Approvals.

PUBLIC HEARINGS

1. **22615 NOVI ROAD WOODLAND PERMIT PBR24-0106**

Public hearing at the request of Anywhere Lombardo LLC, for a Woodland Use Permit for 22615 Novi Road. The site is located west of Novi Road, and north of Nine Mile Road in Section 27 of the

city. The applicant is requesting the removal of 40 regulated woodland trees to build a single-family home.

Planner Dan Commer stated the site is located west of Novi Road, and north of Nine Mile Road, is zoned R-4, and has a single-family future land use.

The City's Woodland Consultant reviewed the request and prepared a review letter dated 9/20/24. The review letter states that the applicant is proposing to remove 40 regulated woodland trees from a section of City Regulated Woodland ranging in size from 8 to 29 inches DBH. These removals require 60 Woodland Replacement Credits. The consultant's letter provides a detailed count and explanation of the required replacements. The proposed removals are not located within any recorded conservation or preservation easements that abut or encroach onto the property. The applicant has indicated they plan on replanting 7 qualifying replacement trees on-site and remitting payment into the City of Novi Tree Fund for any outstanding Woodland Replacement Credits.

Staff suggest that the Planning Commission approve the Woodland Use Permit. A suggested motion is provided in the memo. The applicant is here to tonight to answer any questions. Staff is also available to answer any questions.

Chair Pehrson invited the applicant to address the Planning Commission.

Cosimo Lombardo with Anywhere Lombardo stated that the sites have a lot of topography in general. The homes will have walkout basements. A detention basin was built to manage storm water as well as several retaining walls. The best effort was made to save trees, as it costs money to clear as well as to pay into the tree fund. However, to get a house on these home sites with a significant amount of topography, along with City requirements to manage storm water, means the plan requires tree removal. A reasonable number of trees are being replaced to allow yard space for the homeowner. These comments apply to all three home sites being considered this evening.

Chair Pehrson opened the public hearing and invited members of the audience who wished to speak to approach the podium.

Terry Miglio, 43461 Cottisford, stated that these four pieces of property near his home, of which three are being developed, have been a long-time wooded area. It's a wildlife preserve. Mr. Miglio has reviewed the packets that staff put together and understands the Woodland Ordinance allows trees to be replanted or payment made into the tree fund. Paying in to the fund doesn't take care of changing the entire nature of these three lots.

Sixty trees are being proposed for removal, with only 8 to be replanted. None of the replacement trees are going into an area around the house. People who buy this particular property are looking to buy into a wooded lot because that is what the lots have been.

From Mr. Miglio's perspective, this is a ton of trees to remove with very few to be replaced. This is overkill; it is understood that the Woodland Ordinance allows the developer to pay money into the tree fund and get away with this, but this piece of property is an important piece of property in that area. It's unique. It's been there a long time. It's preserved for wildlife and despite the fact that money can be paid into the woodland fund, doesn't change the nature of that in Mr. Miglio's mind. It is overreach and takes away more trees than are necessary to build a house.

Tina Mahlmeister, 43421 Cottisford, stated she can cite numerous reasons why older established trees are important not only to the environment but also to the land. To replace the existing trees there will take anywhere from five to forty years for a new tree to reach maturity for it to work for the carbon taking to clean the air and cool things down. Ms. Mahlmeister's house is the first house on the left, and her lot is treed, rarely does she need to use air conditioning for that reason.

Ms. Mahlmeister has read Novi values its natural resources, including its forests and large trees. This is in the Woodland Ordinance. She does not understand why every single lot in Novi must have a house on it. This

wooded area has been here for decades. Regulated woodlands are forests that are deemed to have important ecological value.

Ms. Mahlmeister stated the speed limit on Novi Road is 45 MPH and questioned whether the speed limit would be changed with three new homes being built here.

Linda Dancer, 43440 Cottisford, stated she lives in the first home on the right and purchased her home three years ago for the woods behind her and next to her. She received the notice regarding the trees being taken down on the three lots adjacent to her home and noted that there is another vacant lot next to her which also recently sold. There are 103 trees being taken down for the three lots on Novi Road, how many trees will come down for the lot next to her home? If this does occur, Ms. Dancer's home will be going on the market, and she will probably sell it to the builder.

Tom Schrems, 43500 Cottisford, stated his home is to the west of the vacant lot on Cottisford that was just referenced. His concern with removing all the trees is that it is going to remove a substantial amount of cover between his home and Novi Road, which makes the area less private. The neighborhood has a lot of quaintness, and a lot of privacy. Removing all these trees will change the nature of this. Recently the condominiums across Novi Road were constructed and trees were cleared. It grossly changed the view of the area and now that view will be accessible from Mr. Schrems home because there will be fewer trees blocking it. Mr. Schrems inquired what would stop the new homeowners from removing the new trees since they will be less than 8 inches at breast height.

Seeing no one else, Chair Pehrson requested Member Lynch read the correspondence received on the matter. There was one objection received from Randy Blackman, 43479 McLean Court.

Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch stated that the difficulty is in balancing property owner's rights, just like the existing homeowners have rights, and being governed by the Ordinances within the City. Member Lynch's understanding is the proposal is within the standards of the Ordinance. He also understands how long it takes for mature growth and how important trees are to Novi.

Each property owner has a right to develop their property. What the applicant is proposing is within the Woodland Ordinance and within the Zoning Ordinance. He hopes that the developer is judicious in leaving as many trees as possible and is cognizant of the adjacent neighbors.

Member Becker stated that for decades the future land use map has had these properties along Novi Road designed as R-4 single family residential. That has not changed, it was always the possibility if these parcels were developed. It would seem indefensible for the City to say that the property is designated as residential, but no trees can be cut down by the developer to build a home. Similarly, it would have been indefensible to say to the developers of the Cottisford area or Mystic Forest area that they could build homes but cannot cut down any trees.

The development fits the Zoning Ordinance, and we have a way to remediate trees being removed with the tree fund. As Member Lynch stated, Member Becker hopes that the developer and new homeowner will work as best they can to minimize the number of trees taken down. The City will do its part to use the tree fund money to replace the trees within the City of Novi.

Member Verma inquired whether the City will replant trees on Novi Road. Landscape Architect Rick Meader responded that the builder will replant trees on the lot. The City will take the money paid into the tree fund and plant elsewhere, like in parks or along streets. If any trees are replaced along Novi Road they will be planted by the builder.

Member Roney stated it's difficult to add anything further than what his fellow Commissioners have already addressed. Nobody likes to see trees cut down, but it is within the Ordinance and the property owner has the right to build on the lot.

Member Avdoulos stated that most of his concerns have been addressed by his fellow Commissioners. He agrees that it is hard to see trees cut down, but the property owner has the right to develop their property and make space for a home, which unfortunately means removing trees to make it work.

Motion to approve Woodland Use Permit PBR24-0106 for the removal of 40 regulated woodland trees at 22615 Novi Road made by Member Avdoulos and seconded by Member Becker.

Motion to approve Woodland Use Permit, PBR24-0106, for the removal of forty (40) regulated woodland trees within an area mapped as City Regulated Woodland at 22615 Novi Road to build a single-family home. The approval is subject to on-site planting to the extent possible of sixty (60) required woodland replacement credits. If necessary, any outstanding credits may be paid into the City's Tree Fund. In addition, any other conditions as listed in the Woodland Consultant's review letter shall be addressed.

ROLL CALL VOTE ON MOTION TO APPROVE WOODLAND USE PERMIT PBR24-0106 FOR THE REMOVAL OF 40 REGULATED WOODLAND TREES AT 22615 NOVI ROAD MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER BECKER. Motion carried 6-0.

2. 22649 NOVI ROAD WOODLAND PERMIT PBR24-0093

Public hearing at the request of Anywhere Lombardo LLC, for a Woodland Use Permit for 22649 Novi Road. The site is located west of Novi Road, and north of Nine Mile Road in Section 27 of the city. The applicant is requesting the removal of 40 regulated woodland trees to build a single-family home.

Planner Commer stated the site is located west of Novi Road, and north of Nine Mile Road, is zoned R-4, and has a single-family future land use.

The City's Woodland Consultant reviewed the request and prepared a review letter dated 4/1/24. The review letter states that the applicant is proposing to remove 40 regulated woodland trees from a section of City Regulated Woodlands ranging in size from 8 to 29 inches DBH. These removals require 59 Woodland Replacement Credits. The consultant's letter provides a detailed count and explanation of the required replacements. The proposed removals are not located within any recorded conservation or preservation easements that abut or encroach onto the property. The applicant has indicated they plan on replanting 9 qualifying replacement trees on-site and remitting payment into the City of Novi Tree Fund for any outstanding Woodland Replacement Credits.

Staff suggest that the Planning Commission approve the Woodland Use Permit. A suggested motion is provided in the memo. The applicant is here tonight and is available to answer any questions. Staff is also available to answer any questions.

Chair Pehrson invited the applicant to address the Planning Commission. The applicant declined to provide additional comments. Chair Pehrson opened the public hearing and invited members of the audience who wished to speak to approach the podium.

Terry Miglio, 43461 Cottisford, stated the Planning Commission will hear from him on all three woodland permits. He is a lawyer and has read the ordinance. He does not agree that just because it falls within the Woodlands permit that the Planning Commission must grant it. The question is whether or not it is granted as requested, which includes trees are replaced or money is paid into the tree fund, otherwise we wouldn't be looking at all these documents in the packet to see whether it is appropriate.

Mr. Miglio does not dispute Lombardo's ability to develop this lot as a single-family dwelling. The question is whether they can do a better job putting the trees back they are taking out and whether they can be a good neighbor for the people who live around this lot. Forty trees will be gone and only replacing 9 is arbitrary and capricious. The Planning Commission has the ability to say no. Mr. Miglio does not agree that just because it falls within the Ordinance that the Commission has to approve it. That is not what the law says and that is not what the Commissioners are sitting here to do. He thinks the Commissioners should

look at where these trees are being replanted and whether this is applicable for the area and for what the Woodlands permit is about in Novi.

Maria Schrems, 43500 Cottisford, stated her property is to the west of these three lots. These existing trees, besides providing privacy, also provide a noise buffer from Novi Road. Replacing such few trees will severely impact the existing homeowners. There will be a lot more traffic noise coming into her neighborhood because of this. Ms. Schrems wonders if the builder would consider replacing more trees or replacing some of the trees with evergreen trees that would absorb noise year-round. When Ms. Schrems purchased her home, she did so knowing this was regulated woodland. She does not know what that means if someone can just come in and take out as many trees as they wish and replace them with trees somewhere else. Her property is in the regulated area, if she wanted to do anything in her yard, she would have to get permission. It makes no sense to have more restrictions on a homeowner than on a developer.

Seeing no one else, Chair Pehrson requested Member Lynch read the correspondence received on the matter. There was one objection received from Jodi and Randy Blackman, 43479 McLean Court.

Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch stated his comments have not changed. He thinks the developer is getting some pretty good feedback. He asks that the developer to take these comments to heart and be judicious when the land is cleared and redeveloped.

Member Becker clarified regulated means that a person must come to the Planning Commission to request permission to remove regulated trees and there is in fact a consequence of that - to either be replanted on site or to pay money into the tree fund. Regulated does not mean sacred, rather that there are regulations regarding trees and what you can and can't do with them.

Member Verma had no further comment.

Member Roney had no further comment.

Member Avdoulos stated in reference to the comment regarding the speed limit on Novi Road, that is not something being looked at tonight, but is something that should be taken into account as speed limits are developed or reviewed on certain roads.

Motion to approve Woodland Use Permit PBR24-0093 for the removal of 40 regulated woodland trees at 22649 Novi Road made by Member Avdoulos and seconded by Member Lynch.

Motion to approve Woodland Use Permit, PBR24-0093, for the removal of forty (40) regulated woodland trees within an area mapped as City Regulated Woodland at 22649 Novi Road to build a single-family home. The approval is subject to on-site planting to the extent possible of fifty-nine (59) required woodland replacement credits. If necessary, any outstanding credits may be paid into the City's Tree Fund. In addition, any other conditions as listed in the Woodland Consultant's review letter shall be addressed.

ROLL CALL VOTE ON MOTION TO APPROVE WOODLAND USE PERMIT PBR24-0093 FOR THE REMOVAL OF 40 REGULATED WOODLAND TREES AT 22649 NOVI ROAD MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. Motion carried 6-0.

3. 22683 NOVI ROAD WOODLAND PERMIT PBR24-0095

Public hearing at the request of Anywhere Lombardo LLC, for a Woodland Use Permit for 22683 Novi Road. The site is located west of Novi Road, and north of Nine Mile Road in Section 27 of the city. The applicant is requesting the removal of 23 regulated woodland trees to build a single-

family home.

Planner Commer stated the site is located west of Novi Road, and north of Nine Mile Road, is zoned R-4, and has a single-family future land use.

The City's Woodland Consultant reviewed the request and prepared a review letter dated 4/1/24. The review letter states that the applicant is proposing to remove 23 regulated woodland trees from a section of City Regulated Woodlands ranging in size from 8 to 29 inches DBH. These removals require 43 Woodland Replacement Credits. The consultant's letter provides a detailed count and explanation of the required replacements. The proposed removals are not located within any recorded conservation or preservation easements that abut or encroach onto the property. The applicant has indicated they plan on replanting 5 qualifying replacement trees on-site and remitting payment into the City of Novi Tree Fund for any outstanding Woodland Replacement Credits.

Staff suggests that the Planning Commission approve the Woodland Use Permit. A suggested motion is provided in the memo. The applicant is here to tonight and is available to answer any questions. Staff is also available to answer any questions.

Chair Pehrson invited the applicant to address the Planning Commission. The applicant declined to provide additional comments. Chair Pehrson opened the public hearing and invited members of the audience who wished to speak to approach the podium.

Terry Miglio, 43461 Cottisford, stated adding up the trees being removed on these three lots amounts to over 100 trees, with 22 being replanted on the lots. He is not stating that the developer should not be able to remove trees, rather that in looking at the report, the trees being removed don't have to be removed. This is a woodlands area, what the Planning Commission should be doing is looking at whether the removal of these trees is necessary. The tree fund is not helping the homeowners here. The Planning Commission has the ability to look at these reports, otherwise they would not be prepared for review, and decide as to whether the removal of trees that don't fall into the building area is necessary. Mr. Miglio asks that the Planning Commission deny the request or at least send it back. He appreciates the Commissioner requesting the builder listen to the surrounding homeowners, but he has no doubt they won't take the comments to heart.

Andrew Mutch, 24740 Taft Road, stated he would like to echo a couple of comments from the previous resident who spoke about the Planning Commission's role in these reviews. The thing that bothers Mr. Mutch after listening to the Commissioner's discussion is that there seems to be absolutely no effort to look at each parcel individually and ask whether the number of trees being removed is warranted. For example, on the previous parcel all 40 regulated trees are being removed, and only a handful are being replaced. Why does a lot, even in R-4, need to be clear cut to this degree?

There are elements of these requests that are outside the boundaries of the Planning Commission's ability to approve. For example, there are trees that are proposed to be removed that are in the county right of way, outside this property owner's boundary. How can he ask to remove trees on property that he does not own? That has been approved in several cases here.

In terms of review standards, the Ordinance is very clear. There are elements that the Woodland Consultant's report should have provided that were not included, such as calling out specimen trees that were proposed to be removed. There is no reference to the quality of the woodlands or the benefits of these woodlands. Residents have shared that, but you won't find it in the Woodland Consultant report. It is part of the criteria to be evaluated when these requests are considered. In all three cases, approving these at this time is premature. Two requests have already been approved, the third is probably the least objectionable. Mr. Mutch asks that the removal requests be considered in terms of whether they are truly necessary.

In regard to Member Lynch's comments, it is not the job of the Planning Commission to beg and plead or play nice with the applicant to do the right thing, rather it is to state the right thing to do, state the

guidelines and standards to enforce, and then make a motion to do that.

Seeing no one else, Chair Pehrson requested Member Lynch read the correspondence received on the matter. There were two objections received, one from Randy Blackman, 43479 McLean Court, and one from Phillip Galecki, 43515 McLean Court.

Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch stated his comments have not changed.

Member Becker had no further comment.

Member Verma had no further comment.

Member Roney had no further comment.

Member Avdoulos stated that in looking at the information shown for each of the plans in the packet the footprint of the residence, the drive, and the area of landscaping is basically 50 percent of the lot, so at least 50 percent of the lot must be cleared in order to build the home. A lot of the trees must be removed to excavate, to build the house, and create landscaping. The Commissioners review all this information and consider many factors. A tree list has been provided which identifies whether trees are good or need to be removed. The Commissioners do have the information at hand to seriously take a look at each one of the properties.

Motion to approve Woodland Use Permit PBR24-0095 for the removal of 23 regulated woodland trees at 22683 Novi Road made by Member Avdoulos and seconded by Member Lynch.

Motion to approve Woodland Use Permit, PBR24-0095, for the removal of twenty-three (23) regulated woodland trees within an area mapped as City Regulated Woodland at 22683 Novi Road to build a single-family home. The approval is subject to on-site planting to the extent possible of forty-three (43) required woodland replacement credits. If necessary, any outstanding credits may be paid into the City's Tree Fund. In addition, any other conditions in the Woodland Consultant's review letter shall be addressed.

ROLL CALL VOTE ON MOTION TO APPROVE WOODLAND USE PERMIT PBR24-0095 FOR THE REMOVAL OF 23 REGULATED WOODLAND TREES AT 22683 NOVI ROAD MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 6-0.*

4. CITY WEST ZONING MAP AMENDMENT 18.747

Public hearing and Planning Commission's recommendation to City Council regarding the staff-initiated request to rezone property in Section 16, located east of Beck Road, west of Taft Road on the south side of Grand River Avenue from Office Service, Residential Acreage, and Light Industrial to City West. The subject properties total approximately 106.76 acres.

Senior Planner Lindsay Bell stated City staff previously initiated the rezoning of the 250-acre area between Beck Road and Taft Road, both north and south of Grand River Avenue. The subject properties north of Grand River Avenue were successfully rezoned by City Council on May 20, 2024, but the area south of Grand River Avenue was not rezoned at that time.

Based on a request from Mayor Fischer, staff were asked to bring back for reconsideration the southern area, which totals approximately 107 acres. The subject area is proposed to be zoned CW - City West, a new district that was recommended in the 2016 Master Plan Update and adopted by City Council in May. As indicated on the map, some of the parcels to be rezoned are currently developed with Light Industrial uses and office buildings. Staff is requesting the rezoning to bring all parcels within a single zoning district consistent with the Master Plan recommendation to create a cohesive, walkable, mixed-use district.

The adopted City West Zoning Ordinance and Design Guide (included in the Planning Commission packet and available online) would not need to be amended; the Council's approval of the CW ordinance left open the possibility that the south side of Grand River could be rezoned in the future. The southeast corner of Grand River Avenue and Beck Road is excluded from the request, as the property owner had previously requested that the existing B-3, General Business zoning be maintained. Otherwise, the suggested area for rezoning is the area fronting on the south of Grand River between Beck Road and Taft Road.

The north side of Grand River is now zoned City West. The Suburban Center Showplace is also covered by the Exposition Overlay district. The area to the south of Grand River is primarily zoned I-1 Light Industrial, except for the area that abuts Beck Road, which is zoned for RA Residential Acreage and OS-1 Office Service.

The area to the south is primarily One Family Residential districts, with Central Park Estates zoned Low Rise Multiple Family, and a salon zoned Office Service. East of Taft Road is zoned Light Industrial. West of Beck Road is zoned Office Service Commercial (Ascension Providence Hospital campus).

The 2016 Master Plan Update recommended the creation of a cohesive district that supports long-term vitality and projects a sense of place. City West was described as a dense, walkable, unified district featuring a mix of arts, entertainment, retail, restaurant, hotel, convention/exposition, office and residential uses. While the boundaries for the south side only extended halfway between Beck and Taft, during the process the Implementation Committee recommended the full length of the south side of Grand River be rezoned.

The City's mapping portal shows that there are regulated wetland and woodland areas throughout the subject area. The actual location of any woodlands and wetlands will need to be field verified by applicants with the submittal of any site plan for the parcels. Any proposed impacts to these natural features will be reviewed and discussed during the site plan submittal for any project on the property and follow the typical standards for review and approval according to the City's ordinances, including Wetland and Woodland permitting. Throughout the City West text, there is an emphasis on protecting the existing natural features woodland and wetlands in the district.

The City West area provides an opportunity to expand the housing choices available for young professionals, empty nesters, and other residents who prioritize a more urban, walkable community, easy access to the highway and destinations within Novi, and entertainment opportunities. Grand River Avenue is a major corridor with greater road capacity than many areas of the city. SMART has recently established bus service along the Grand River corridor through Novi and into Wixom. There are a couple of stops within the City West area, which makes the creation of the district very timely to enable the establishment of transit-oriented development.

City West is also an opportunity to showcase Novi as an area of interest to the thousands of visitors to the Suburban Showplace and Ascension Hospital each year. Visitors to events at the Showplace could take advantage of nearby restaurants, hotels, and shopping without having to get in a car. Similarly greater housing options may appeal to employees of the hospital who could walk or bike to work.

The ordinance includes an optional Mixed-Use Development Option (MDO), which permits a wider range of uses and higher-intensity development to encourage the creation of a dynamic mix of compatible uses. While the MDO provides greater flexibility in parking and landscaping, as well as setbacks and building height to allow a more urban form of development, projects will still be subject to other applicable codes and regulations of the City, including stormwater detention standards, façade, and landscape requirements, as well as lighting and noise ordinances.

Residential uses can be developed under the MDO, either as a stand-alone use under certain circumstances or as part of a mixed-use project. The granting of a Mixed-Use Development Option application requires review and recommendation by the Planning Commission and approval of the City Council. The MDO process is similar to the approval process for the Planned Development Options, with

City Council discretion over deviations.

The adopted Ordinance has a maximum height of 2 stories south of Grand River under the baseline option. For MDO projects, the height limit is increased to 3 stories, or up to 4 stories if bonus height conditions are met and it is further than 300 feet from the residential area to the south. City Council would need to approve the increase in height for each project proposed. Adjacent to single-family residential zones, additional restrictions would control building heights, with a maximum of 35 feet permitted within 200 feet of single-family districts, and a maximum of 45 feet between 200-300 feet of such districts. Within 300 feet of Single-Family buildings are not eligible for bonus height approval.

As with the existing I-1 Zoning, City West requires a minimum building setback of 100 feet from single family residential districts. The parking setback is 75 feet and would be required to be screened with a 5-foot wall or landscaped berm.

Existing standards for screening berms/buffers also apply to new multifamily and commercial buildings when adjacent to a residential use. The presence of regulated natural features will also provide a buffer between the districts.

Development in this district is to be designed to ensure development is cohesive and walkable. Buildings are meant to front on internal street networks rather than Grand River to create a more pedestrian-friendly environment. Shared off-street parking facilities are encouraged, as is structured parking. Development projects are required to provide public plazas and open spaces for gathering. City West is meant to have sidewalks and pathways throughout the district, providing connections to the City's non-motorized network.

Property owners south of Grand River in the City West area, both of vacant land and currently developed property, have expressed an interest in and support of the ordinance amendment. Some property owners have introduced concepts for projects that could align with the intent of the City West ordinance. Current businesses such as Gatsby's, Paradise Park, and Total Sports Novi have found the text amendment appealing due to the flexibility it offers for those businesses moving forward.

Staff recommends approval of the proposed Zoning Map Amendment for the reasons presented. Tonight, the Planning Commission is asked to hold the public hearing and make a recommendation to City Council on the rezoning of property south of Grand River Avenue, as shown in the map, to the City West District. Staff is happy to answer any questions.

Chair Pehrson opened the public hearing and invited members of the audience who wished to speak to approach the podium.

Khurram Abbas, 26508 Mandalay Court, stated he is a resident of Asbury Park subdivision and has been a Novi resident for over a decade. He is here to speak on behalf of the Asbury Park HOA Board of Directors. The north side of the subdivision touches what's being termed as the south side of City West. Many Asbury Park and other Novi residents have expressed their concerns, both in person and through letters, with last year's overall City West rezoning proposal for both the north and the south sides with concerns ranging from large unsightly buildings, noise, woodland/woodland eradication, and lack of infrastructure including roads, schools, and general facilities to handle more dense residential housing in this area.

The Planning Commission at the time still decided to unanimously recommend the rezoning for approval to the City Council. However, the City Council at that time was more receptive to residents' concerns and only passed the rezoning pertaining to the north side of City West, with the possibility of reconsidering the south side later. Mr. Abbas recently found out that the mayor requested the Planning Commission to consider the south side at this time. He fails to understand why it was not addressed at one time, and why did they need to wait four months, it kind of breaks up the momentum.

At the time of the City Council meeting, City staff had made some changes to the ordinance steps to provide more protection to the south side for the residents. Mr. Abbas believes staff just mentioned the parking set back was increased to 75 feet. He appreciates staff working with residents and addressing

concerns. There has been a lot of engagement and good interactions with the City Council on this, but we will definitely request that the parking setback be increased to 100 feet.

This seems like a project that has had a lot of consideration, and a lot of input from folks. The residents certainly don't like it, but based on what happened on the north side, this is probably going to happen, Mr. Abbas would appreciate it if the City staff, City Council, and Planning Commission continue to work with residents and make sure that the residents on the south are given a little more protection than what's being offered in this plan today.

James Frankfurth stated he owns the property at 46401 Grand River, 46409 Grand River, and 46411 Grand River. When he received the public hearing notice about the rezoning, he had to think about it for a while. He is in favor because he knows the City has wanted to develop more of a downtown area, primarily the shopping center area on the corner of Novi Road and Grand River. Having business there, he has watched the foot traffic improve over the years, there are more and more bicycles, more and more walkers, and people walking dogs.

Mr. Frankfurth has tried to keep the lawn mowed around there every couple of weeks and he sees deer there all the time. There is designated wetland on the property to the east of his though he is not highly impacted by the wetland area.

Mr. Frankfurt would welcome the City to go ahead and link the west side of the town to the downtown area near Novi Road and Grand River. The SMART buses are running up and down that corridor, and there are young professional people at the medical centers and the hospital. If there are townhouses, condominiums, or apartment buildings along there, that housing is going to be occupied shortly. It's a win, win situation. He has been approached by somebody who wanted to put a five-story hotel on his property. He did not take the offer on the property at the time because he'd rather see residential housing there, along with the business use mix. He thinks the rezoning is long overdue. He has accepted an offer on his property now and it is attached to other adjacent property which may generate property taxes of \$35-50 million.

Seeing no one else, Chair Pehrson requested Member Lynch read the correspondence received on the matter. There were eleven responses received, eight in favor and three opposed.

Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch recalled his concern from when this was before the Planning Commission prior was the buffer to the residential area. Looking at the buffer, there is a baseline of 100 feet. If a building height goes to 35 feet, the buffer zone is increased to 200 feet, and if a building goes to 45 feet or three stories, the buffer zone increases to 300 feet or the size of a football field. Member Lynch appreciates his comments and the comments of the homeowners being taken into consideration. A recommendation for staff and City Council to consider is to make the 100-foot area a conservation easement. It would not cost anything. If we have to adjust, the conservation easement could be moved.

Member Lynch thinks the area is going to look wonderful. There are still some issues to overcome with traffic and infrastructure (water pressure), but from the City long term strategic standpoint it makes sense. The mixed use is intriguing.

Member Becker stated that almost the entire part of the City West subject property has been zoned I-1 Light Industrial, which means any of the properties there could have been zoned into an industrial type of development. He likes the fact that at some point down the road this will get rid of the random helter skelter look of the various buildings and unify the area into something that is planned. It will complement the development on the north side of Grand River. It will be a tremendous advantage for Novi to have this image and to have a well-reimagined development on the south side of Grand River rather than having various industrial projects with no common sense to it. Member Becker is in support.

Member Verma inquired whether there will be only residential permitted or if there will be any hotels

permitted on the south side of Grand River. Senior Planner Bell responded that before City Council adopted the City West amendment, they wanted to remove the option to build hotels on the south side of Grand River. No hotels will be permitted on the south side, there are a variety of other mixed uses, such as offices, daycare, financial institutions, retail instruction centers, businesses, schools, along with other uses that could be developed there as well as residential housing. Hotels are permitted to be developed on the north side of Grand River.

Member Roney stated he likes the proposal for rezoning. A lot of great work went into this. It looks like it's a great opportunity for developers to do something really nice in the City. Of course we need to attract them, and by setting up the foundation here, hopefully we will.

Member Avdoulos stated he is in favor of the City West rezoning. He was on the Implementation Committee when City West was introduced; a lot of consideration went into creating some activity for the area. As Member Becker mentioned, it currently is a hodgepodge or random with a lot of different things going on. The City West zoning will allow some cohesiveness in the area. A lot of consideration was put forward related to the residents and the residential area abutting along the south border shared with them related to buffer zones and building height permitted.

Members of the Committee and staff from the City went to visit other cities to see what was going on in those different locations and take a look at the precedent set, so as not to reinvent the wheel but learn from others. This is a great opportunity to allow the existing businesses also to be successful. Member Avdoulos is very proud of the fact that Novi really supports its businesses and its community. If we can get some residential in this area to provide apartment living or condo living that would be great not only for young professionals, but also for empty nesters and for anybody really who wants to be a part of this City.

Motion to recommend approval to City Council to rezone the subject property to City West made by Member Avdoulos and seconded by Member Lynch.

In the matter of Zoning Map Amendment 18.747, motion to recommend approval to City Council to rezone the subject property from OS-1 (Office Service), RA (Residential Acreage), and I-1 (Light Industrial) to CW (City West) for the following reasons:

- a. The 2016 Master Plan for Land Use recommended the creation and adoption of a new zoning district for this area of the City in order to foster redevelopment of underutilized parcels, and to create a vibrant, walkable, mixed-use district.
- b. The Master Plan for Land Use objective to foster a favorable business climate is fulfilled by allowing more flexible development standards for a unique area of the City.
- c. The Master Plan for Land Use objective to support and strengthen existing businesses and attract new businesses is fulfilled by allowing existing businesses to expand and creating new development opportunities in a mixed-use setting.
- d. The Master Plan for Land Use objective to provide a wide range of housing options is supported as the new district allows residential use in a mixed-use setting.
- e. The Master Plan for Land Use objective to develop the City West/Grand River and Beck area in a manner that supports and complements neighboring areas through the use of setback and height restrictions to provide buffers to single family districts.
- f. It provides an opportunity for long-standing businesses to remain at their current location.

ROLL CALL VOTE ON MOTION TO RECOMMEND APPROVAL TO CITY COUNCIL TO REZONE THE SUBJECT PROPERTY TO CITY WEST MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. Motion carried 6-0.

5. JZ24-32 FELDMAN KIA PRO PLAN WITH REZONING 18.746

Public hearing at the request of Feldman Automotive for initial submittal and eligibility discussion for a Zoning Map Amendment from Non-Center Commercial (NCC) to General Business (B-3) with a Planned Rezoning Overlay. The subject site is approximately 4.88-acres and is located west of Joseph Drive, south of Grand River Avenue (Section 24). The applicant is proposing to develop an automotive dealership with outdoor vehicle inventory, which is not a permitted use in the NCC District.

Senior Planner Bell stated the petitioner is requesting a Planning Rezoning Overlay for two parcels located

southwest of the Grand River Avenue and Joseph Drive intersection from NCC (Non-Center Commercial) to B-3 (General Business). The site, located in Section 24, was formerly the location of Glenda's Garden Center for many years, which was a non-conforming use in the NCC District.

In this area of Grand River, there are professional offices, small strip retail centers, sit down restaurants and the US Energy fuel supplier. Single family residential homes are located to the south of the property.

The Non-Center Commercial Zoning District allows uses such as retail business and service uses, professional and medical offices, financial institutions, sit-down restaurants, and instructional centers. Special Land Use permits could also allow low density multi-family or single-family dwellings, day care centers, places of worship, public utility buildings, and veterinary hospitals or clinics. Similar commercial uses are allowed in the B-3 District, as well as more intense uses such as fueling stations, auto washes, vehicle sales, microbrews or brewpubs as permitted uses.

Current zoning of the surrounding area is I-1 Light Industrial to the north, OS-1 Office Service to the west, NCC Non-Center Commercial to the east, and R-4 One Family Residential to the south.

The Future Land Use Map identifies this property and the parcel to the east as Community Commercial. The parcels to the west along Grand River are planned for Community Office. To the north of Grand River is planned for Industrial, Research Development and Technology. To the south is planned for single family residential uses.

There are no regulated natural features on the site.

As shown in the PRO Concept Plan, the applicant proposes to redevelop the approximately 5 acre property for an auto dealership with accessory outside storage of the inventory vehicles. The proposed dealership building would have a footprint of approximately 18,800 square feet with a mezzanine floor for parts storage, and the parking area consists of approximately 300 spaces.

The stormwater management plan consists of underground infiltration, as well as above-ground infiltration trench and basin.

Engineering review found that there are adequate public utilities to serve the parcel, and that the impacts from B-3 uses are expected to be the same as potential NCC uses.

Traffic consultants have reviewed the anticipated traffic generation from the proposed use and found the impacts are expected to be similar compared to what could be developed under the existing zoning. The site plan utilizes the existing curb cuts on Grand River, so no changes are proposed to driveway spacing.

The applicant has submitted public benefits being offered to meet the objective of the benefits to the public, including providing greater building and parking setbacks than the B-3 ordinance requires. The physical benefit proposed is an enhanced sidewalk along their Joseph Drive frontage. This includes a meandering sidewalk with decorative light poles and the construction of three inset areas with benches. Staff feels these are minor in nature and could be achieved under alternative development scenarios. We would encourage the applicant to consider other ways the detriments of the project could be off set with the provision of more significant community enhancements, including looking at recommendations in the Active Mobility Plan or providing a bus shelter at the nearby transit stop.

The applicant's response letter indicates that they will be able to eliminate the need for four for the deviations that staff had identified in our initial review of the project. This includes the biggest issue we had with the project, which was the berm and landscaping along the southern property line where the site is adjacent to existing residential neighborhoods. They state that the existing trees will be removed (most are in poor health), the berm height will be raised, and new landscaping, including a significant number of evergreens, will be planted to provide the necessary screening.

The remaining deviations Identified are listed in the Planning Commission packet and are generally

supported by staff given the justifications provided. Additional information will need to be reviewed at the time for Formal PRO plan submittal to confirm.

While many commercial uses could be developed on the site under the current zoning, staff has highlighted some of the detriments of a car dealership adjacent to residential areas, which include noise, lighting, traffic, and security concerns. The City will want to ensure that if this project is approved, those detriments are minimized or mitigated to protect the adjacent neighbors.

The proposal helps fulfill objectives contained in the Master Plan for Land use, as well as other positive outcomes, such as:

1. The objective to support retail commercial uses along established transportation corridors,
2. The B-3 district is consistent with the Master Plan for Land Use designation for Community Commercial.
3. The impacts on traffic and public utilities are expected to be similar to development under the existing zoning.
4. Submittal of a Concept Plan and any resulting PRO Agreement provides assurance to the Planning Commission and the City Council of the manner in which the property will be developed, and can provide benefits that would not be likely to be offered under standard development options.

As detailed in the review letters, there are comments staff will look at closely in the Formal PRO submittal, which include:

1. Whether the buffer proposed along the south property line will be sufficient to provide the desired audio and visual screening to the adjacent residential district to the south.
2. Identifying the deviations requested from the sign ordinance standards,
3. Additional information to determine compliance of the lighting plan,
4. Whether any additional conditions that would provide a benefit to the public will be offered as part of this request.

This initial public hearing is an opportunity for the members of the Planning Commission to hear public comment, and to review and comment on whether the project meets the requirements of eligibility for Planned Rezoning Overlay proposal. Following the Planning Commission public hearing, the project would then go to City Council for its review and comment on the eligibility.

After this initial round of comments by the public bodies, the applicant may choose to make any changes, additions or deletions to the proposal based on the feedback received. The subsequent submittal would then be reviewed by City staff and consultants, and then the project would be scheduled for another public hearing before Planning Commission. Following the second public hearing on the formal PRO Plan the Planning Commission would make a recommendation for approval or denial to City Council.

Tonight, the Planning Commission is asked to hold the public hearing, and to review and comment on the proposed rezoning. Members may offer feedback for the applicant to consider that would be an enhancement to the project and surrounding area, including suggesting site-specific conditions, revisions to the plans or the deviations requested, and other impressions. No motion is needed.

Representing the project tonight are attorney David Landry and dealership owner Steven Saltz and their team.

Chair Pehrson invited the applicant to address the Planning Commission.

David Landry stated he is representing Feldman KIA requesting a rezoning from NCC to B-3 with a PRO to limit the development to a single B-3 use auto dealership. The history of the property is that it was previously used as a long-standing Glenda's Nursery for landscaping.

The existing NCC zoning would permit a 36,000 square foot retail building with significant parking and the building could be significantly closer to the southern border, which has residential. What KIA is proposing is not a whole lot different, except the building is significantly more to the north than what could be built

on an NCC property.

The use is consistent with other uses on Grand River. There are several auto dealerships along Grand River, so this use is certainly not strange to this particular part of the city or Grand River Ave. There are no additional curb cuts that are being proposed.

With respect to the adjacency to the south, there are four residences immediately abutting this property. The existing 4-6 foot berm would be raised to 8 feet to satisfy the Ordinance. Existing dead plantings would be removed, and evergreens would be added on top of the berm to satisfy the ordinance opacity requirements. In addition, there would be a retaining wall on the northern side of the berm, on the KIA property. The building itself would be 188 feet away from any residence to the south. For the residents abutting the southeast corner there is the detention basin.

The economic impact - \$7,000,000 is what this will cost. It would create 175 to 200 construction jobs, and it would create between 40 and 50 permanent jobs at the dealership.

The PRO ordinance requires two things. First, site specific conditions that are more limiting than the proposed zoning ordinance, which would be B-3. The proposed use setbacks are greater, and the use would be limited to auto dealership use. The dealership would not operate on Sunday, an NCC use could operate seven days a week. Hours of operation would be limited and because this is an auto dealership, the transits where the big trucks come and deliver the vehicles would be limited to 8:00 AM to 6:00 PM on weekdays only.

Mr. Landry is interested at this stage of the PRO process what the Planning Commission has to say about the use. It is important to recognize what the planning department has stated about the use in comparison to NCC. They examined whether relative to other feasible uses that would have detrimental impact on existing thoroughfares, and the conclusion was the use is not expected to increase the demand on public services and utilities. Also important is the Master Plan, whether relative to other feasible uses, the proposed site is consistent with the goals, objectives and recommendations of the Master Plan. The conclusion was the Master Plan recommends community commercial uses, which include uses permitted within B-2 or B-3. Finally, whether relative to other feasible uses on the site, will the proposed use promote the use of land in a socially and economically desirable manner. The conclusion is the redevelopment of the site will remove a long standing non-conforming use and improve the site visually from Grand River Ave. The investment in site improvements as well as the jobs created will benefit the area economically.

Five waivers have been requested. That's not for this stage of the analysis, but four have been supported by the administration. The fifth is dealing with signage which is still being addressed and will be resolved.

Public benefit is always an issue with respect to a PRO as there is no specific public benefit mentioned in the Ordinance. It simply must outweigh the detriment. The report from the Planning Department is that this is similar to other uses that could be there. There is much detriment. A meandering sidewalk is being proposed along Joseph Avenue with three specific areas with benches and decorative light poles. Mr. Landry believes that would be a public benefit.

With respect to the public responses in the Planning Commission packet, there was one negative comment from a gentleman who does not reside directly behind the proposed dealership.

Chair Pehrson opened the public hearing and invited members of the audience who wished to speak to approach the podium.

Dave Stanley stated he has lived on Joseph Drive for forty years. He has seen the complete evolution of this dead-end cul-de-sac that when Mr. Stanley moved in had corn growing on three sides around the development. Today, it seems to be an expressway between Ten Mile and Grand River when some angry driver gets upset and endangers all our children and grandchildren. Mr. Stanley is ready for the construction to be done.

Another concern is if this new development will create more traffic on Joseph Drive from customers who

want a test drive or repairmen who want to test repairs. That's not acceptable to the parents and grandparents that live on the street who feel like it's unnecessarily endangering children. Over the last couple of years especially, there has been zero enforcement of the excessive speed down through what was a dirt road and is now just a chip sealed piece of asphalt. It's not very wide, so drivers are dodging children and other cars as they race up and down it. Anything that causes additional traffic down Joseph is not acceptable.

The berm on the south side of the proposed development has been improved, but the berm along Joseph Drive has been eliminated. There has been a berm surrounding both the residential side and the Joseph Drive side for about the past 20 years. Eliminating that berm along Joseph and moving the pond closer to the road seems to add an element of danger to our children.

Mr. Stanley is essentially not against this use, but another concern is the traffic. If you've tried to go down Joseph and turn on Grand River, particularly during rush hours, it's imperative to use the center lane to wait until traffic is clear and then merge into the traffic stream. More traffic coming in and out on the south side of the road is only going to make it that much harder for us to get out of the subdivision. There are some logistical concerns that Mr. Stanley prays the Planning Commission will consider to allow people to feel as safe as possible in their homes.

Anthony Geers, 24806 Joseph Drive, stated he is not necessarily opposed to the property being developed but is concerned with what may come along with that. If you drive down Grand River from Haggerty to Meadowbrook, where all the car dealerships are, the car haulers off load in the center lane. They don't pull onto the property. That is a concern for residents to turn left onto Grand River off Joseph Drive.

Mr. Geers had five kids in an area without sidewalks. What Mr. Stanley just stated about traffic already being bad coming down Joseph will only increase. Mr. Geers is concerned about the safety of his kids. Mr. Geers is also concerned about the lighting at night since the property abuts a residential area and hearing, "Harry, you have a customer in the showroom" over the loudspeakers. If these issues could be addressed, Mr. Geers would not be opposed to the development.

Seeing no one else, Chair Pehrson requested Member Lynch read the correspondence received on the matter. There were eleven responses received, one in support and three opposed.

Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch stated that his biggest concern has been addressed which was the berm. Adding evergreens with get up to 90% opacity plus sound deadening in all seasons. The access drive off Joseph Drive in an earlier proposal has been eliminated. Member Lynch thinks it fits the area even though it might not be next to all the other car dealerships.

Member Lynch inquired to the applicant regarding unloading in the center lane on Grand River. Steve Saltz responded he is the owner's representative. The dealership is not allowed to unload in the center lane. At the Chevy store, there is a loading zone at the back of the property. If they were to unload in the center lane would get a fine. There will also be no test drives on Joseph Drive.

Member Lynch was concerned about the abutment to residential if this were to be rezoned. It looks like there is plenty of foliage and a five-foot hedge along Joseph with street trees. The landscape review recommends approval. The lighting will all be pointed down so the evergreens on the berm will shield any spillover lighting to residential.

Member Becker stated he is not sure about the idea that if there are no detriments, then there doesn't have to be any public benefit for PRO. That might be a little dangerous when the applicant comes back to request approval of the PRO. He does not see a lot of public benefit here other than perhaps the sidewalk.

Member Becker will challenge the idea that no trucks unload or load cars from the center left turn lane