

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI  
MONDAY, AUGUST 27, 2018 AT 7:00 P.M.  
COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 TEN MILE ROAD**

**Mayor Gatt called the meeting to order at 7:00 P.M.**

**PLEDGE OF ALLEGIANCE**

**ROLL CALL:** Mayor Gatt, Mayor Pro Tem Staudt, Council Members Breen, Casey, Markham, Wrobel (absent, excused)

**ALSO PRESENT:** Pete Auger, City Manager  
Victor Cardenas, Assistant City Manager  
Thomas Schultz, City Attorney

**APPROVAL OF AGENDA:**

**CM 18-08-126 Moved by Casey, seconded by Breen; MOTION CARRIED: 6-0**

**Roll call vote on CM 18-08-126**                      **Yeas: Staudt, Breen, Casey, Markham, Mutch, Gatt**  
**Nays: None**  
**Absent: Wrobel**

**INTERVIEWS FOR PLANNING COMMISSION:**

1. Paul Buyers

Mr. Buyers thought he was good fit for the job. He mentioned he was a practicing attorney, with a transactional slant for the last 25 years. He said he does a great deal of commercial and residential real estate transactions, some large, some small. He has experience with planning; he came from the City of Farmington and served on Boards there for 14 years on the ZBA or Planning Commission. He said the trajectory there was fabulous and had large scale deals occurring. The experience is there, inclination is there, and he enjoys giving back to the community. Member Markham thanked him for volunteering. Seeing that he had lived in another community and not in Novi long term, she wondered what Novi does not have that we could add to our community to make it even better than it is today. Mr. Buyers said a year ago he wanted the removal of the blighted Adell property and that's about to happen which he thought was exciting. He wanted economic growth and additional taxpayers. He said they need residential and commercial growth while making sure you don't get too big too fast. Member Mutch thanked him for his willingness to serve as a fairly new resident. He wondered what he thought the biggest challenge was for the City moving forward over the next three to five years. Mr. Buyers said reasonable growth. There is a lot of demand due to schools, parks, and everything. He said there is still a lot of acreage that can be developed. He said make sure you add tax base and revenue, but pay attention to traffic issues, the needs of existing residents. He didn't think blindly approving a site plan and dollars for the City, but doing it with a steady hand. Member Staudt said he wanted him to expand on his previous comments about economic growth and how you

balance the rights of property owners and the surrounding residents. Mr. Buyers said the fact is that the land owner has property rights. If someone comes along with a change in zoning, you've got to make sure to listen to existing populous. He was not a believer of constraining the property rights of someone. When it comes time to ask the City for a change, that's when you have to be careful and make sure traffic, parks, and policing are in line before you give the go ahead. Member Casey thanked him for volunteering. She said he answered some questions she had, but wanted to know why now. Mr. Buyers said the dust had settled from the move. He said he moved for personal reasons, one was due to the excellence in the school district and he has a high schooler. He lost his father to cancer and his in-laws have lived in Novi for years. He's been visiting them for years and he knows a lot about the community. Member Breen wondered what the biggest challenge was in serving on the Farmington Planning Commission. Mr. Buyers said Farmington had a derelict school, which is now a community training center. For years there have been developments sought, but never developed because they wanted to put a higher density in there. They had to listen to current homeowners. Regrettably he didn't get to see it to the end, but it was the biggest challenge. Mayor Gatt thought he made the right choice moving into Novi. He asked if he weren't chosen, if he would be willing to serve on any other Board or Commission. Mr. Buyers said yes, he was open. His particular skill set is best suited for Planning. He likes to volunteer.

2. Brent Ferrell

Mr. Ferrell said he has lived in Novi about 10 years and has been on the ZBA for several years and was looking to transition to see how the Planning side works. He thought it was interesting to pursue that avenue and continue serving. He is heavily involved in community and has children that go to school here. He has a deep love for the City. He would like to improve his knowledge and skill set to help the planning of the City. Member Mutch thanked him for offering to serve again. He wondered what his perspective as a resident was in the next three to five years. Mr. Ferrell thought traffic was a huge concern. He wasn't sure how to enhance or fix it. Mayor Pro Tem Staudt mentioned he has served for years on ZBA, he asked for an example of a difficult decision that he had to make, and how he worked with residents to implement it. Mr. Ferrell said he listens to their concerns and complaints, and takes into account their feelings towards the issue they are presenting to the board. Some of the challenges would be citizens who were aggressive or unruly. He understood why they were upset, but unfortunately you can't stop all developments. Having patience and professionalism is the best way to handle that. Member Casey wondered how he balanced the rights of the property owner to develop with the rights of residents in the general population of Novi. Mr. Ferrell said that you have to listen to all concerns and take into consideration. If you are the property owner, you have the right. But it has to be within reason. Unfortunately you can't make everyone happy, but you can find a balance. Member Breen thanked him for his service to Novi and asked what the next biggest issue in Novi was other than traffic? Mr. Ferrell said over developing too quickly. He thought it should be kept at a steady pace. If a big development comes through, let the City absorb it instead of throwing

tons of developments in. Don't slow down progress, but grow steadily. Member Markham thanked him for his service on ZBA. She asked if there were any ordinances that should be modified. Mr. Ferrell said there have been things they've discussed, but he can't think of one right now. There are some that need tweaking because they are outdated. Mayor Gatt asked if there were any decisions they've made in the past month that he agreed with or disagreed with. Mr. Ferrell said there were none that he recalled.

### 3. Patrick Hornung

Patrick Hornung said he has lived in Novi for almost ten years. He has embraced Novi as home. He's lived in a lot of places and this is the place for him. His background is in Information Technology, computer security. He stated he has been a college professor for 10 years. His background is different than others because it is not in law or planning, but he is an impartial citizen. He could sit on the Commission and be advocate for the City. Mayor Pro Tem Staudt wondered what the City of Novi and Council has done well or poorly as it relates to the development and planning in the last ten years. Mr. Hornung said the residents have an opportunity to speak at the Council and Planning meetings. It's been beautiful to see people express their opinions and explain why they like or dislike something. Member Casey asked him to describe what he thought the role and responsibility is of the Planning Commissioner. Mr. Hornung said the Planning Commissioners' role is to prepare the Master Plan for the City and approve changes to zoning areas. He said read through the Master Plan and he loved the planning and detail involved and the deep thought that goes into all of the decisions they have to make. He thought that it would be a perfect fit and he is passionate about it. Member Breen thanked him for stepping up and being willing to serve. She wondered if he was interested in another position, and if so, where and why. Mr. Hornung said this position had caught his eye. It is uniquely interesting to him. He said he cares deeply about a lot of things in the City. If another opportunity became available he would look at that. Member Markham said she liked to see new volunteers. She said it takes courage and he really sounded interested. She mentioned that he has lived in Novi for 10 years; she wondered what he thought he would like to add or do more of. Mr. Hornung said he felt that public service finds you. He didn't think anyone really thinks of being on City Council or Planning Commission when they are young. He said as the infrastructure grows along the Grand River Corridor he believed a significant population would join Novi that isn't already here. He felt we have a wonderful Police Department, Fire Department, and schools. He said it would be a major concern to not carefully proceed to make sure those services continue to be top notch. Novi has everything anyone could ever need. He wouldn't want to change that negatively. He thought if there is a downtown created, it would need a distinct feel. He wasn't quite sure how the feel of Grand River Corridor would be right now, it needs to be discovered. He thought with the aging population, there is something to be said about the new developments. There are a lot of two and three story developments. He would be concerned about older adults going up and down the stairs in those homes. He felt

at times, the north end is left out of some of the plans. North of I-96 sometimes falls by wayside. Member Mutch appreciated his enthusiasm and interest in the Master Plan. One of the challenges going forward for Novi is changing the landscape for retail development like 12 Oaks Mall anchor stores. wondered what his thoughts were on how a retail center might need to transform into as we move forward. Mr. Hornung said over the years he has seen many traditional malls come and go. They need to adapt and change. He thought maybe an outdoor space in the area. As far as anchor stores, that's tough. Online shopping and other opportunities affect it. They need to think outside the retail box. Maybe some other use can go in there; there are all kinds of possibilities. Mayor Gatt said he thought the 12 Oaks Mall will survive. He asked him if he thought the Master Plan was a document made out of stone that can't be changed or is it capable of change after it has been approved. Mr. Hornung thought it was a living document. He said Novi changes and adapts. That's why there are seven people on that Commission and many volunteers countless hours to move forward. One document can't be artificial intelligence for running a city. It provides a well thought out guideline. He said someone previously asked how we resolve a dispute between two competing interests. He said we can always look back at the Master Plan as a fallback when it's hard to make those decisions. Mayor Gatt thanked him for his interest in volunteering.

4. Megan Mitchell - Absent

5. Edward (Joe) Wloszek - Absent

**PUBLIC HEARING: None**

**PRESENTATIONS:**

Mayor Gatt announced that they had a very important presentation by SMART. He gave some history on why SMART was there that evening. He stated that City Council was very concerned with the lack of transit in the City. We had some negative publicity in the press over the last several months because of the RTA. Several of the Councilmembers have expressed concern after watching people who work at the 12 Oaks Mall being dropped off by the SMART bus at 12 Mile and Haggerty, and having to walk to the 12 Oaks Mall and other places to get to their job. The City of Novi is a city of 60,000 people and growing. It's a destination city. It is home to 12 Oaks Mall, Suburban Collection Showplace, Providence Hospital, etc. We want to explore all our options. The SMART presentation is the first step in the exploration. SMART is a one mill levy that the people would vote on after the City Council, if they decide to opt in, would vote on. One mill is \$3.5 million in today's dollars, and that number will go up over the years when the property values increase. We're talking a large amount of money and he wanted to hear SMART's presentation that will give us \$3.5 million worth of transit and help all 60,000 people in the City. He's seen preliminary drawings of where SMART might be and have stops. He personally thought it wasn't what he was looking for. He wants smaller transit lines that go up and down main roads so that residents will not have to walk three miles to Grand River to catch the bus.

Robert Cramer, Deputy General Manager at SMART highlighted a slideshow presentation. He said that Madonna Van Fossen is their Oakland County Ombudsperson. Each County has someone that basically here to make sure each community is happy. Mr. Cramer explained what SMART was. It is the Suburban Mobility Authority for Regional Transportation, formerly known as SEMTA. SMART was created by the Michigan Public Act 204 of 1967. They are one of four public transportation providers in southeast Michigan. DDOT, People Mover, Q-Line are also providers. They operate service in Oakland, Macomb, and Wayne Counties. Their annual ridership, if you include all of their services and support, is 10 million rides. Their services are supported by the 1 mill property tax with each County having a little different way of getting that to them. They are not a taxing authority, but they do benefit from the mill collected provided to them to provide services. In Oakland County certain communities are opted-in. In Oakland County, every \$1 dollar of contribution on average equals in return \$1.71 in service. They do that by leveraging Federal and State grants and other supporting funds. He said they have a seven member Board, each county gets two members and then there is one from Monroe County. He reiterated that they are not a taxing authority so they have the Public Act 196 Authority in Oakland County which the communities that opt-in become members of. Once you are a member every time there is a millage question which typically happens every four years. All of the community members vote as a block. If all of the community members in Oakland County that are in those vote yes, then the tax is levied for that block of communities. They will then send SMART the money to provide those services. He also mentioned they are working with Oakland County Public Transportation Authority (OCPTA) and each one of the member communities to make sure that the services they are delivering are the best options they can have. He said there are some great options and it takes a great deal of work to customize what each community is provided. He went over the SMART service layers. They are not just a Fixed Route, big bus service. A Fixed Route has set stops, on set schedule. He explained that 3/4 of their ridership does go to the Fixed Route service. He said you can look up on the Fixed Route schedule, some are Local Routes, some are Regional, some are Park and Ride Routes that go from here to downtown Detroit in the morning and back in the afternoon. He said there is the Fast Service which is a regional express limited stop ride. He said the next layer is the SMART Connector Service. It is a small bus service that is available to anyone that lives in the communities that are opted in to SMART and that is basically a door-to-door reservation service which is mostly used by seniors and those individuals with disabilities, but it is open to the general public. If they have a priority capacity issue, they prioritize medical trips first. These are advanced reservation trips. You do not have to walk to a bus stop with this service. SMART ADA Paratransit Service is required for those with a disability that prevents them from using the fixed route. This is a curbside small bus service for approved disabled riders near bus routes. The Community Partnership Program gives community credits to the communities that opt-in. The community credits are double the amount of the municipal credits, and they are supporting the local programs that the communities are operating or participating in. Sometimes communities ban together with their neighbor to increase the service or add other services. The Fixed Route is the most efficient way to move people; they are

big buses running a fixed schedule on the busiest corridors. There are areas in their service areas, which Novi would have, where that is not going to be the best solution to get people where they need to go. He said they can have a Half Fixed and Non-Fixed Route, a Flex Route, depending on what Novi's needs are. Farmington Hills and West Bloomfield Township are two peer communities. Each community is unique. They have a couple of different approaches; in Farmington Hills they wanted SMART to shift more resources to an on-demand ride service. They are the only community that does that. You can get picked up within an hour during the service hours. West Bloomfield Township was interested in more money for some of the partnership programs they were operating. He felt there were areas in Novi that could benefit from a Fixed Route or Flex Route system. He said they would help find the "right mix" of transit services. Possible ingredients to "mix" would be Park and Ride Commuter Bus service to Detroit, local routes connection southern parts of Novi to Haggerty Road and 12 Mile. It could include FAST Grand River service to Farmington Hills and Detroit. Some of the other options such as the Traditional reservation-based SMART Connector, Novi Senior Transportation enhancements, and airport transportation would be beneficial. Some of the key points of the local bus – Grand River Circulator would be that it would connect key Novi destinations. Local Bus - Novi/Haggerty Road would connect residential and commercial areas and provides access to jobs for Novi-bound workers. Local Bus – Novi/Haggerty Road alternate option would have the same characteristics but the route would provide better north/south connection to major retail districts. The SMART Connector goes up to 10 miles in any direction into other communities that are opted-into SMART. The Novi Senior Transportation that would become a SMART Community Partnership Program that would give you increases in funding that would help with the amount of services that the city could provide. It would help replace vehicles more quickly and help purchase expansion vehicles. He mentioned the Airport Transportation and how the city could explore partnerships with private transportation providers or operate through the Community Partnership Program (CPP). In conclusion he expressed that Novi has the need for transit and throughout Oakland County. SMART can offer a wide range of transit service to meet Novi's needs.

Mayor Gatt asked him to elaborate more on the SMART Connector. Mr. Cramer said the Connector has a call in advance reservation and set an appointment. You would get a window of maybe 1/2 hour and arrange for pickup. He said it would be \$4 each way for the general public and \$1 each way for senior/disabled for up to 10 miles.

Mayor Pro Tem Staudt mentioned that during the presentation he was looking at Novi's contribution to overall costs, \$3.5 million, in determining service levels. He found that difficult to believe we would get that amount in services. He thought we should work back the numbers. He said this was amongst one of the concerns that everybody has with the RTA. He thought it was the suburban communities funding everyone else. Our millage would be in the top five of all SMART communities. He would like the financial representative where would our millage fit. The representative said that Novi would probably be in the top six in Oakland County. It would include Royal Oak, Troy, Farmington Hills, and Bloomfield. Member Staudt said in the analysis of the RTA we were top two or three. Mayor Pro Tem Staudt wondered realistically, what could the residents

expect in return from our \$3.5 million. He said he fully understood that we are paying for a whole system. Mr. Cramer said there are some unknowns. It depends on services and routes. Their goal would be to give us at least the value of the millage in direct quantifiable service. In Novi, we already have routes that come near here, the hospital; the three mall cluster on Novi Road, Suburban Collection, and Novi is set up to be a vital part of the system even though we are not in it right now. He felt Novi could get a greater return than many of the other communities that may not be as well positioned to be an integral part of their network. Mayor Pro Tem Staudt stated for this to be effective as a transportation system, Novi's outbound is not going to be the primary beneficiary. It will be the rest of the system inbound. If we are experiencing disproportionate numbers of transit opportunities in the City, then we aren't getting the inbound traffic because those other communities such as Southfield, Pontiac and other communities within the SMART system don't have anywhere approaching \$3.5 million. Their service levels are considerably less. He asked how do you equate that or do you use a portion of Novi's contribution to subsidize those systems. Mr. Cramer gave Southfield and Royal Oak as an example and said they are mid-system. The routes that crisscross their communities, the cost is shared through the communities along that route. He would be happy to get to that step since these are just concepts. They will be able to demonstrate the costs. It's not only about the Fixed Route. What other services can we provide for this community that other communities don't need? Mayor Pro Tem Staudt wondered what percentage of our contributions would go to community credits. Is it set by SMART as a system wide basis? We may be much bigger beneficiary from Community Service than Fixed Routes. How is that determined? Is that decision made in a contractual relationship between our city and SMART? Or can SMART change it whenever they want. Mr. Cramer said the community credits were originally based as a connection to the municipal credits which was a State funding. What we've done was based on how much of a Fixed Route System, you get more credits. It is a flexible number. The way the service is dictated is a contractual agreement between SMART and OCPTA. They are the ones handing over the dollars on behalf of the members. That is part of the process. From SMARTS perspective they know that the City Council can decide to leave and take the money and not be part of OCPTA any longer and that is one of the major factors that Novi could count on. Mayor Pro Tem Staudt said Novi has been a City that has been greatly hindered by statutory revenue sharing and the great formulas that were calculated in Lansing, we went from a multi-million City to five digits. It always gets a little nerve racking when bureaucratic organizations have the authority to make decisions without our direct input. Mayor Pro Tem Staudt said he appreciated the presentation. He said this will be one of those things that we will really have to listen to the residents and see if this is the investment that they want to make, plus the tax paying businesses. They will pay a major portion of the millage. He said over time they have had mixed emotions from businesses. They hear a lot from outside our region and from elected officials from other communities and counties about SMART in Novi, but they are not paying for it.

Member Markham commented that she felt like we needed to be looking at public transit. We have a situation where people are walking to work in the winter and they shouldn't be. We have residents that want to go other places as well. She liked the idea

that we can make it what we need it to be in Novi. She would look for that flexibility. Novi as it was designed, a large portion is residential. Novi intentionally planned the community that way so there isn't always easy access to a corridor. That's a special issue we have as a community. If we are going to serve the residents, some of the potential loops that were described, she likes idea that a loop would circulate through the community to serve the residents. She commented about the two bus stops that currently end on Haggerty are really not quality bus stops, not even one of them has a shelter. She said they are terrible and need to be addressed. She mentioned today for senior transport, we currently have \$54,000 in municipal credits. If we opt into SMART, what would that number look like? Mr. Cramer said it would depend on the other services that we would provide, but estimated it would be at least double which would be a safe number to start with. It all depends on what options we want. Member Markham wanted to understand procedures. Her understanding was that Council would vote to opt into the Oakland County Public Transit Authority, but then we would levy a millage which the rest of the SMART communities just had in the last election which is a four year millage. If Novi chose to opt-in and did nothing, our millage would start in four years? Mr. Cramer said that was correct. Member Markham asked if we wanted to do something earlier than that we would have to put a millage on the ballot sometime in the future. Mr. Cramer said we would work with OCPTA if we wanted to levy the tax earlier than that, you would put something on the local millage that would just be consistent with the language that you needed, if it is approved, then the next tax bill you would collect the tax and send it to OCPTA to SMART. If we wanted to wait if Council approved it, next time they had it on a ballot, Novi would be included then. Then you could start collecting the money and then services could start. Member Markham said she hoped we don't wait that long. She mentioned the Circulator and thought it was something they've talked about. She believed it would take pressure off the Novi Road/Grand River intersection. The one shared in the presentation wasn't a loop, and if they went forward, it would have to be modified. Mr. Cramer said they learned lessons from Troy about having to ride in a loop to get to other side. Something that goes back and forth may be more convenient than a one-way loop. Member Markham said she would like to have a series of conversations with the residents, staff and elected officials to flush out what we think we need here. She commented that the communities that have a fast bus, the people love it. She has heard good things about that. She wanted to move forward with the discussion. She thanked them for coming out that evening.

Member Mutch thanked them for the presentation. He hoped interested folks take time to go through presentation. There is quite a bit in it beyond what was discussed, and would answer questions. He also commented that the Fast Bus is popular. He said there is not currently a fast line that exists near here. He asked if it would go from Novi all the way Downtown. Mr. Cramer said that wasn't included in the diagram on the map, but the idea would be to start in Novi and the other routes split off. They are looking for balance in serving employers, employees, and people. The idea is to balance that you can get somewhere quicker, but still makes stops everyone 1-2 miles and ends up Downtown near City Hall, Campus Marius. Fast Routes run seven days a week service and 18-20 hours per day. Member Mutch said one of the challenges is our population is

not transit dependent. It's a choice. A service like this would appeal to people who work downtown or along the route. Member Mutch mentioned SMART has several existing lines, one that runs along Grand River through Farmington, a Park and Ride service in Farmington Hills and a third route across 12 Mile. He wondered if any of those routes would be extended to Novi. Mr. Cramer said that would be part of the discussion. Mr. Cramer said it could be if that was something that provided a great value, they also have a route that comes across 15 Mile Road to connect to Henry Ford Hospital which could provide access for the north side of Novi. All of them can be connected; it all depends on what is the highest priority. Member Mutch mentioned the RTA plans that were presented and what was appealing about that plan was the extension of the existing SMART lines through a contract with SMART. It gave Novi a level of service that we might not have otherwise gotten. He echoed the concern that Member Markham had regarding the existing bus stop shelters or lack thereof. He said if we extend existing lines and putting in place a Fast Bus Line Service. He mentioned the current stops are not destination locations. We need quality shelters, but where they make most sense. He said if we have a Fast Service Line where the key pickup points are in Novi, we would want to have a quality shelter. Mr. Cramer said they have a new enhanced style shelter that includes an emergency call-back, solar lit beacons which lights up to let the bus driver know you are waiting there, additional lighting and it includes a 32 inch digital screen that will tell you when the next bus is coming. He said their plans are to install those at all of the Fast Bus stops whenever there is room present. The stops at 10 Mile and Haggerty can be both on/off shelters. He said they have over 5,000 stops, we have only 300 shelters. There are other levels; some have just benches or concrete pads. They do studies of how many people are getting on the bus from a particular spot. If it is over a certain threshold then that is what dictates the level of investment and the ability to secure the space to safely put it in place. Member Mutch wondered if the SMART Connector would be duplicating our Senior Transit Services. It has advanced reservations, door to door pick up service, with a limited distance outside of the community. He was curious if it would be a replacement for our senior service or how they would coexist. Mr. Cramer said it would complement/supplement the service, not replace it. Member Mutch thought it didn't matter if the City or SMART was providing the service; it is the level and the quality of the service that we can provide. He didn't want a duplicated system going when we can invest it to provide the highest level of service for our residents. Member Mutch wondered if the City has the option to subsidize the Connector. The City could purchase passes, so if there is someone in the City that may have a need, they can give out the passes as needed. That would be the best way to subsidize. The regular price for the fare is \$4.00 one way, and seniors/disabilities \$1.00 one way. Member Mutch wondered if there would be something that would connect to either downtown Northville or Farmington, a Flex Route. Mr. Cramer said they have one example of a Flex Route along Groesbeck and it deviates into some industrial parks. Member Mutch mentioned the Connector and community credits and asked if that was on top of the municipal credits we receive. Mr. Cramer said that was correct. Member Mutch understood if we were to opt in we would receive the \$54,000 municipal credit plus an additional over \$100,000 plus. It gets back to what Member Markham said earlier, we took the step forward with our local service, making it more affordable and convenient for residents and we have been

surprised by the response. We have to figure out a way to respond to that. This is a fairly limited audience; it is a growing group with the seniors/disabled. If we are looking at expanding the services either way we are going to need that additional funding from somewhere or we will not meet the demand. He thanked Mr. Cramer for all of the information and said it was a lot to take in. Personally he has a much better understanding on what SMART is able to offer. He said we would need more detailed analysis on where exactly where our demand is and where it makes the most sense. If we are going to go this route then we need to determine where we will get the most value for our dollar.

Member Casey thanked Mr. Cramer for the information. She asked if City Council chooses to opt in and put a millage in front of residents, how detailed of a plan can go in front of the residents. She wondered if 80% of what would be offered seems reasonable. Or would it be figured out after the fact. Mr. Cramer thought 80% was fair. He said regulations have to be followed. He said they want residents to understand what they would be getting. He wouldn't just ask for approval and then design. Member Casey followed up with a hypothetical question and asked if assuming there is a millage that passes, how quickly would service be up and running. Mr. Cramer noted that it depends on mix of services are. For the community credits that are just approving a contract to give us extra funding and put that in place. We would have to wait for the taxes to be collected before we have the money in hand. If the City opted for the Fast Route we would need to order additional vehicles. That can take up to 12-18 months, sometimes longer, to manufacture and deliver. That's for the most intensive service and it would be the longest. As soon as they have the capability to put it in place we will do that.

Member Breen had a few questions about the Connector service. She mentioned the service hours are limited and schedule pick up a day ahead of time. Is that something that can be flexible? Mr. Cramer said if that's a priority of the City, they can be flexible; it would be a special service. He said they have had one called "Trippers" where there is a particular group where once a week they can take a group to the grocery store for instance. Also if they have Fixed Route services, that would qualify anyone who lives within 3/4 mile of that route and has a disability that would prevent them from using the Fixed Route it would allow someone with disability to have ADA service. Member Breen was happy to see phone apps that people can use to schedule rides, and the Get a Job, Get a Ride Program where someone can get a free 30 day pass. She would like to see us explore an incentive program to encourage ridership. She would like a traffic impact study done. She said she was excited to move forward and see options we can utilize.

Mayor Gatt thanked the SMART team for coming out, stay in touch with the City of Novi staff. They will route questions through city manager. He said there is a lot of research to do still. They will hear what the public and the business owners have to say. We are all stakeholders. He said \$3.5 million is a ton of money, why don't we start our own program? There will be questions and lots of challenges. We don't want to reinvent the wheel; they know what they're doing. He said we want to get the biggest bang for

buck. If Novi came on board, it may get other communities on board. He would like SMART to see what they can do for us. Mayor Gatt told City Manager Auger that we need more research, and we would want public hearings. We want to make this happen, it just won't happen overnight.

**MANAGER/STAFF REPORT: None**

**AUDIENCE COMMENT:**

Michel Duchesneau, 1191 South Lake Dr., Novi. He didn't want the City to take this personally or as a criticism, but he has been attending many meetings and during that time, he has yet to hear the City Manager give any comments. The residents want to hear comments from the City Manager about important things going on in the City. The other observation he had concerned the Planning Commission. He would recommend that the City post the video of the Planning Commission until the minutes are approved. He said if you look back at the Planning Commission agendas since June, there have been two cancelled meetings. The Minutes were approved two months after the meeting. He said items came to Council without the Planning Commission minutes or a video available to community. His last concern was the Pulte proposal. He thought it was a good idea to have duplexes for seniors.

**CONSENT AGENDA REMOVALS AND APPROVALS:**

Member Breen asked the Items G and K be removed from the Consent Agenda for further discussion.

- A. Approve Minutes of:
  - 1. August 13, 2018 – Regular meeting
- B. Approval of an agreement with Suburban Collection Showplace to host the 2018 Evening of Appreciation, an annual event honoring Boards, Commissions, Committees and Employees for their dedication to Novi, on Friday, December 7, 2018 for the estimated amount of \$23,400.
- C. Approval of Resolution Authorizing the Submission of a Transportation Economic Development Fund (TEDF) Grant application to Michigan Department of Transportation for making road improvements on 14 Mile Road between M-5 and Haggerty.
- D. Approval to purchase gas masks for the Novi Police Department from ADS, Incorporated through the General Services Administration (GSA) Cooperative Purchasing Contract in the amount of \$39,398.61.
- E. Approval to purchase ballistic helmets for the Novi Police Department from United Shield International, LLC through the General Services Administration (GSA) Cooperative Purchasing Contract in the amount of \$29,465.

- F. Approval to purchase protective turnout gear for the Novi Fire Department from Apollo Fire Equipment based on unit pricing in the amount of \$25,959.54 using the City of Troy bid which is extended to all Michigan Intergovernmental Trade Network (MITN) members.
- G. Approval to award civil engineering services to OHM Advisors for design engineering services associated with the 12 Mile Road and Novi Road Intersection Reconstruction project in the amount of \$71,665.44. **REMOVED, LATER APPROVED**
- H. Approval to award a unit price contract to United Resource, LLC, the low bidder, for the FY 2018-19 Snow Removal – Major Pathway's program in an estimated amount of \$55,000. The contract term is one year with two one-year extensions.
- I. Approval of the final payment to Fonson Company, Inc., for the Pavilion Shore Park – Parking Lot Addition project in the amount of \$15,013.35, plus interest earned on retainage.
- J. Approval of a Storm Drainage Facility Maintenance Easement Agreement (SDFMEA) from Novi Investment Partners, LLC, for the Oakland County 52nd District Court project located at 48150 Grand River Avenue (parcel 22-17-226-003).
- K. Approval of a cost participation agreement with the Road Commission for Oakland County for preliminary engineering services associated with the 12 Mile Road and Novi Road Intersection reconstruction project in the amount of \$36,000, and amend the budget. **REMOVED, LATER APPROVED**
- L. Approval of the addition of the Early Input Budget Session for City Council on Saturday, January 12, 2019 at 8:30 a.m. to the 2019 Calendar.
- M. Approval of request by E & M, Inc. (Society Hill) for one-year extension, to October 9, 2019, of site plan approval for a 312-unit apartment project developed as a PD-1 Option in a multi-family (RM-1) district, located at the southwest corner of Novi Road and 12 ½ Mile Road, previously extended under a consent judgment and subject to annual extension reviews.
- N. Approval to award the contract for design and printing of the Annual Report Calendar to Accuform Printing & Graphics in the amount of \$32,085 for the 2019 calendar and to amend the budget.
- O. Approval of Claims and Accounts – Warrant No. 1018

**CM 18-08-127**

**Moved by Casey, seconded by Mutch; MOTION CARRIED: 6-0  
To approve the amended Agenda.**

**Roll call vote on CM 18-08-127**

**Yeas: Breen, Casey, Markham, Mutch, Gatt,  
Staudt**

**Nays: None**

**Absent: Wrobel**

**MATTERS FOR COUNCIL ACTION**

1. Consideration for approval of the request of Pulte Homes of Michigan, LLC, JSP17-62, for a Planned Suburban Low-Rise (PSLR) Overlay Development Agreement Application and Revised Concept Plan for the Villas at Stonebrook development. The subject property is approximately 26 acres of land located on the east side of Wixom Road, north of Eleven Mile Road, in Section 17. The applicant is proposing 43 duplex units (86 homes total) in "age-targeted" ranch-style homes.

Bill Anderson, Atwell, said they are the planners and engineers for the Villas at Stonebrook. He said along with him was Joe Skore, the Vice President of Pulte Homes. He stated that in February they got tentative approval. He said they have worked through PLSR Agreement which is before Council for approval. He said they have finalized off site easements with the Providence Hospital and ITC. He said they have met with staff on additional things from feedback from Council. He said they updated the rendering; they are proposing an extension of the drive and parking area to the city park immediately south of them. They are proposing signage on Wixom Road for the Wildlife Woods Park. There will be a drive access, 12 parking spaces, ADA sidewalk access to the existing pavilion. He stated that it was the staff's idea to have a drive access directly closer to that site. It's been added to project to further their excitement and pedestrian interfaces added to the plan.

**CM 18-08-128**

**Moved by Staudt, seconded by Casey; MOTION CARRIED: 4-2**

**To give final approval of the request of Pulte Homes of Michigan, LLC, JSP17-62, for a Planned Suburban Low-Rise (PSLR) Overlay Development Agreement Application and Revised Concept Plan for the Villas at Stonebrook development based on the following findings and conditions, with final form and language to be modified as determined by the City Attorney's Office and City Manager:**

- a. **The PSLR Overlay Development Agreement and PSLR Overlay Concept Plan will result in a recognizable and substantial benefit to the ultimate users of the project and to the community. *The plan proposes a reasonable transition between adjacent land uses, and the proposed concept plan proposes a non-motorized connection to extensive pathway system within Providence Park Hospital campus to the east.***

b. In relation to the underlying zoning or the potential uses contemplated in the City of Novi Master Plan, the proposed type and density of use(s) will not result in an unreasonable increase in the use of public services, facilities and utilities, and will not place an unreasonable burden upon the subject property, surrounding land, nearby property owners and occupants, or the natural environment. The applicant has provided a Traffic Impact Assessment and a Community Impact Statement which indicate minimal impacts on the use of public services, facilities and utilities. The proposed concept plan impacts about 0.56 acres of existing 1.96 acre wetlands, and proposes removal of approximately 54 percent of regulated tree removals. The plan indicates appropriate mitigation measures on-site and off-site.

c. In relation to the underlying zoning or the potential uses contemplated in the City of Novi Master Plan, the proposed development will not cause a negative impact upon surrounding properties. The proposed buildings have been buffered by the proposed landscaping. The applicant provides a driveway access easement on the north side of the proposed entry drive for a future connection to neighboring properties in order to assist in limiting multiple exits onto Wixom Road. The applicant has found an alternative location to the well site to the south, benefiting the future residents of the development, and the public with an improved access point to the City park including a new parking lot.

d. The proposed development will be consistent with the goals and objectives of the City of Novi Master Plan, and will be consistent with the requirements of this Article (Article 3.1.27). The proposed development fills the gap in providing for active older adult housing, which is identified as one of the recommended missing middle housing in the City's 2016 Master Plan for Land Use.

e. The Site Plan shall meet the minimum required standards of the Façade Ordinance, with minor deviations to the percentage of asphalt shingles on the rear elevations to be approved by the City's Façade Consultant at the time of Site Plan Review.

**f. The findings of compliance with Ordinance standards in the staff and consultant review letters and the conditions and the items listed in those letters being addressed on the Preliminary Site Plan.**

***This motion is made because the plan is otherwise in compliance with Article 3, Article 4 and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance.***

Member Mutch stated when this first came before Council he had concerns about certain elements, specifically the applicant asking for a number of variances in terms of building setback, front and side yard setbacks, distances between buildings, distances from building to road, setbacks of sidewalks, essentially all these variances are required from them to build this number of homes on this site within the density that is permitted. He asked City Planner McBeth if there have been any adjustments in terms of those variances, either reducing the number of variances requested degree of variances requested. Ms. McBeth replied that most changes are related to the driveway access to the park to the south, parking spaces proposed, and reorientation of the drive to the well site. The pathways to Providence Park have stayed the same. With this review there was discussion about wetland mitigation could take place on site or within the vicinity. After talking to the applicant they came up with a Plan B, if it has to be on site, then overall number of units would be reduced by two. Member Mutch stated when this came forward; the justification for the deviations was that this is "age targeted". He wanted Ms. McBeth to explain to him her perspective on how this is different from a "non-age targeted" development that would justify the having all these variances. Ms. McBeth said there are a number of variances and she believed the main thing is the style of units are single story and don't have stairways. The fact that it is under the density that is allowed by the SLR is that they are spread out and they didn't go to additional height that would have be allowed. Member Mutch wondered if anyone from the City has looked at the proximity to existing oil well. He didn't feel like it had been addressed. The way the site is laid out we cannot go out and walk it, he did get online and look on a 3D Ariel views and it struck him there is a set of tanks that are directly adjacent to a couple of these units. Looking at the setbacks there is only a 30 foot setback from the property line to these units. He didn't see screening. They are fairly tall tanks, he wasn't sure if they could be screened. He was concerned about not only the visual aspect, but the safety aspect of residential homes directly adjacent to these storage tanks. He doesn't know what's in there, but he thought the state wouldn't allow a new well to go into this type of location. If the state wouldn't allow a well in that location, he questioned the logic and safety in allowing homes that close to that type of facility. From what he knows, there is potential for other concerns about some of the gases that come from those sites. He asked if the City looked into that with the State. Ms. McBeth said following the February Council meeting, the Fire Department contacted the appropriate officials; they also took a look at the ordinance as well, although he made a good point, the homes are coming in adjacent to an existing facility as opposed to existing homes being there and a new well or facility going in. Member Mutch wondered if it was a new well coming in and we had existing homes in

this location would the City allow that. Ms. McBeth thought the distance would be quite a bit greater than the 30 feet; she thought about 750 feet from an existing home. Member Mutch said we wouldn't allow a new well to come in, but we are saying it is fine to have an existing well and these homes adjacent to it. City Manager Auger said in dealing with the new well going in the proximity of homes is the noise that it takes to drill these wells deep; it is a constant 24 hour system so the State has put those distances in place. Since the tanks exist, they are not concerned about noise. Member Mutch understood that reason, but he believed there is also a safety concern as well. He was leery of creating that situation and was surprised the developer wants to. He wondered who will buy those homes or a least the homes that abut directly next to an existing oil well facility. He also had questions for PRCS Director Muck. He stated the applicant is proposing an access drive off of their access drive that would extend into Wildlife Woods Park. He assumed that Mr. Muck had conversations with them about what is being proposed. Mr. Muck replied, yes he had. Member Mutch wondered how he saw this functioning with the overall plan of the park. Mr. Muck noted that the City has been looking at that since 2014 and did a Capital Needs Assessment that referenced a potential access road off of Wixom Road. That shelter is used, but it is not one of our heaviest used shelters. That is quite a distance to walk from the school parking lot or the shared parking lot with the school. If we look at some of the school operations this would allow us to not mingle our parking as greatly as it is now. Member Mutch wondered in terms of number of parking spaces that are shown on the plan if it was appropriate for that shelter use. Mr. Muck replied, yes he felt it was appropriate for that shelter use. Member Mutch said the one thing that stood out to him was the talk about connectivity of this site to various pedestrian connectivity opportunities. He believed at some point there will be, but it doesn't exist today. He had concerns about proposal the last time. He felt the applicant was asking for a lot of variances that he didn't feel were needed. He believed that the applicant wanted to maximize their density, but it didn't make sense to him why the City would grant that. The other concern and the largest concern is proximity to oil well. He thought that placing residential that close to that type of facility wouldn't be allowed if it were new, he doesn't know why they would allow it with an existing facility. He has a real challenge voting for this plan with that in place.

**Roll call vote on CM 18-08-128**

**Yeas: Casey, Markham, Gatt, Staudt**

**Nays: Mutch, Breen**

**Absent: Wrobel**

2. Consideration of requests from NB Pizza, LLC (d/b/a Benito's Café):
  - A) Consideration of a request for Special Land Use approval for service of alcoholic beverages.
  - B) Consideration of request to transfer ownership of an escrowed 2017 Resort Class C License With Specific Purpose Permit (Food), Issued Under MCL 436.1531 (2), Original 550 Resort Not At Its Original Location, Must Meet Seating And Food Requirements, From Pizza Hut Of America, LLC (A Delaware Limited



spelled out specifically. In light of the building conversation we are having at Lakeshore Park, he realizes City Administration wants to see that resolved before doing work in the area. If we have an opportunity to replace trees there he would like to see that happen.

**Roll call vote on CM 18-08-131**

**Yeas: Gatt, Staudt, Breen, Casey, Markham,  
Mutch  
Nays: None  
Absent: Wrobel**

4. Adoption of a Resolution to approve Amendment No. 5 to the Water Service Contract with the Great Lakes Water Authority to renew the contract and to adjust the contract value related to maximum day usage.

City Manager Auger commented that this was a great job done by our Department of Public Works to work with the Detroit Water and Sewer to actually lower the amount we pay for water by approximately \$100,000 a year.

**CM 18-08-132**

**Moved by Casey, seconded by Staudt; MOTION CARRIED: 6-0**

**To adopt a Resolution to approve Amendment No. 5 to the Water Service Contract with the Great Lakes Water Authority to renew the contract and to adjust the contract value related to maximum day usage.**

**Roll call vote on CM 18-08-132**

**Yeas: Staudt, Breen, Casey, Markham,  
Mutch, Gatt  
Nays: None  
Absent: Wrobel**

**AUDIENCE COMMENT:**

Rod Schlessman , 100 Pleasant Cove Dr., Novi commented that he came for the SMART presentation. He thanked Council for opening that conversation up and allowing them to present. He thought they had great options to evaluate.

**MAYOR AND COUNCIL ISSUES: NONE**

**COMMITTEE REPORTS:**

Member Casey gave a quick update for her colleagues and residents on our 50th Anniversary planning. She wanted to say thanks to the large committee working to support planning of our 50th Anniversary. She said they have members from the Historical Commission, representatives from the schools, leaders from the residents, some from our Boards and Commissions along with many members of staff. They are all working together to try to plan the best activities for the residents. We will celebrate our

50th Anniversary all year long. We will be coordinating all of our normal events and celebrating our 50th at that time. She said the first big event is on February 11, 2019 that will be a reception prior to the Council meeting. That date is as close to date that the Charter was approved in 1969. We are producing a series of videos, once a month, about the history of Novi and how some of our activities and departments came to be. She also thanked her colleagues for approving the calendar. We are planning a much larger calendar this year that will have fun facts and history on specific dates over the last 50 years. People can dive into and enjoy. Finally the City issued a call for artifacts to be loaned to us for their use for an exhibit in February. If you have any, you can loan them.

Member Breen noted that she and Member Markham had attended a forum for local elected officials on human trafficking. She said they learned from partner communities, as well as the County Commission different things they have been doing to combat this. She said they have come up with different ideas and we look forward to sharing with city staff to see what we can do to make some improvements in that area.

**CONSENT AGENDA REMOVALS FOR COUNCIL ACTION:**

G. Approval to award civil engineering services to OHM Advisors for design engineering services associated with the 12 Mile Road and Novi Road Intersection Reconstruction project in the amount of \$71,665.44

Member Breen wanted to bring this up because Items G and Item K both pertain to the 12 Mile and Novi Road intersection. She said Item G is design and engineering services and Item K is the cost participation with the Road Commission of Oakland County (RCOC). She said this has been a hot topic in the north end. She wanted to give credit to City staff for expediting this since it wasn't scheduled to be done until 2019. This was scheduled through the County with Federal funds, or a mix of Federal and County. Member Breen wondered how that was that different. City Manager Auger explained there are intersections we use Federal funds or joint. This is a County intersection that was to be done with Federal and RCOC funds. We are pre-funding it to move the project up and we will be reimbursed when funds are released. Member Breen wondered if we pay our laborers and contractors the federal wage. City Manager Auger replied that with all Federal projects we have to follow the Federal laws. Member Breen wondered if there is a projected timeline. Mr. Auger said after July 1, 2019.

**CM 18-08-133            Moved by Breen, seconded by Casey; MOTION CARRIED: 6-0**

**To approve to award civil engineering services to OHM Advisors for design engineering services associated with the 12 Mile Road and Novi Road Intersection Reconstruction project in the amount of \$71,665.44.**

**Voice Vote CM 18-08-133            Yeas: Breen, Casey, Markham, Mutch, Gatt, Staudt**

**Nays: None**  
**Absent: Wrobel**

K. Approval of a cost participation agreement with the Road Commission for Oakland County for preliminary engineering services associated with the 12 Mile Road and Novi Road Intersection reconstruction project in the amount of \$36,000, and amend the budget.

**CM 18-08-134          Moved by Breen, seconded by Casey; MOTION CARRIED: 6-0**

**Voice Vote CM 18-08-134          Yeas: Casey, Markham, Mutch, Gatt, Staudt, Breen**  
**Nays: None**  
**Absent: Wrobel**

**ADJOURNMENT** – There being no further business to come before Council, the meeting was adjourned at 9:08 P.M.

\_\_\_\_\_  
Cortney Hanson, City Clerk

\_\_\_\_\_  
Robert J. Gatt, Mayor

\_\_\_\_\_  
Transcribed by Deborah S. Aubry

Date approved: September 17, 2018