Petitioner
Siegal Tuomaala Assoc.

Review Type
Proposed Rezoning from I-1 Light Industrial and OS-1, Office Service to B-2, Community Business and OS-1, Office Service with a Planned Rezoning Overlay.

Property Characteristics
- Site Location: South of the Novi Road and east of Ten Mile Road
- Site Zoning: I-1, Light Industrial and OS-1, Office Service
- Adjoining Zoning: North: I-1 and I-2, General Industrial (across Ten Mile Road); East: I-1 (across railroad tracks), RM-1, Low Density, Low-Rise Multiple Family Residential (just east of I-1); West: OS-1, (across Novi Road), RM-1, B-1, Local Business; South: I-1, RM-1
- Site Use(s): Vacant
- Adjoining Uses: North: Various industrial; East: Industrial, Novi Ridge Apartments (east of industrial use); West: Medical office/general office (across Novi Road), River Oaks West Multi-Family, Walgreen's; South: Vacant light industrial, Sports Club of Novi and Novi Ice Arena (beyond vacant light industrial), River Oaks West Multi-Family
- Proposed Use: Proposed Kroger store (approx. 64,000 sq. ft.), proposed shopping center (approx. 41,000 sq. ft.), 1 proposed retail outlot (approx. 7,000 sq. ft.), 2 proposed restaurant outlots (11,500 sq. ft.), 1 proposed bank outlot (approx. 4,000 sq. ft.), 3 proposed medical office outlots (approx. 22,000 sq. ft.)
- Site Size: 28.7 acres
- Plan Date: 08-17-09

Project Summary
The petitioner is requesting comment on a proposed rezoning with a Planned Rezoning Overlay. The PRO acts as a zoning map amendment, creating a “floating district” with a conceptual plan attached to the rezoning of the parcel. As a part of the PRO, the underlying zoning is changed, in this case to B-2 with a portion to remain zoned OS-1 as requested by the applicant, and the applicant enters into a PRO Agreement with the City.
whereby the City and applicant agree to any deviations to the applicable ordinances and tentative approval of a conceptual plan for development for the site. PRO requests require a 15-day public hearing notice for the Planning Commission, which offers a recommendation to the City Council, who can grant the final approval of the PRO. After final approval of the PRO plan and agreement the applicant will submit for Preliminary and Final Site Plan under the typical 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 years, the rezoning and PRO concept plan expires and the agreement becomes void.

The parcels in question are located on the south side of Ten Mile Road and east side of Novi Road in Section 26 of the City of Novi. The property to be included in the PRO totals approximately 28.7 acres and is made up of two parcels. The current zoning is split between OS-1, Office Service and I-1, Light Industrial and the applicant is proposing the rezoning of portions of both parcels to B-2 with the some portions of the property to remain zoned OS-1. There is a substantial area that would remain zoned I-1 and not included as part of the PRO. The applicant has indicated that the rezoning is being proposed to facilitate the construction of a retail and office complex that would include the following:

- Neighborhood Shopping Center: 40,978 sq. ft.
- Kroger Store: 64,245 sq. ft.
- Outlot 1 – Medical Office: 10,000 sq. ft.
- Outlot 2 – Medical Office: 7,800 sq. ft.
- Outlot 3 – Bank: 4,150 sq. ft.
- Outlot 4 – Restaurant: 5,000 sq. ft.
- Outlot 5 – Restaurant: 6,500 sq. ft.
- Outlot 6 – Retail: 7,000 sq. ft.
- Outlot 7 – Medical Office: 5,000 sq. ft.

Currently, the subject property is zoned I-1 and OS-1. While the OS-1 district does allow for the development of medical offices and banks, neither the I-1 District nor OS-1 District permits restaurants or retail. Therefore, the applicant is proposing to have the southwestern portion of the site remain zoned OS-1 with the remainder of the subject property to be rezoned to B-2.

**Master Plan for Land Use**

Presently, the Planning Commission has opened certain sections of the Master Plan for review and possible updates. The project area has been included in this review by the Master Plan and Zoning Committee for recommendation to the Planning Commission concerning the future land use of the site. This review should be completed in the coming months.

The Novi Road Corridor Study was approved by the Planning Commission on August 15, 2001 and became an official amendment to the City of Novi Master Plan. Prior to this document, the subject property was partially master planned for local commercial uses and partially planned for light industrial uses. Given the visibility of any development on the site and the 1998 Citizen’s Survey that found very little desire from the community for additional commercial development in Novi, the area was given a designation of “Special Planning Project Area” in the study. When the study was adopted, this designation was then placed on the Master Plan for Land Use to guide future development on the parcel.

There is no discussion throughout the Novi Road Corridor Study that additional commercial development at the southeast corner of Novi and Ten Mile Roads would be beneficial to the community. The plan instead states that the need for additional commercial development on this
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property should be reevaluated, due to the amount of commercial development in the City and the corridor.

As part of the Master for Land Use review, the most recent retail study, completed in 2007 by the Chesapeake Group, was updated by staff to determine the future need for retail and other land uses throughout the City in both the immediate future and the long term future. This study update indicated the City currently has a surplus of land zoned or planned for retail activities to meet the highest predicted retail space demand through 2018. In addition, recent studies also indicated the City presently has a retail vacancy rate near 10%. There is also a local commercial development, including a Busch’s grocery store, less than one mile to the east on Ten Mile Road, as well as three Meijer’s stores located just on the outskirts of the City.

The southwestern portion of the site is designated for office uses and the applicant is proposing that that portion of the site remain zoned OS-1, which would be consistent with the recommendations of the Master Plan.

**Existing Zoning and Land Use**

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

<table>
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<th>Land Use and Zoning For Subject Property and Adjacent Properties</th>
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<th><strong>Existing Zoning</strong></th>
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<td>Vacant</td>
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<td>Eastern Parcels (across railroad tracks)</td>
<td>I-1, Light Industrial, RM-1, Low-Rise Low Density Multiple-Family Residential (east of I-1)</td>
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<td>Southern Parcels</td>
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<tr>
<td>Western Parcels</td>
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<td>River Oaks West Multi-Family, Walgreen’s, Various medical/general office (across Novi Road)</td>
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Compatibility with Surrounding Land Use
The surrounding land uses are shown on the above chart. The compatibility of the proposed development with the zoning and uses on the adjacent properties should be considered when examining the proposed rezoning with PRO.

Directly to the north of the subject property are various industrial uses across Ten Mile Road. The properties to the north are zoned I-1 (Light Industrial) and I-2 (Heavy Industrial). Additional traffic would be the most noticeable impact to the existing industrial developments. The proposed development could draw a considerable amount of cars to the area. For additional information regarding traffic concerns, please see the Traffic Study submitted by the applicant and the attached review letters from the City’s Traffic Consultant.

Directly east of the subject property is a light industrial development with Novi Ridge Apartments directly east of the industrial building. There are railroad tracks separating the subject property and the industrial development. Again, additional traffic would be the most noticeable impact to the existing industrial developments. For additional information regarding traffic concerns, please see the Traffic Study submitted by the applicant and the attached review letters from the City’s Traffic Consultant.

The properties to the south of the subject property are vacant light industrial land, the River Oaks West Multi-Family development, and the Novi Sports Club and Novi Ice Arena. The parkland and vacant land will be minimally impacted. The proposed development could bring additional noise to the area that could carry over to the parkland, although this is unlikely. Residents to the south may experience increased traffic in the area as well as noise but residents of the proposed development and users of the proposed retail facilities, etc. will mostly be entering off of 10 Mile Road.

The properties to the west of the subject property include again the River Oaks West multi-family development, the Walgreens store and various office uses across Novi Road. The nearby drugstore and office uses could experience increased competition due to the proposed medical office and retail facilities included in the project. Additional traffic may also be a concern.

The development would add traffic to the area. A Traffic Impact Study has been submitted by the applicant. However, this study does not adequately quantify the proposed impacts or address all the traffic concerns on the surrounding road network. For additional information, please see the Traffic Impact Study review letter prepared by the City’s traffic consultant. The proposed development would add a large amount of new users of the proposed retail uses to the area, much more than would currently be associated with the development of the site under the existing OS-1 and I-1 zoning.

Infrastructure Concerns
An initial engineering review was done to analyze the information that has been provided thus far. The City’s engineering staff noted that the concept plan proposed would have a noticeable impact on the public utilities when compared to the existing zoning. Additional information will be required before the detention basin can be adequately evaluated. Further information can be found in the attached review letters. A full scale engineering review will take place during the course of the Site Plan Review process.

A Traffic Impact Study was required for this rezoning with PRO request. The City’s traffic consultant reviewed the Traffic Impact Study, concept plan and rezoning request. The traffic consultant noted that the Traffic Impact Study appears to be lacking and noted a number of concerns with the data.
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evaluation, projected impacts and lack of mitigation strategies. Additional information can be found in the attached traffic review letters.

The City’s Fire Marshall also did an initial review of the proposed plan. He noted a number of minor corrections related to the water mains and the location of hydrants. For additional information, please see the Fire Department’s review letter.

Natural Features
There are substantial regulated woodlands on the site that have not been included in the woodland boundary. As such, woodland impacts have been drastically underestimated and it is very likely that once the updated woodland boundary is shown on the plan, impacts will increase greatly. Please refer to the woodland review letter for additional information.

There are regulated wetlands on the site and based on the concept plan, it appears there will be wetland impacts. Further detail will be needed at the time of Preliminary Site Plan submittal. Please refer to the wetland review letter for additional information.

Also, it should be noted that it appears some of the regulated wetland and woodland areas have been disturbed and these disturbances are a violation of the Wetland Ordinance and the Woodland Ordinance. The applicant should terminate any activities causing disturbances within the regulated woodlands, wetlands or natural features setback.

Development Potential
As part of their materials, the applicant did submit an alternate development plan showing the facilities that could be developed on the subject property under the current zoning. This plan shows a large industrial building (281,700 sq. ft.) on the I-1 portion of the property (eastern end) and a medium sized office building (85,500 sq. ft.) along with two smaller offices (7,800 sq. ft. and 10,000 sq. ft.) on the OS-1 portion of the property (western end).

Major Conditions of Planned Rezoning Overlay Agreement
The Planned Rezoning Overlay process involves a PRO plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Article 34). 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’s conceptual plan has been reviewed and the following are items shown on the plan by the applicant and interpreted by the Plan Review Center as conditions they are willing to attach to the PRO.

- Conservation of natural features areas through the placement of conservation easements over approximately 3 acres of the site along the southerly line of development and along a portion of Chapman Creek at the northeast corner of the property.
- Improvements to park area near Novi Ice Arena: grade multi-purpose field at east side of ice arena, grade and stone 20 acre auxiliary parking southeast of ice arena, park entrance, children’s sculpture and sign.
- Pocket park to be located across from the northwest corner of proposed Kroger.

Ordinance Deviations – Planned Rezoning Overlay
Under Section 3402.D.1.c, deviations from the strict application of the Zoning Ordinance may be permitted by the City Council in the PRO agreement. These deviations must be accompanied by a
finding by the 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.” For each such deviation, City Council should make the above finding if they choose to include the items in the PRO agreement. The following are areas where the current concept plan does not appear to meet ordinance requirements. The applicant should include a list of ordinance deviations as part of the proposed PRO agreement. The proposed PRO agreement will be considered by City Council after tentative preliminary approval of the proposed concept plan and rezoning.

Master Deed(s)/Condo Plan
The applicant has indicated in their written material that they are proposing a general condo. However, it appears from the plans that a site condo is being proposed based upon the “property/condo lines” indicated on the plan. The applicant should clarify the proposed condo lines and what type of condo is proposed. Building and parking setbacks have been taken from the condo lines indicated on Sheet P.2.

Building Pad 2

Parking Setbacks
Section 2400 of the Zoning Ordinance requires parking in interior side yards to be setback a minimum of 10 feet. Parking along the southern side of Building 2 is setback a minimum of 6 feet. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Number of Parking Spaces
Section 2505 of the Zoning Ordinance requires medical office buildings greater than 5,000 sq. ft. to have one parking space for each 175 sq. ft. Building pad 2 would require 45 spaces for 7,800 sq. ft. The applicant has provided 44 spaces. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Loading Space
Section 2507 of the Zoning Ordinance requires loading space to be provided at a ratio of 5 sq. ft. for each front foot of building up to 360 sq. ft. in the OS-1 District. 360 sq. ft. of loading space is required for Building pad 2 and 272 sq. ft. has been provided. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Building Pad 3

Minimum Lot Size
Section 2400 of the Zoning Ordinance requires all lots in the B-2 District to be a minimum of 2 acres. The proposed lot for Building pad 3 measures approximately 1.3 acres. **The applicant should provide exact area calculations for Building pad 3. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**
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Loading Space
Section 2507 of the Zoning Ordinance indicates banks are not required to provide loading space provided documentation is submitted indicating the sensitive nature of their deliveries. The applicant will need to provide such documentation at the time of Preliminary Site Plan submittal.

Width and Centerline Radius of Drive-through Lane
Section 2506 of the Zoning Ordinance requires all drive-through lanes to have a centerline radius of 25’. The applicant should indicate the centerline radius of the proposed drive-through. If it is less than 25’, the City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Building Pad 4

Minimum Lot Size
Section 2400 of the Zoning Ordinance requires all lots in the B-2 District to be a minimum of 2 acres. The proposed lot for Building pad 4 measures approximately 1.27 acres. The applicant should provide exact area calculations for Building pad 4. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Parking Setbacks
Section 2400 of the Zoning Ordinance requires parking in interior side yards and rear yards to be setback a minimum of 10 feet. Parking along the eastern and southern sides of Building 4 is setback a minimum of 4 feet. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Accessory Structure (Dumpster) Location
Section 2503 of the Zoning Ordinance requires all accessory structures to be located in the rear yard. The dumpster for Building 4 is located in the interior side yard. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Building Pad 5

Minimum Lot Size
Section 2400 of the Zoning Ordinance requires all lots in the B-2 District to be a minimum of 2 acres. The proposed lot for Building pad 5 measures approximately 1.3 acres. The applicant should provide exact area calculations for Building pad 5. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Parking Setbacks
Section 2400 of the Zoning Ordinance requires parking in rear yards to be setback a minimum of 10 feet. Parking along the southern side of Building 5 is setback a minimum of 6 feet. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.
Accessory Structure (Dumpster) Location

Section 2503 of the Zoning Ordinance requires all accessory structures to be located in the rear yard. The dumpster for Building 5 is located in the interior side yard. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Building Pad 6

Minimum Lot Size

Section 2400 of the Zoning Ordinance requires all lots in the B-2 District to be a minimum of 2 acres. The proposed lot for Building pad 6 measures approximately 1.16 acres. **The applicant should provide exact area calculations for Building pad 6. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Building Setbacks

Section 2400 of the Zoning Ordinance requires buildings in interior side yards to be setback a minimum of 30 feet. The building on the eastern side of the yard is setback a minimum of 18 feet. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Parking Setbacks

Section 2400 of the Zoning Ordinance requires parking in interior side yards to be setback a minimum of 10 feet. Parking along the western side of Building 6 is setback a minimum of 7 feet. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Building Pad 7

Minimum Lot Size

Section 2400 of the Zoning Ordinance requires all lots in the B-2 District to be a minimum of 2 acres. The proposed lot for Building pad 7 measures approximately 1.03 acres. **The applicant should provide exact area calculations for Building pad 7. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Building Setbacks

Section 2400 of the Zoning Ordinance requires buildings in front yards to be setback a minimum of 40 feet. The building on the northern side of the yard is setback a minimum of 14 feet. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Section 2400 of the Zoning Ordinance requires buildings in interior side yards to be setback a minimum of 30 feet. The building on the eastern side of the yard is setback a minimum of 22 feet. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Loading Space

Section 2507 of the Zoning Ordinance requires loading space to be provided at a ratio of 10 sq. ft. for each front foot of building in the B-2 District. 750 sq. ft. of loading space is required for
Building pad 7 and 375 sq. ft. has been provided. The City Council should act on this ordinance deviation in the PRO Agreement.

Shopping Center

Building Height
Section 2400 of the Zoning Ordinance indicates a maximum building height of 30 feet in the B-2 District. The proposed shopping center measures 35 feet at the midpoint of the roof. The City Council should act on this ordinance deviation in the PRO Agreement.

Building Setbacks
Section 2400 of the Zoning Ordinance requires buildings in the rear and interior side yards to be setback a minimum of 30 feet. The building on the eastern side of the yard is setback a minimum of 6 feet; the building on the western side of the yard is setback a minimum of 12 feet; and the building on the southern side of the yard is setback a minimum of 8 feet. The City Council should act on these ordinance deviations in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Parking Setbacks
Section 2400 of the Zoning Ordinance requires parking in the rear and interior side yards to be setback a minimum of 10 feet. The building on the eastern side of the yard is setback a minimum of 0 feet; the building on the western side of the yard is setback a minimum of 7 feet; and the building on the southern side of the yard is setback a minimum of 0 feet. The City Council should act on these ordinance deviations in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Loading Space
Section 2507 of the Zoning Ordinance requires loading space to be located in the rear yard. Portions of the loading space for the proposed shopping center are located in the interior side yard. The City Council should act on these ordinance deviations in the PRO Agreement or the applicant should modify the plans to conform to the ordinance. Additionally, it appears the proposed condo line bisects the loading zone. The applicant should adjust this line so that the entire loading zone is located on the property for the proposed shopping center.

Accessory Structure (Dumpster) Location and Setbacks
Section 2503 of the Zoning Ordinance requires all accessory structures to be located in the rear yard and setback a minimum of 10 feet from any property line. Some of the dumpsters for the proposed shopping center are located in the interior side yard and setback a minimum of 0 feet from the nearest property line. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Elevations
Section 2520 of the Zoning Ordinance lists the facade material standards for Region 1. The facade review letter indicates the proposed shopping center does not meet the material standards because of an overage of EIFS, Concrete "C" Brick and Split Faced CMU and an underage of Natural Clay Brick. The facade consultant recommends these deviations be included in the PRO agreement since the proposed facades meet the intent of the ordinance. The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.
Building Height
Section 2400 of the Zoning Ordinance indicates a maximum building height of 30 feet in the B-2 District. The proposed shopping center measures 38 feet 6 inches at the midpoint of the roof. **The City Council should act on this ordinance deviation in the PRO Agreement.**

Parking Setbacks
Section 2400 of the Zoning Ordinance requires parking in the interior side yards to be setback a minimum of 10 feet. The building on the eastern side of the yard is setback a minimum of 0 feet. **The City Council should act on these ordinance deviations in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Number of Parking Spaces
Section 2505 of the Zoning Ordinance requires general retail to have one parking space for each 200 sq. ft. The proposed Kroger store would require 321 spaces for 64,243 sq. ft. The applicant has provided 310 spaces. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Width and Centerline Radius of Drive-through Lane
Section 2506 of the Zoning Ordinance requires all drive-through lanes to have a centerline radius of 25'. The applicant should indicate the centerline radius of the proposed drive-through. **If it is less than 25', the City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Accessory Structure (Dumpster)
No dumpster is currently shown near the proposed Kroger. **The applicant should indicate the location of the proposed dumpster or otherwise indicate how trash will be disposed of.**

Elevations
Section 2520 of the Zoning Ordinance lists the façade material standards for Region 1. The façade review letter indicates the proposed Kroger does not meet the material standards because of an overage of EIFS, Concrete "C" Brick and Split Faced CMU and an underage of Natural Clay Brick. The façade consultant recommends these deviations be included in the PRO agreement since the proposed facades meet the intent of the ordinance. **The City Council should act on this ordinance deviation in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.**

Items for Further Review and Discussion
There are a variety of other items inherent in the review of any proposed development. At the time of Preliminary Site Plan, further detail will be provided, allowing for a more detailed review of the proposed development. After this detailed review, added concerns with the site layout may be identified and additional variances may be uncovered, based on the actual product being proposed. This would require amendments to be made to the PRO Agreement, should the PRO be approved. **The applicant should address these items at this time, in order to avoid delays later in the project.**
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Landscaping Requirements
Section 2509 of the Zoning Ordinance addresses landscaping requirements. A landscape review letter listing items the applicant should address and ordinance deviations that should be included in the PRO agreement has been attached. The City Council should act on the ordinance deviations identified in the landscape review letter in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Driveway Spacing Waivers
The following driveway spacing waivers would be required to be included in the PRO agreement based on the current site design:
- Same-side driveway spacing waiver between the proposed Novi Road driveway and the south Walgreens driveway (116 ft. provided vs. 230 ft. required);
- Same-side driveway spacing waiver between the west driveway on Ten Mile and the east Walgreens driveway (214 ft. provided vs. 230 ft. required);
- Opposite-side driveway spacing waiver between the proposed center driveway on Ten Mile and the low-volume, opposite-side industrial driveway to the east (65 ft. provided vs. 300 ft. required);
- Opposite-side driveway spacing waiver between the proposed truck egress on Ten Mile and the first opposite-side industrial driveway in either direction (4 ft. provided to the west vs. 150 ft. required and 71 ft. provided to the east vs. 200 ft. required).

The City Council should act on these ordinance deviations in the PRO Agreement or the applicant should modify the plans to conform to the ordinance.

Lighting
A photometric plan for all parts of the development is required at the time of Preliminary Site Plan submittal due to the site being adjacent to a residentially zoned property. The applicant has provided photometric plans as reference drawings only and these are not included as the part of the PRO and have not been reviewed.

Loading Space Screening
Section 2302A.1 of the Zoning Ordinance requires all loading zones to be adequately screened with screen walls and landscaping. Screening details for the loading zone have not been provided. The applicant should be aware that loading zones will need to be adequately screened or revisions to the PRO to include an ordinance deviation for loading zone screening may be required.

Dumpster Screening
Dumpster screening details should be included with the Preliminary Site Plan submittal and meet the requirements of Chapter 21, Section 21-145 of the City Code.

Phasing Plan
Given the size of the proposed development, the Community Development Department is aware that this may be a phased development. The applicant should indicate whether or not this will be a phased plan. A phasing plan would be required at the time of Preliminary Site Plan submittal.

Elevations
The applicant has submitted limited elevations for each development component. Additional elevations for each proposed façade will be required at the time of Preliminary Site Plan submittal. The lack of a complete elevation package may lead to additional concerns during the site plan review process.
Private Drive
The applicant's public benefits outlined in Document 4 describe the access drive/road leading into the site from Novi Road as a “private road” while the plans, specifically Sheet P.2, describe this as a “drive”. The applicant should clarify whether this proposed access drive/road will be a private road or a private drive. If the access is a private road, setbacks may be deficient as each building pad will effectively have two front yards.

Master Deed(s)
The applicant should be advised that all proposed condo documents will need to be submitted to the City for review prior to recordation.

Lot splits/combinations
The applicant should be advised that required lot combinations and splits must be in place prior to Stamping Set submittal.

Changes to the Concept Plan
The applicant has indicated that the layout and location of some features of the plan (particularly the building pads) may change. Any changes would likely require a re-submittal, review and approval and revision of the PRO Plan and Agreement.

Applicant Burden under PRO Ordinance
The Planned Rezoning Overlay ordinance requires the applicant to make certain showings under the PRO ordinance that requirements and standards are met. The applicant should be prepared to discuss these items, especially in part a, 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 3402.D.2 states the following:

1. Approval of the application shall accomplish, among other things, and as determined in the discretion of the City Council, the integration of the proposed land development project with the characteristics of the project area, and result in an enhancement of the project area as compared to the existing zoning, and such enhancement would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay.

2. Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement on the basis of which 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; provided, 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.

Public Benefit Under PRO Ordinance
At this time, the applicant has identified several items of public benefit. These are called out in Document 4 of the Project Book submitted by the applicant. These items should be weighed against
the proposal to determine if the proposed PRO benefits clearly outweigh the detriments of the proposal. The benefits proposed include:

- Conservation of natural features areas through the placement of conservation easements over approximately 3 acres of the site along the southerly line of development and along a portion of Chapman Creek at the northeast corner of the property.
- Improvements to park area near Novi Ice Arena: grade multi-purpose field at east side of ice arena, grade and stone 20 acre auxiliary parking southeast of ice arena, park entrance, children's sculpture and sign.
- Extension of center turn lane beyond ordinance requirements. (While this is not explicitly required by the ordinance, based on the traffic counts it is likely it would be required.)
- Continuous extra lane on 10 Mile Road in lieu of accel/decel lanes. (While this is not explicitly required by the ordinance, based on the traffic counts and in the interest of access management it is likely it would be required.)
- Pocket park to be located across from the northwest corner of proposed Kroger.
- Improved set of architectural elements and materials beyond ordinance requirements. (The elevations included for the Kroger store and the Shopping Center were evaluated by the City's façade consultant and found to not meet the standards listed in the façade ordinance. Although he does recommend approval of the required façade waiver, the materials themselves do not exceed ordinance standards.)
- Permanent naming of the park and recreational facilities after the donor of land and improvements gives public recognition to the fact that Mr. Weiss made a previous donation of an 18 acre parcel of land to the City. (While this generous gift of 18 acres is greatly appreciated by the City, only those additional benefits being offered up by this PRO can be considered as public benefits related to the proposed development.)
- Extensive internal sidewalk systems with pedestrian entry points into the site above ordinance requirements. (Building exits are required to be connected to the sidewalk system and additional points of entry on large sites are always encouraged.)
- Additional interior parking landscaping: 12,168 sq. ft. required and 22,050 sq. ft. provided. (The applicant has double counted some landscape areas; so while a minimal amount of additional interior parking lot landscaping has been provided, the actual count is much closer to the required amount. Please see the landscape review letter for additional information.)

For additional information on the proposed public benefits, please see Document 4 in the Project Book provided by the applicant.

**Submittal Requirements**

- The applicant has provided a survey, legal description and aerial photograph of the property in accordance with submittal requirements.
- The rezoning sign should be erected on the property, in accordance with submittal requirements and in accordance with the public hearing requirements for the rezoning request. This sign should be erected no later than 15 days prior to the scheduled public hearing. The applicant should submit via email a small plan showing the location of the proposed rezoning signs. Two signs should be provided on Ten Mile Road and one sign should be provided on Novi Road.
- A traffic impact study has been submitted.
- A written statement explaining the full intent of the applicant and providing supporting documentation has been submitted.
### Planning Review Summary Chart
#### Weiss Mixed Use – Building Pad 1
Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Office</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Zoning</td>
<td>OS-1</td>
<td>OS-1</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Various office uses and personal service establishments</td>
<td>Medical Office</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

#### Building Height
- **Maximum 30 feet**
- **No elevations provided**
- **Yes?**

Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.

#### Minimum lot size
- N/A
- N/A

#### Building Setbacks [Section 2400]
- **Front (west)**: 20 feet, 40 feet, Yes
- **Interior Side (north)**: 15 feet, 30 feet, Yes
- **Interior Side (south)**: 15 feet, 158 feet, Yes
- **Rear (east)**: 20 feet, 68 feet, Yes

#### Parking Setbacks [Section 2400]
- **Front (west)**: 20 feet, 20 feet, Yes
- **Interior Side (north)**: 10 feet, 120 feet, Yes
- **Interior Side (south)**: 10 feet, 18 feet, Yes
- **Rear (east)**: 10 feet, 10 feet, Yes
- **Number of Parking Spaces**: Medical Office (greater than) 57 spaces provided, Yes

Applicant should note that should a
<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000 sq. ft.</td>
<td>1 space for each 175 sq. ft. GLA = 10,000 sq. ft./175 = 57 spaces required</td>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>Yes</td>
<td>use other than medical office be proposed, additional parking my be required and any deficiencies would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>90-degree spaces</td>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>Spaces appear to be sized appropriately</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>3 barrier free spaces required (1 van accessible)</td>
<td>3 barrier free spaces required (1 van accessible) provided</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>8' wide with a 5' wide access aisle</td>
<td>8' wide with a 5' wide access aisle for van accessible</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>One barrier free sign is required per space.</td>
<td>One barrier free sign is required per space.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Loading space should be provided in the rear yard at a ratio of 5 sq. ft. for each front foot of building (up to 360 sq. ft.)</td>
<td>Loading space should be provided in the rear yard at a ratio of 5 sq. ft. for each front foot of building (up to 360 sq. ft.)</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>82 ft. x 5 = 360 sq. ft. required</td>
<td>360 sq. ft. provided in the rear yard</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>No screening details provided</td>
<td>Yes</td>
<td>Loading zones should be screened with landscaping or screen walls. The applicant should be aware that loading zones relocated after approval of the PRO may require screening.</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Accessory Structure Setback - Dumpster</td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear or interior side yard.</td>
<td>Proposed dumpster located in the rear yard setback 45 ft. from proposed building and 10 ft. from nearest property line.</td>
<td>Yes</td>
<td>additional approvals from the City Council.</td>
</tr>
<tr>
<td>Dumpster</td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.</td>
<td>No screening details provided.</td>
<td>Yes?</td>
<td>Applicant should include screening details for all proposed dumpsters on the Preliminary Site Plan.</td>
</tr>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with the Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8' wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City's Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Jana Pritchard, (248) 347-0484 or jpritchard@cityofnovi.org
### Planning Review Summary Chart
Weiss Mixed Use – Building Pad 2
Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Office</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Zoning</td>
<td>OS-1</td>
<td>OS-1</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Various office uses and personal service establishments</td>
<td>Medical Office</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 30 feet</td>
<td>No elevations provided</td>
<td>Yes?</td>
<td>Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.</td>
</tr>
<tr>
<td>Minimum lot size</td>
<td>N/A</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Building Setbacks (Section 2400)

<table>
<thead>
<tr>
<th></th>
<th>Front (west)</th>
<th>Interior Side (north)</th>
<th>Interior Side (south)</th>
<th>Rear (east)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20 feet</td>
<td>15 feet</td>
<td>15 feet</td>
<td>20 feet</td>
</tr>
<tr>
<td>Proposed</td>
<td>150 feet</td>
<td>15 feet</td>
<td>15 feet</td>
<td>130 feet</td>
</tr>
<tr>
<td>Meets Requirements?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

#### Parking Setbacks (Section 2400)

<table>
<thead>
<tr>
<th></th>
<th>Front (west)</th>
<th>Interior Side (north)</th>
<th>Interior Side (south)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>20 feet</td>
<td>10 feet</td>
<td>10 feet</td>
</tr>
<tr>
<td>Proposed</td>
<td>38 feet</td>
<td>10 feet</td>
<td>6 feet</td>
</tr>
<tr>
<td>Meets Requirements?</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Applicant should adjust the site layout to accommodate the required setback.
<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear (east)</td>
<td>10 feet</td>
<td>120 feet</td>
<td>Yes</td>
<td>Applicant should provide an additional parking space or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td><strong>Number of Parking Spaces</strong></td>
<td></td>
<td></td>
<td></td>
<td>or this deviation would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td><strong>Medical Office</strong> (greater than 5,000 sq. ft.):</td>
<td>1 space for each 175 sq. ft. GLA = 7,800 sq. ft./175 = 45 spaces required</td>
<td>44 spaces provided</td>
<td>No</td>
<td>Applicant should note that should a use other than medical office be proposed, additional parking may be required and any deficiencies would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Parking Space Dimensions</td>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>Spaces appear to be sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Barrier Free Spaces</strong></td>
<td>2 barrier free spaces required (1 van accessible)</td>
<td>3 barrier free (2 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Barrier Free Space Dimensions</strong></td>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Barrier Free Signs</strong></td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>Loading space should be provided in rear yard at a ratio of 5 sq. ft. for</td>
<td>272 sq. ft. provided in the rear yard</td>
<td>No</td>
<td>Applicant should adjust the site layout to include additional loading</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>----------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>Loading Space</strong></td>
<td>each front foot of building (up to 360 sq. ft.)&lt;br&gt;80 ft. x 5 = 360 sq. ft. required</td>
<td>Loading zone partially screened</td>
<td>Yes?</td>
<td>space or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td><strong>Accessory Structure Setback-Dumpster</strong></td>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>-</td>
<td>-</td>
<td>Loading zones should be screened with landscaping or screen walls. The applicant should be aware that loading zones relocated after approval of the PRO may require additional approvals from the City Council.</td>
</tr>
<tr>
<td><strong>Dumpster</strong></td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear or interior side yard.</td>
<td>Proposed dumpster located in the rear yard setback 50 ft. from proposed building and 20 ft. from nearest property line.</td>
<td>Yes</td>
<td>Applicant should include screening details for all proposed dumpsters on the Preliminary Site Plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Page 3 of 4*
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8' wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City's Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org
<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.</td>
</tr>
<tr>
<td>Zoning</td>
<td>OS-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Retail businesses or service establishments permitted.</td>
<td>Bank</td>
<td>Yes</td>
<td>Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.</td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 30 feet</td>
<td>No elevations provided</td>
<td>Yes?</td>
<td>Applicant should adjust the site layout to accommodate the minimum lot size or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Minimum lot size</td>
<td>2 acres</td>
<td>1.3 acres</td>
<td>No</td>
<td>Please refer to the Planning Review Letter for additional comments regarding the proposed General Condo.</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>----------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>Building Setbacks</strong> <em>(Section 2400)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>40 feet</td>
<td>100 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>70 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>86 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>68 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Setbacks</strong> <em>(Section 2400)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>20 feet</td>
<td>20 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>14 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>10 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>10 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Number of Parking Spaces</strong> <em>(Section 2400)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bank:</strong> 1 parking space for each 150 sq. ft. = 4,150 sq. ft./150 = 28 spaces required</td>
<td></td>
<td>46 spaces provided</td>
<td>Yes</td>
<td>Applicant should note that should a use other than a bank be proposed, additional parking may be required and any deficiencies would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td><strong>Parking Space Dimensions</strong> <em>(Section 2500)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td></td>
<td>Spaces appear to be sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Barrier Free Spaces</strong> <em>(Barrier Free Code)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bank:</strong> 2 barrier free spaces required (1 van accessible)</td>
<td></td>
<td>2 van accessible</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Barrier Free Space Dimensions</strong> <em>(Barrier Free Code)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td></td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Barrier Free Signs</strong> <em>(Barrier Free Design/Graphic Manual)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One barrier free sign is required per space.</td>
<td></td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Loading Spaces</strong> <em>(Section 2500)</em></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Bank uses are not required to have a loading zone as long as documentation is provided. | | No loading zone provided. | Yes | Applicant will need to provide verification from the bank at the
Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>provided to indicate the sensitive nature of their deliveries at the time of Preliminary Site Plan review.</td>
<td></td>
<td></td>
<td>time of Preliminary Site Plan submittal that a loading zone is not needed.</td>
</tr>
<tr>
<td><strong>Drive-thru Standards</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stacking Spaces for Drive-thru</td>
<td>The drive-thru shall store 3 vehicles, including the vehicles at the pick-up window.</td>
<td>Stacking space provided for 6 vehicles in each lane.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Drive-thru Lane Delineated</td>
<td>Drive-thru lanes shall be striped, marked, or otherwise delineated.</td>
<td>No pavement markings indicated.</td>
<td>No</td>
<td>Applicant should include pavement markings at the time of Preliminary Site Plan submittal to clearly delineate the drive-thru lane and the drive-thru circulation route.</td>
</tr>
<tr>
<td>Bypass Lane for Drive-through</td>
<td>Drive-through facilities shall provide 1 bypass lane. Such bypass lane shall be a minimum of 18' in width, unless otherwise determined by the Fire Marshal.</td>
<td>Bypass lane of approximately 18' provided.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Width and Centerline Radius of Drive-through Lanes</td>
<td>Drive-through lanes shall have a minimum 9' width and centerline radius of 25'.</td>
<td>9' drive-thru lane shown. Centerline radius not indicated.</td>
<td>No</td>
<td>Applicant should indicate centerline radius.</td>
</tr>
<tr>
<td>Drive-through Lanes Separation</td>
<td>Drive-through lanes shall be separate from the circulation routes and lanes necessary for ingress to, and egress from, the property.</td>
<td>Drive-thru separated from main circulation route.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory</td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear or interior side yard.</td>
<td>No dumpster indicated.</td>
<td>Yes</td>
<td>Applicant will need to provide verification from the bank at the time of Preliminary Site Plan submittal that a dumpster is not needed.</td>
</tr>
<tr>
<td>Structure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Setback</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dumpster</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8' wide sidewalk shall be constructed along 10 Mile Road as required by the City's Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>
### Planning Review Summary Chart
Weiss Mixed Use - Building Pad 4
Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.</td>
</tr>
<tr>
<td>Zoning</td>
<td>OS-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Retail businesses or service establishments permitted.</td>
<td>Restaurant</td>
<td>Yes</td>
<td>Only sit-down restaurants permitted.</td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 30 feet</td>
<td>No elevations provided</td>
<td>Yes?</td>
<td>Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.</td>
</tr>
<tr>
<td>Minimum lot size</td>
<td>2 acres</td>
<td>1.27 acres</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the minimum lot size or this deviation will need to be included in the PRO agreement. Please refer to the Planning Review Letter for additional comments regarding the proposed General Condo.</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>----------</td>
<td>----------</td>
<td>---------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Building Setbacks (Section 2400)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>40 feet</td>
<td>94 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>82 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>74 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>54 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Setbacks (Section 2400)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>20 feet</td>
<td>22 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>10 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>4 feet</td>
<td>No</td>
<td>Applicant will need to adjust the site layout to accommodate the required setback of this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>4 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Number of Parking Spaces</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>space for each 70 sq. ft. GFA or 1 space for each 2 employees, plus 1 space for each 2 customers allowed under maximum capacity, whichever is greater = 5,000 sq. ft./70 = 71 spaces required</td>
<td></td>
<td></td>
<td>Yes?</td>
<td>Applicant should provide a restaurant floor plan so that parking calculations can be verified at the time of Preliminary Site Plan submittal. Any deviations from the ordinance would need to be included in the PRO Agreement.</td>
</tr>
<tr>
<td>85 spaces provided</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Parking Space Dimensions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90-degree spaces should be 9 feet</td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Spaces appear to be sized appropriately</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 2505</td>
<td>wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barrier Free Spaces</td>
<td>4 barrier free spaces required (1 van accessible)</td>
<td>4 barrier free (2 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Space Dimensions</td>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Signs</td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building</td>
<td>550 sq. ft. provided in the rear yard</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>55 sq. ft. x 10 = 550 sq. ft. required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading Space Screening</td>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>Loading zone partially screened.</td>
<td>Yes?</td>
<td>Loading zones should be screened with landscaping or screen walls. The applicant should be aware that loading zones relocated after approval of the PRO may require additional approvals from the City Council.</td>
</tr>
<tr>
<td>Accessory Structure Setback-Dumpster</td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property</td>
<td>Proposed dumpster located in the interior side yard setback 64 ft. from proposed building and 10 ft. from nearest property line.</td>
<td>No</td>
<td>Applicant should adjust the dumpster location to the rear yard or this deviation will need to be included in the PRO agreement.</td>
</tr>
</tbody>
</table>
### Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Signs</td>
<td>Lines; in addition, the structure must be in the rear yard.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dumpster</td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.</td>
<td>No screening details provided.</td>
<td>Yes?</td>
<td>Applicant should include screening details for all proposed dumpsters on the Preliminary Site Plan.</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td>N/A</td>
<td></td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8’ wide sidewalk shall be constructed along 10 Mile Road as required by the City’s Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8’ sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org

Page 4 of 4
# Planning Review Summary Chart

**Weiss Mixed Use – Building Pad 5**

Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Master Plan</strong></td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.</td>
</tr>
<tr>
<td><strong>Zoning</strong></td>
<td>OS-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>Retail businesses or service establishments permitted.</td>
<td>Restaurant</td>
<td>Yes</td>
<td>Only sit-down restaurants permitted.</td>
</tr>
<tr>
<td><strong>Building Height</strong></td>
<td>Maximum 30 feet</td>
<td>No elevations provided</td>
<td>Yes?</td>
<td>Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.</td>
</tr>
<tr>
<td><strong>Minimum lot size</strong></td>
<td>2 acres</td>
<td>1.3 acres</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the minimum lot size or this deviation will need to be included in the PRO agreement. Please refer to the Planning Review Letter for additional comments regarding the proposed General Condo.</td>
</tr>
</tbody>
</table>
### Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Setbacks</strong> (Section 2400)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>40 feet</td>
<td>104 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>76 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>84 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>60 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Setbacks</strong> (Section 2400)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>20 feet</td>
<td>22 feet</td>
<td>Yes</td>
<td>Applicant will need to adjust the site layout to accommodate the required setback of this deviation which will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>10 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>10 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>6 feet</td>
<td>No</td>
<td>Applicant should provide a restaurant floor plan so that parking calculations can be verified at the time of Preliminary Site Plan submittal. Any deviations from the ordinance would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td><strong>Number of Parking Spaces</strong> (Section 2505)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Restaurant: 1 space for each 70 sq. ft. GFA or 1 space for each 2 employees, plus 1 space for each 2 customers allowed under maximum capacity, whichever is greater = 5,000 sq. ft./70 = 93 spaces required</td>
<td>99 spaces provided</td>
<td>Yes?</td>
<td>Applicant should note that should a sit down restaurant be proposed, additional parking may be required and any deficiencies would need to be included in the PRO agreement.</td>
<td></td>
</tr>
<tr>
<td>Parking Space</td>
<td>90-degree spaces</td>
<td>Spaces appear to be</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Dimensions</td>
<td>should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>sized appropriately</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barrier Free Spaces</td>
<td>4 barrier free spaces required (1 van accessible)</td>
<td>4 barrier free (2 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Space Dimensions</td>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Signs</td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building</td>
<td>650 sq. ft. provided in the rear yard</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>65 sq. ft. x 10 = 650 sq. ft. required</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading Space Screening</td>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>Loading zone appropriately screened.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Accessory Structure</td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear yard.</td>
<td>Proposed dumpster located in the interior side yard setback 20 ft. from proposed building and 50 ft. from nearest property line.</td>
<td>No</td>
<td>Dumpster should be located to the rear yard or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Setback-Dumpster</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dumpster</td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior</td>
<td>No screening details provided.</td>
<td>Yes?</td>
<td>Applicant should include screening details for all proposed</td>
</tr>
</tbody>
</table>
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>bumpers or posts must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.</td>
<td></td>
<td></td>
<td>dumpsters on the Preliminary Site Plan.</td>
</tr>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8' wide sidewalk shall be constructed along 10 Mile Road as required by the City's Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org
**Planning Review Summary Chart**
Weiss Mixed Use – Building Pad 6
Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.</td>
</tr>
<tr>
<td>Zoning</td>
<td>OS-1, I-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Retail businesses or service establishments permitted.</td>
<td>Retail</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 30 feet</td>
<td>No elevations provided</td>
<td>Yes?</td>
<td>Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.</td>
</tr>
<tr>
<td>Minimum lot size</td>
<td>2 acres</td>
<td>1.16 acres</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the minimum lot size or this deviation will need to be included in the PRO agreement.</td>
</tr>
</tbody>
</table>

Please refer to the Planning Review Letter for additional comments regarding the proposed General Condo.
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Setbacks</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>40 feet</td>
<td>106 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>88 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>18 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required setback or this deviation would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>108 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Setbacks</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>20 feet</td>
<td>20 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>7 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required setback or this deviation would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>10 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>24 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Number of Parking Spaces</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>General Retail: 1 space for each 200 sq. ft. GLA = 7,000 sq. ft./200 = 35 spaces required</td>
<td>44 spaces provided</td>
<td>Yes</td>
<td>Applicant should note that should a use other than general retail be proposed, additional parking may be required and any deficiencies would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td><strong>Parking Space Dimensions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>Spaces appear to be sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
<td>---------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Barrier Free Spaces</td>
<td>2 barrier free spaces required (1 van accessible)</td>
<td>3 barrier free (2 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Space Dimensions</td>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Signs</td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building</td>
<td>936 sq. ft. provided in the rear yard</td>
<td>Yes</td>
<td>Loading zones should be screened with landscaping or screen walls. The applicant should be aware that loading zones relocated after approval of the PRO may require additional approvals from the City Council.</td>
</tr>
<tr>
<td>Accessory Structure Setback-</td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear yard.</td>
<td>Proposed dumpster located in the rear yard setback 28 ft. from proposed building and 78 ft. from nearest property line.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Dumpster</td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts</td>
<td>No screening details provided.</td>
<td>Yes</td>
<td>Applicant should include screening details for all proposed dumpsters on the</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Preliminary Site</td>
<td>must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.</td>
<td></td>
<td></td>
<td>Preliminary Site Plan.</td>
</tr>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8’ wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City’s Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8’ sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org
### Planning Review Summary Chart

**Weiss Mixed Use - Building Pad 7**

**Plan Dated: August 17, 2009**

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.</td>
</tr>
<tr>
<td>Zoning</td>
<td>I-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Retail businesses or service establishments, medical offices permitted.</td>
<td>Medical Office</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Building Height (Section 2.4.3)</td>
<td>Maximum 30 feet</td>
<td>No elevations provided</td>
<td>Yes?</td>
<td>Applicant has indicated elevations will be provided at the time of Preliminary Site Plan submittal. The applicant should be aware that elevations will need to conform to ordinance standards or changes to the PRO agreement and additional approvals of those changes from City Council will be required.</td>
</tr>
<tr>
<td>Minimum lot size (Section 2.4.3)</td>
<td>2 acres</td>
<td>1.03 acres</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the minimum lot size or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Please refer to the Planning Review Letter for additional comments regarding the proposed General</td>
</tr>
</tbody>
</table>
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Setbacks (Section 2400)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>40 feet</td>
<td>14 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required setback or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>68 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>22 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required setback or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>210 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Setbacks (Section 2400)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>20 feet</td>
<td>66 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>12 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>90 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>78 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Medical Office (up to 5,000 sq. ft.):</strong></td>
<td></td>
<td></td>
<td></td>
<td>Applicant should note that should a use other than medical office be proposed, additional parking may be required and any deficiencies would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Number of Parking Spaces</td>
<td></td>
<td></td>
<td></td>
<td>18 spaces provided</td>
</tr>
<tr>
<td>Parking Space Dimensions</td>
<td></td>
<td></td>
<td></td>
<td>Spaces appear to be sized appropriately</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>----------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Barrier Free Spaces (Barrier Free Code)</td>
<td>1 barrier free spaces required (1 van accessible)</td>
<td>2 barrier free (2 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Space Dimensions (Barrier Free Code)</td>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Signs (Barrier Free Design Graphics Manual)</td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building</td>
<td>375 sq. ft. provided in the rear yard</td>
<td>No</td>
<td>Applicant would like this deviation to be included in the PRO agreement.</td>
</tr>
<tr>
<td>75 sq. ft. x 10 = 750 sq. ft required</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loading Space Screening</td>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>Loading zone partially screened.</td>
<td>Yes?</td>
<td>Loading zones should be screened with landscaping or screen walls. The applicant should be aware that loading zones relocated after approval of the PRO may require additional approvals from the City Council.</td>
</tr>
<tr>
<td>Accessory Structure Setback-Dumpster</td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear yard.</td>
<td>Proposed dumpster located in the rear yard setback 140 ft. from proposed building and 50 ft. from nearest property line.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Dumpster</td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts</td>
<td>No screening details provided.</td>
<td>Yes?</td>
<td>Applicant should include screening details for all proposed dumpsters on the</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>--------------</td>
<td>---------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Preliminary Site Plan</td>
<td>must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.</td>
<td></td>
<td></td>
<td>Preliminary Site Plan.</td>
</tr>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8’ wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City’s Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8’ sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org
### Planning Review Summary Chart

Weiss Mixed Use – Shopping Center
Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special Planning Project Area 1</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.</td>
</tr>
<tr>
<td>Zoning</td>
<td>1-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Retail businesses or service establishments permitted.</td>
<td>Retail</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 30 feet</td>
<td>35 ft. (to midpoint of roof)</td>
<td>No</td>
<td>Applicant would like this deviation to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Minimum lot size</td>
<td>2 acres</td>
<td>3.67 acres</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**Building Setbacks (Section 2400)**

<table>
<thead>
<tr>
<th>Front (north)</th>
<th>40 feet</th>
<th>140 feet</th>
<th>Yes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>12 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required setback or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>6 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>8 feet</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Parking Setbacks (Section 2400)**

<table>
<thead>
<tr>
<th>Front (north)</th>
<th>20 feet</th>
<th>20 feet</th>
<th>Yes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>7 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required setback or this deviation would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>0 feet</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>0 feet</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Number of Parking Spaces**

<p>| Shopping Center (less than 400,000 sq. ft.): 1 space for each 250 sq. ft. GLA = 40,978 sq. ft./250 = 164 spaces required | 237 spaces provided | Yes                | Applicant should note that should a use other than a shopping center be proposed, additional parking may be required and any deficiencies would |</p>
<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Space Dimensions</td>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>Spaces appear to be sized appropriately</td>
<td>Yes</td>
<td>need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Barrier Free Spaces</td>
<td>7 barrier free spaces required (1 van accessible)</td>
<td>8 barrier free (2 vanspace required (1 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Space Dimensions</td>
<td>8’ wide with a 5’ wide access aisle (8’ wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Signs</td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Loading Spaces</td>
<td>Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building 467 sq. ft. x 10 = 4,670 sq. ft required</td>
<td>6,040 sq. ft. provided in the rear and interior side yard</td>
<td>No</td>
<td>The entire loading zone should be relocated to the rear yard or this deviation will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The entire loading zone should also be located on the property it is to serve. It appears the proposed condo line bisects the loading zone. Please refer to the Planning Review Letter for additional comments regarding the proposed General Condo.</td>
</tr>
<tr>
<td>Loading Space Screening</td>
<td>View of loading and waiting areas must</td>
<td>Loading zone partially screened.</td>
<td>Yes?</td>
<td>Loading zones should be screened</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------</td>
<td>----------</td>
<td>----------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>be shielded from rights of way and adjacent properties.</td>
<td></td>
<td>Yes?</td>
<td>All dumpsters should be relocated to the rear yard and setback at least 10 ft. from the property line or these deviations will need to be included in the PRO agreement.</td>
</tr>
<tr>
<td></td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear yard.</td>
<td>Proposed dumpster located in the rear yard and interior side yard setback a minimum of 12 ft. from proposed building and 0 ft. from nearest property line.</td>
<td>No</td>
<td>In addition, all dumpsters intended to serve the property should be located within the property boundaries. It appears the dumpsters located in the interior side yard are not on the property boundaries. Please refer to the Planning Review Letter for additional comments regarding the proposed General Condo.</td>
</tr>
<tr>
<td></td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts must also be shown. Enclosure to match building materials</td>
<td>No screening details provided.</td>
<td>Yes?</td>
<td>Applicant should include screening details for all proposed dumpsters on the Preliminary Site Plan.</td>
</tr>
</tbody>
</table>
## Weiss Commercial – Planning Review Chart

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Signs</td>
<td>and be at least one foot taller than height of refuse bin.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at preliminary site plan.</td>
<td></td>
<td>N/A</td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8' wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City's Pedestrian and Bicycle Master Plan.</td>
<td>An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org
**Planning Review Summary Chart**  
Weiss Mixed Use – Kroger  
Plan Dated: August 17, 2009

<table>
<thead>
<tr>
<th>Item</th>
<th>Required</th>
<th>Proposed</th>
<th>Meets Requirements?</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Master Plan</td>
<td>Local Commercial, Office, Special</td>
<td>Community Commercial (B-2)</td>
<td>N/A</td>
<td>The proposed B-2 zoning would not be in conformance with the Master Plan</td>
</tr>
<tr>
<td></td>
<td>Planning Project Area 1</td>
<td></td>
<td></td>
<td>for Land Use.</td>
</tr>
<tr>
<td>Zoning</td>
<td>I-1</td>
<td>B-2</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Retail businesses or service</td>
<td>Retail</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>establishments permitted.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Height</td>
<td>Maximum 30 feet</td>
<td>38’ 6”</td>
<td>No</td>
<td>The applicant would like this ordinance deviation to be included in the</td>
</tr>
<tr>
<td>(Section 2400)</td>
<td></td>
<td></td>
<td></td>
<td>PRO agreement.</td>
</tr>
<tr>
<td>Minimum lot size</td>
<td>2 acres</td>
<td>9.8 acres</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>(Section 2400)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Building Setbacks</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>40 feet</td>
<td>366 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>30 feet</td>
<td>52 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>30 feet</td>
<td>54 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Rear (south)</td>
<td>30 feet</td>
<td>92 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Parking Setbacks</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front (north)</td>
<td>20 feet</td>
<td>20 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (west)</td>
<td>10 feet</td>
<td>14 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Interior Side (east)</td>
<td>10 feet</td>
<td>0 feet</td>
<td>No</td>
<td>Applicant should adjust the site layout to accommodate the required</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>setback or this deviation would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Rear (south)</td>
<td>10 feet</td>
<td>50 feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Number of Parking Spaces</td>
<td>310 spaces provided</td>
<td></td>
<td>No</td>
<td>Applicant should provide additional parking spaces or this deviation</td>
</tr>
<tr>
<td>(Section 2400)</td>
<td></td>
<td></td>
<td></td>
<td>would need to be included in the PRO agreement.</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Parking Space Dimensions</td>
<td>90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area</td>
<td>Spaces appear to be sized appropriately</td>
<td>Yes</td>
<td>Applicant should check and confirm parking counts.</td>
</tr>
<tr>
<td>Barrier Free Spaces</td>
<td>8 barrier free spaces required (2 van accessible)</td>
<td>8 barrier free (4 van accessible)</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Space Dimensions</td>
<td>8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)</td>
<td>Spaces sized appropriately</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Barrier Free Signs</td>
<td>One barrier free sign is required per space.</td>
<td>Signs shown</td>
<td>Yes</td>
<td>Applicant should include a note indicating the drive-thru will be used for a proposed pharmacy within the Kroger's store.</td>
</tr>
<tr>
<td>Stacking Spaces for Drive-thru</td>
<td>The drive-thru shall store 3 vehicles, including the vehicles at the pick-up window.</td>
<td>6 stacking spaces proposed.</td>
<td>Yes</td>
<td>Applicant should include pavement markings at the time of Preliminary Site Plan submittal to clearly delineate the drive-thru lane and the drive-thru circulation route.</td>
</tr>
<tr>
<td>Drive-thru Lane Delineated</td>
<td>Drive-thru lanes shall be striped, marked, or otherwise delineated.</td>
<td>No pavement markings proposed.</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Bypass Lane for Drive-through</td>
<td>Drive-through facilities shall provide 1 bypass lane. Such bypass lane shall be a minimum of 18' in width, unless otherwise determined by the</td>
<td>Bypass lane of 20' + proposed.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------</td>
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<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Fire Marshal.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Width and Centerline Radius of Drive-through Lanes [Sec. 2503]</strong></td>
<td>Drive-through lanes shall have a minimum 9' width and centerline radius of 25'.</td>
<td>12' drive-thru lane shown. Centerline radius not indicated.</td>
<td>No</td>
<td>Applicant should indicate centerline radius.</td>
</tr>
<tr>
<td><strong>Drive-through Lanes Separation [Sec. 2503]</strong></td>
<td>Drive-through lanes shall be separate from the circulation routes and lanes necessary for ingress to, and egress from, the property.</td>
<td>Drive-thru separated from main circulation route.</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>Loading Spaces [Sec. 2507]</strong></td>
<td>Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building</td>
<td>8,672 sq. ft. provided in the rear yard</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>318 sq. ft x 10 = 3,180 sq. ft required</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Loading Space Screening [Sec. 2507]</strong></td>
<td>View of loading and waiting areas must be shielded from rights of way and adjacent properties.</td>
<td>Loading zone partially screened</td>
<td>Yes?</td>
<td></td>
</tr>
<tr>
<td><strong>Accessory Structure Setback-Dumpster [Sec. 2508]</strong></td>
<td>Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear or interior side yard.</td>
<td>Proposed dumpster location not indicated.</td>
<td>No</td>
<td>Applicant should clearly indicate proposed dumpster location.</td>
</tr>
<tr>
<td>Item</td>
<td>Required</td>
<td>Proposed</td>
<td>Meets Requirements?</td>
<td>Comments</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------</td>
<td>---------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Dumpster</td>
<td>Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.</td>
<td>No screening details provided.</td>
<td>Yes?</td>
<td>Applicant should include screening details for all proposed dumpsters on the Preliminary Site Plan.</td>
</tr>
<tr>
<td>Exterior Signs</td>
<td>Exterior Signage is not regulated by the Planning Department or Planning Commission.</td>
<td></td>
<td></td>
<td>Please contact Jeanie Niland (248.735.5678).</td>
</tr>
<tr>
<td>Exterior Lighting</td>
<td>Photometric plan and exterior lighting details needed at final site plan.</td>
<td>N/A</td>
<td></td>
<td>Photometric plan should be submitted with Preliminary Site Plan submittal.</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>An 8’ wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City’s Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.</td>
<td>An 8’ sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org
Petitioner
Siegal/Tuomaala Associates

Review Type
Concept Plan/PRO

Property Characteristics
- Site Location: Southeast corner of Novi Road and 10 Mile Road
- Site Size: 28.7 acres
- Date Received: 8/20/2009

Project Summary
- The applicant is proposing a rezoning overlay of 15.83 acres from I-1 to B-2 and 4.33 acres from OS-1 to B-2. The plan consists of constructing a 64,243 sf grocery store in Phase 1 and a 40,978 sf shopping center in Phase 2. Future phases include a 4,150 sf bank, a 5,000 sf restaurant, a 3,000 sf medical building, a 7,000 sf retail building in the rezoned districts as well as two additional medical office buildings in the existing OS-1 district. Water main is proposed to be looped through the development from Novi Road up to Ten Mile Road. Sanitary sewer shall be discharged to an existing manhole on the west side of Novi Road as well as a connection to a stub coming off the Oakland County interceptor along the east side of the property, both within the Simmons Sanitary District. Storm water detention is being proposed onsite adjacent to an existing floodplain.
Additional Comments (to be addressed prior to the Preliminary Site Plan submittal):

General
1. A full engineering review was not performed due to the limited information provided in this submittal. Further information related to the utilities, easements, etc. will be required to provide a more detailed review.
2. This review was based on preliminary information provided for Conceptual Plan/PRO review. As such, we have provided some basic comments below to assist in the preparation of a concept plan. Once the information below is provided, we will conduct a more thorough review.
3. Provide a note on the plans that all work shall conform to the current City of Novi standards and specifications.
4. The site plan shall be designed in accordance with the Design and Construction Standards (Chapter 11).
5. Provide a traffic control plan for the proposed road work activity on Novi and Ten 10 Mile Roads.
6. A right-of-way permit will be required from the City of Novi and the Road Commission for Oakland County.
7. Please refer to our traffic review for additional traffic comments.

Utilities
8. Confirm there is an existing 12-inch sanitary stub coming off the Oakland County interceptor on the east side of the site. If the stub does not exist, written permission from OCWRC is required to tap into a County interceptor.
9. Maintain 90-degree utility crossings throughout the site. There are several instances where utilities do not cross at a 90-degree angle.

Storm Water Management Plan
10. The plan provided does not include storm water detention capacity calculations therefore the detention basin sizes shown on the plan may need to be sized differently. The current plan shows a portion of the storm water being discharged directly into wetland areas. All storm water onsite shall be pretreated and detained onsite prior to discharging into an adjacent water course. Please verify that only offsite drainage will be conveyed through the site and discharged directly into the wetland.
11. The storm water management facilities must be constructed as part of Phase I.
12. Provide a sheet or sheets entitled “Storm Water Management Plan” (SWMP) that complies with the Storm Water Ordinance and Chapter 5 of the new Engineering Design Manual.
13. The SWMP must detail the storm water system design, calculations, details, and maintenance as stated in the ordinance. The SWMP must address the discharge of storm water off-site, and evidence of its adequacy must be provided. This should be done by comparing pre- and post-development discharge rates and volumes. The area being used for this off-site discharge should be delineated and the ultimate location of discharge shown.
14. Access to each storm water facility shall be provided for maintenance purposes in accordance with Section 11-123 (c)(8) of the Design and Construction Standards.

**Paving & Grading**

15. Dimensions of parking stalls abutting a curb or sidewalk are to the face of curb or walk. All other dimensions are to back of curb unless otherwise indicated.

16. Provide existing topography and 2-foot contours extending at least 100 feet past the site boundary. Any off-site drainage entering this site shall be identified.

17. Label all proposed sidewalk on the plan.

18. An 8-foot wide concrete pathway shall be required along the complete frontages of the property in accordance with the City of Novi Master Plan. All pathways shall continue through drive approaches.

19. Guard rails may be required along drives adjacent to retaining walls. Show wall heights and details on the plan.

20. All end islands shall meet the City of Novi design standards. The City required that all end islands end 3-feet short of the adjacent parking stall length for 19-foot stalls and 2-feet short adjacent to 17-foot stalls. The proposed islands on the plan show end island lengths equal to the stall lengths.

21. Proposed 17-foot stall accommodate a 2-foot overhang and must be adjacent to 4-inch curb.

**Off-Site Easements**

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

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

cc:  
Brian T. Coburn, P.E., Senior Civil Engineer  
Ben Croy, P.E., Civil Engineer  
Kristen Kapelanski, Planner
The Engineering Division has reviewed the Planned Rezoning Overlay (PRO) proposed for the Weiss Mixed Use Development located at the southeast corner of Ten Mile Road and Novi Road. The applicant is requesting to rezone approximately 15.83 acres from I-1 to B-2 and approximately 4.33 acres from OS-1 to B-2. The remaining 8.57 acres of the site are proposed to remain OS-1. The proposed concept plan consists of constructing a 64,243 square-foot grocery store in Phase 1 and a 40,978 square-foot shopping center in Phase 2. Future phases include a 4,150 square-foot bank, a 5,000 and a 6,500 square-foot restaurant, a 3,000 square-foot medical building, a 7,000 square-foot retail building in the rezoned districts as well as two additional medical office buildings in the existing OS-1 district.

Utility Demands
Because this is a PRO request, the analysis will be based on the concept plan that has been provided and not the proposed zoning. A residential equivalent unit (REU) equates to the utility demand from one single family home. The current zoning for this property would yield approximately 57 REUs. Based on the concept plan provided with the application, we estimate the proposed development would yield approximately 108 REUs, an increase of 51 REUs over the current zoning.

Water System
Water service is currently available along the south side of Ten Mile Road and the west side of Novi Road. The applicant is proposing to construct a water main loop through the site with a connection at both Novi Road and Ten Mile Road which will help maintain water pressure throughout the development. There was no decrease in water pressure after modeling the additional demand. Both connections would be within the Intermediate Pressure District and no further upgrades to the water system would be required.

Sanitary Sewer
The project is located within the Simmons Sanitary Sewer District. The applicant is proposing to discharge at two locations within the Simmons District, one along the west side of Novi Road and a second into the Oakland County interceptor along the east side of the site. The proposed PRO rezoning would increase the required capacity by approximately 0.1 cfs.

Summary
The concept plan included in the PRO application would have an impact on the public utilities when compared to the current zoning. The concept plan yields a 47% increase in the number of REUs to be served with utilities on the site, and would cause a 0.5% increase in the peak sanitary discharge from the City.
The increase in the peak discharge is notable because the City is currently seeking opportunities to resolve the limit on its contractual sanitary sewer capacity at its outlet to Wayne County. Additional contractual capacity (estimated to be 0.1 cfs based on the concept plan) will be needed to serve the increased density proposed by this PRO.
October 2, 2009

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

SUBJECT: Weiss Mixed-Use Development/PRO (Conceptual) and Rezoning, SP#09-26 and Rezoning 18.690
Traffic Review

Dear Ms. McBeth:

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

Recommendation

We can not recommend approval until the various issues shown below in **bold** have been satisfactorily addressed.

Project Description

What is the applicant proposing?

1. The applicant, Novi Ten Associates, proposes rezoning action to facilitate the construction of a 148,671-s.f. community shopping center, featuring a Kroger store (Phase One), smaller adjacent shops (Phase Two), and seven free-standing buildings on outlots (mostly along Ten Mile and Novi Roads). The conceptual plan shows the outlots accommodating medical offices (three buildings totaling 20,800 s.f.), a drive-through bank, two sit-down restaurants, and one specialty retail building.

2. The conceptual development plan calls for one new access drive on Novi Road and four new access drives on Ten Mile Road (with the easternmost one being only for trucks exiting to the east). The driveway on Novi Road would be roughly 400 ft south of Ten Mile and have only a single exiting lane. Each of the three general-purpose driveways on Ten Mile would have two exiting lanes extending only about one car length into the site, after which they would narrow to a single approach lane. No new traffic signals are proposed, and none of the driveways are designed to be signal-ready (in terms of lanes).

Traffic Study

Was a study submitted and was it acceptable?

3. We have several significant concerns with the traffic impact study of 2-11-09, as follows:
a. Although a new marketing study was prepared for the now-proposed development, an obsolete (five-year-old) marketing study was retained as the basis for the traffic study's assumed trip distribution. **Differences between the marketing studies should be explained, and the decision to retain the original trip model justified.**

b. **The traffic assignment process is inadequately documented.** How the overall trip model was applied at individual driveways for new (primary) trips, and how pass-by trips were modeled and assigned, should be detailed in the report to facilitate a review of their reasonableness.

c. **It appears unreasonable to assume that no site-generated traffic would turn left from Ten Mile Road onto Novi Road.** At least a few trips from the east would likely use the Novi Road driveway, particularly those travelling to the proposed medical buildings. Also, at least a few outbound trips from the shopping center to the south would likely use driveways on Ten Mile, due to the difficulty of turning left out of the Novi Road driveway or simply because drivers do not plan in advance to use the shortest possible route in or out of the shopping center.

d. **No mitigation of clearly unacceptable delays, levels of service, and queuing was evaluated.** The key objective of the traffic study should have been to show how future area traffic conditions with site development could be made to operate satisfactorily for the businesses locating within the development as well as the general public, rather than simply to predict the impact of the new traffic, per se.

e. **The following study findings, in particular, show serious access challenges related to the proposed Novi Road driveway.**

   1. **The northbound left turn from Novi Road onto westbound Ten Mile Road, in the PM peak hour, is predicted to incur an average delay of 500 sec and a 95th percentile queue of at least 413 ft.** Since there would be only about 370 ft between the northbound stop bar and the north edge of the proposed driveway, exiting right turns would occasionally find it difficult to reach the road's left-turn lane, exiting left turns would have their view of southbound through traffic impaired by standing traffic, and entering left turns would have to compete for the use of Novi Road's center lane with vehicles intending to turn left at the Ten Mile signal.

   2. **The assumed amount of exiting traffic in the PM peak hour may incur even longer delays and queuing than predicted (70.6 sec and 183 ft), since the analysis may not reflect the fact that the outer (westerly) southbound lane on Novi Road converts to a right-turn-only lane only about 260 ft south of the proposed driveway location, resulting in most of the through traffic using the inner lane as it passes the driveway (thus affording fewer gaps).**

f. The study comments on the problem described in item e.1 (above) by stating that observations during “a 15 minute stretch” of a recent PM peak hour indicated
substantially less northbound queuing than predicted by the study’s capacity analysis (some 150 ft versus over 400 ft predicted by Synchro). A random 15-minute observation period is not an acceptable substitute for standard traffic modeling. The consultant should reexamine the way in which the Novi-Ten Mile intersection was modeled in this study.

g. Although the study alludes to the predicted congestion on northbound Novi Road as a reason for more site traffic to divert to Ten Mile Road driveways than initially assumed, no additional analysis of the latter drives was provided. Even without such traffic diversion, the exiting delays predicted along Ten Mile in the PM peak hour were found to be excessive – 402 sec (with a 95th-percentile queue of 234 ft) turning left from the center driveway, and 194 sec (with a 95th-percentile queue of 128 ft) turning left from the east (non-truck) driveway. It should be noted that in our pre-application comments, we specifically asked that a potential new traffic signal be evaluated, but this was not done (the center drive would be 1,250 ft east of Novi Road, a minimum acceptable signal spacing).

4. The above concerns should be addressed via a revised traffic study submitted for our review and comment. Also, in the event that Phases One and Two are approved, a fully updated traffic study should be prepared and submitted once proposed site plans for subsequent phases have been refined. Given the age of the “current” traffic counts (about two years), the updated study should be based on new traffic counts (including at the new driveways if the Kroger store is operational at that time).

Trip Generation

How much traffic would the proposed development generate?

5. The following table summarizes trip generation forecasts found in the site’s 2004 and 2009 traffic studies. Numbers in shaded rows are total driveway trips; for a shopping center, these consist of both new and pass-by trips. The 2009 forecasts were made using the 7th Edition of ITE’s Trip Generation publication, not the 8th (and latest) Edition as required.
Vehicular Access Locations
Do the proposed driveway locations meet City spacing standards?

6. Applicable minimum same-side driveway spacings are 185 ft on (40-mph) Novi Road and 230 ft on (45-mph) Ten Mile Road (Design and Construction Standards, Section 11-216 (d)(1)d). Minimum opposite-side driveway spacings are 150 ft to the left and 200-400 ft to the right, depending on the forecasted peak-hour driveway volumes (DCS Figure IX.12).

7. Based on the proposed plan, February 2009 traffic study, and above standards, the following driveway spacing waivers would be required by the Planning Commission for concept approval:
   a. Same-side spacing between the proposed Novi Road driveway and the south Walgreens driveway (only 116 ft as the drive is now designed, versus 230 ft required).
   b. Same-side spacing between the proposed west driveway on Ten Mile and the east Walgreens driveway (214 ft proposed versus 230 ft required).
   c. Opposite-side spacing between the proposed center driveway on Ten Mile and the low-volume, opposite-side industrial driveway 65 ft to the east (versus 300 ft required).
   d. Opposite-side spacing between the proposed truck egress on Ten Mile and the first opposite-side industrial drive in either direction (4 ft to west versus 150 ft required, and 71 ft to east versus 200 ft required).

8. Future access for the subsequent phases should include, if possible, cross access with the existing Walgreens store. The applicant should make a good-faith effort to arrange a driving connection in line with the north parking aisle, accompanied by a general-purpose cross-access agreement. This connection would benefit Walgreens and the general public as well as customers visiting the subject site.

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

9. The intent of the proposed plan along Ten Mile Road is to extend the existing south curb east from the site’s west property line to the west side of the proposed truck egress drive, effectively establishing the south side of a standard five-lane road section. The location for this curb should be carefully checked by the Road Commission for Oakland County (RCOC), since the plans do not show its back a consistent 32.5 ft south of the section line. This new curb and some match paving will provide two continuous eastbound lanes, with the outside lane satisfying the warrant for right-turn lanes at site driveways.

10. The applicant’s traffic study has concluded that a left-turn lane is required on Ten Mile for the west, center, and east driveways. Per DCS Figure IX.7, this left-turn lane must extend at least 150 ft east of the east driveway. To accommodate a continuous center turn
lane and one westbound through lane, additional widening will be required along the north side of the road that is not currently shown on the concept plan. This widening could be uncurbed with an appropriate shoulder, as determined by RCOC.

11. The new curbing proposed near the site driveway on Novi Road is shown inexplicably veering west. The back of this curb should be a consistent 32.5 ft east of the section line and extend to at least 10 ft south of the point of tangency (per DCS Figure IX.11). The City Engineer should decide whether or not the curb and gutter should be extended any further south past that point.

12. For the record, the orientation of the Kroger truck well, along with the exit-right-only nature of the proposed truck egress, will route all exiting trucks east on Ten Mile rather than north on Novi Road. Only designated truck routes to the east will be available.

**Driveway Design and Control**
Are the driveways acceptably designed and signed?

13. The proposed driveway on Novi Road should provide two exiting lanes so that exiting left turns do not unnecessarily delay exiting right turns. The additional width can and should be provided along the south side of the presently proposed driveway alignment, so that the overall driveway throat better aligns with the existing opposite-side drive. Additional analysis by the applicant’s traffic consultant should be done to determine how far the two exiting lanes should extend into the site to provide suitable stacking.

14. To mitigate the excessive delays predicted by the applicant’s traffic study for exiting to the left from the center driveway on Ten Mile (402 sec in the PM peak hour) – and to accommodate more exiting traffic from that driveway in light of the above-discussed issues involved with exiting onto northbound Novi Road – we continue to believe that a new traffic signal will be needed at the center drive prior to build-out of the site. We note that even with the conservatively low exiting volume already forecasted at this drive, the peak-hour signal installation warrant would be met. Accordingly, the City should discuss with the applicant two related requirements: (a) funding the eventual signal installation, and (b) ensuring that the driveway is designed to be signal-ready.

15. Once the traffic study has been revised to assign more traffic to the center drive on Ten Mile and less traffic to the drive on Novi Road, the stacking requirement for the center drive should be reevaluated and the driveway design modified accordingly. As currently proposed, an exiting left-turn queue as small as two cars would block exiting right turns by all other traffic. Two exiting lanes should be extended significantly further into the site, whether a signal is ever installed at this location or not.

16. The proposed east driveway should provide two exiting lanes south to at least the first two (opposing) parking lot connections (about the predicted length of the 95th-percentile exiting left-turn queue). Alternatively, an exit-only
connection between the north parking aisle and the truck-only egress drive could be provided to provide another route for exiting right turns, subject to there not being a significant concern that such a connection could induce illegal entering left turns by customers at that driveway.

Pedestrian Access
Are pedestrians safely and reasonably accommodated?

17. City-standard 8-ft-wide concrete safety paths are proposed along both site frontages, per the City’s Bicycle and Pedestrian Master Plan. The short missing section of this path, between the east Walgreens driveway and the site’s west property line, should be added at the time the site’s paths are constructed. The applicant may want to provide this missing section as a contribution to the benefits test in the PRO requirements.

18. Appropriate 5-ft wide sidewalks are proposed along the north side of the driveway to Novi Road and the west side of the center and east driveways on Ten Mile. There should also be a sidewalk connection between the parking lot and the Ten Mile Road safety path at the east end of the site, to serve pedestrians and bicycles traveling between the retail center and points east.

Parking and Circulation
Can vehicles safely and conveniently maneuver through the site?

19. The proposed access aisles between ends of the barrier-free parking spaces in front of Kroger would effectively shorten the adjacent parking stalls to an unacceptable length of 17.5 ft. These aisles would also not function as intended, given the need to place posts for the barrier-free signage in the middle of the access aisle between the two spaces closest to the building. To implement this concept appropriately, the two banks of parking stalls should be spread at least 6.5 ft apart so as to provide a clear width of crosshatching at least 3 ft east and west of the sign posts (typically concrete-filled steel posts). North of the barrier-free spaces, this divider should be raised and landscaped, potentially narrowing to a zero width as necessary to accommodate the widening of the center drive (to provide two exiting lanes) and a reasonable width of landscape strip between the driveway and the parking lot.

20. To comply with the intent of the Novi-standard end island (per Section 2506.13 of the Zoning Ordinance), the radius of all curbs about which traffic will closely circulate should desirably be at least 15 ft and minimally be at least 12 ft (the inside turning radius of a design passenger car is 14.4 ft). The following locations on the plan show smaller radii which should be increased or otherwise addressed (as indicated):

a. Near the northwest corner of the Kroger store, the southeast corner of the adjacent intersection and the nearest parking egress (10-ft and 9.5-ft radii now proposed).
b. Near the northeast corner of the Kroger store, the parking lot ingress (undimensioned but clearly too small a radius).

c. All end islands in front of the neighborhood shopping center (9.5-ft radii proposed, even though the islands are amply wide to meet City standards for larger radii).

d. Two large landscape islands, near Kroger's northeast parking lot access and near the middle of the neighborhood shopping center building (4.5-ft radius and 5.5-ft radius proposed). These hard corners would result in any vehicles circulating clockwise around the island severely encroaching on the wrong side of the aisle into which they are turning. To mitigate this safety concern, consideration should be given to placing No Right Turn (R3-1) signs facing south and west in the two respective approach aisles.

21. The proposed egress from the Kroger pharmacy drive-through lane is too close to the nearest intersection and would result in drive-through vehicles approaching that intersection at a very awkward angle. The drive-through window should be moved south and the associated lane redesigned to exit into the adjacent driveway at least one car length south of the stop bar shown.

22. The six barrier-free parking sign posts proposed along the frontage of the neighborhood shopping center should be set at least 2 ft behind the nearest curb to avoid impact damage from overhanging vehicles.

Miscellaneous

23. Other than the two access issues discussed in comments 7b and 8 above, this review does not cover potential issues involved with the future phase (outlot) design concepts.

Sincerely,

BIRCHLER ARROYO ASSOCIATES, INC.

Rodney L. Arroyo, AICP
Vice President

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

David R. Campbell
Senior Associate
Preliminary Landscape Review
Pinebrook Professional Plaza
ZCM#09-26

Petitioner
Siegal Tuomaala Assoc.

Review Type
Proposed Rezoning from I-1 Light Industrial and OS-1, Office Service to B-2, Community Business and OS-1, Office Service with a Planned Rezonirig Overlay.

Property Characteristics
- Site Location: South of the Novi Road and east of Ten Mile Road
- Site Zoning: I-1, Light Industrial and OS-1, Office Service
- Adjoining Zoning: North: I-1 and I-2, General Industrial (across Ten Mile Road); East: I-1 (across railroad tracks), RM-1, Low Density, Low-Rise Multiple Family Residential (just east of I-1); West: OS-1, (across Novi Road), RM-1, B-1, Local Business; South: I-1, RM-1
- Site Use(s): Vacant
- Adjoining Uses: North: Various industrial; East: Industrial, Novi Ridge Apartments (east of industrial use); West: Medical office/general office (across Novi Road), River Oaks West Multi-Family, Walgreen's; South: Vacant light industrial, Sports Club of Novi and Novi Ice Arena (beyond vacant light industrial), River Oaks West Multi-Family
- Proposed Use: Proposed Kroger store (approx. 64,000 sq. ft.), proposed shopping center (approx. 41,000 sq. ft.), 1 proposed retail outlot (approx. 7,000 sq. ft.), 2 proposed restaurant outlots (11,500 sq. ft.), 1 proposed bank outlot (approx. 4,000 sq. ft.), 3 proposed medical office outlots (approx. 22,000 sq. ft.)
- Site Size: 28.7 acres
- Plan Date: 08-17-09

Ordinance Considerations

Residential Adjacent to Non-Residential (Sec. 2509.3.a)
1. The project property is not directly adjacent to residentially zoned property.

Adjacent to Rights-of-Way (Sec. 2509.3.b)
1. Both OS-1 and B-2 zoning classifications require a minimum 3' high berm with a 2' crest is required along public and private road frontages adjacent to parking or vehicular access areas. Undulations in the berm are preferred. The current grading plans show no proposed berms on any road frontage. A PRO deviation would be required to eliminate the required berms from the project. Staff does not support the deviation.
2. Any frontage berm must include a mixed planting of shrubs and perennials along with the required trees to assure adequate buffering and to meet opacity requirements. It appears that additional vegetation will be required in areas where gaps appear along the road frontages.

3. A 20' wide greenbelt is required adjacent to parking and outside the right of way. This has been shown on the plans, but should be labeled as such.

4. Greenbelt Canopy Trees/ Large Evergreens are required at one per 40 LF of road frontage adjacent to parking. These have been provided.

5. Sub-canopy Trees are required at one per 25 LF of road frontage. The Applicant must provide 2 additional sub-canopy trees to meet this requirement.

6. Canopy Street Trees are required at one per 45 LF along the roadways. These have been provided.

Parking Area Landscape Requirements (Sec. 2509.3.c)

1. Calculations for Parking Lot Landscape Area have been adequately provided.

2. A total of 163 Parking Lot Canopy Trees are required, and 127 have been provided. Please provide the remaining 36 Parking Lot Canopy Trees.

3. Perimeter Canopy Trees are required at an average of 1 per 35 LF around parking and vehicular access areas. The Applicant has stated that no Perimeter Canopy Trees have been provided. Please note that Parking Lot Canopy Trees can be counted toward this requirement. The Applicant must provide additional Perimeter Canopy Trees per the requirements of the Ordinance, including adjacent to pavement at the rear of the buildings. **Alternately, the Applicant could seek a PRO deviation for the Perimeter Canopy Trees. Staff does not support the deviation.**

4. No more than 15 contiguous parking spaces may be proposed without an interior landscape island. There are 7 locations proposed where 16 contiguous parking spaces have been shown. These should be adjusted to meet the requirement. **Alternately, the Applicant could seek a PRO deviation for the 15 parking space limit. Staff does not support the deviation.**

5. Interior Landscape Islands must be a minimum of 10' wide and 300 SF in area. This requirement appears to have been met. Adequate square footage for interior islands has been provided.

Building Perimeter Landscaping (Sec. 2509.3.d. & LDM)

1. Per Section 2509.3.d.(2)(b), "For the front and any other facades visible from a public street, a minimum of sixty (60) percent of the exterior building perimeter will be green space planted with trees, shrubs and groundcovers, perennials, grasses annuals and bulbs." The Kroger store would require 192 LF of front façade landscape and 70 LF are provided. The Applicant must provide an additional 122 LF of front façade landscape. **Alternately, the Applicant could seek a PRO deviation for the shortage of 122 LF of front façade landscape. Staff does not support the deviation.** Please note that the Applicant lists alternate figures for the amount of front façade landscape provided on the plans that can not be duplicated by Staff.
2. The retail store would require 327 LF of front façade landscape and none is provided. The Applicant must provide the required front façade landscape. Alternately, the Applicant could seek a PRO deviation to eliminate the entire front façade landscape from the retail store. Staff does not support the deviation. Please note that the Applicant lists alternate figures for the amount of front façade landscape provided on the plans that can not be duplicated by Staff.

3. A 4' wide landscape bed is required around entire building perimeters with the exception of access points. Only portions of both buildings have been proposed with the required 4' wide landscape beds. The remaining areas are all shown as access areas. The Planning Commission should discuss the level of foundation beds provided and determine if a PRO deviation is warranted.

4. A total Building Foundation Landscape Area is required at 8' x building perimeter. The Kroger store requires 9,392 SF of building foundation landscape area, and 1,733 SF of qualifying area is provided. Please note that the Applicant does have additional areas that could be considered toward the area requirement, but has chosen to allot this area to the requirements for Interior Parking Lot Islands. The Planning Commission should discuss the square footage of foundation beds provided and determine if a PRO deviation is warranted.

5. The retail store requires 10,008 SF of building foundation landscape area, and 1,076 SF of qualifying area is provided. Please note that the Applicant does have additional areas that could be considered toward the area requirement, but has chosen to allot this area to the requirements for Interior Parking Lot Islands. The Planning Commission should discuss the square footage of foundation beds provided and determine if a PRO deviation is warranted.

**Loading/ Unloading Area (Sec. 2507)**

1. Loading zones are required to be placed in the rear of the proposed building. In each case they must be aesthetically and effectively screened from view from adjoining properties or streets. The Applicant has met this requirement.

**Plant List (LDM)**

1. Please provide a Plant List meeting the requirements of the Ordinance and Landscape Design Manual to include costs for all materials in accordance with the standard City of Novi cost figures.

2. A diversity of tree species is required. Not more than 20% of the tree population may be of one genus and not more than 10% may be of a specific species. The Applicant has met this requirement.

**Plan Notes & Details (Sec. 2509. 4, 5, 6. & 7.)**

1. Plant Notations and Details meet the requirements of the Ordinance and Landscape Design Manual. Please alter the planting details to call for cloth staking material.

**Novi Road Corridor Plan**

1. The 2001 Novi Road Corridor Plan included visioning programming that called for the creation of a more pedestrian friendly environment along the roadway. Pedestrian nodes and the inclusion of amenities such as benches and lighting
were envisioned. The Applicant has stated in the materials accompanying the site plans that 5 pedestrian node points have been located along Novi Road and Ten Mile. These are to be located adjacent to all entry drives. The node appears to only include a single bench in each location. Additional detail should be provided for these nodes highlighting features that are in keeping with the intent of the Novi Road Corridor Plan.

2. A pocket park and gazebo are proposed interior to the site. No details as to landscape treatment, seating, trash receptacles, pavement, etc. have been provided on the landscape plan. Please provide additional information on this feature.

3. Staff recommends that the Applicant consider the inclusion of bicycle racks at key points on the site.

**General Requirements**

1. Please provide an Irrigation Plan and Cost Estimate with the Final Site Plan Submittal.

2. Please specifically list all waivers being requested on the plan.

3. Please note that there is a 25’ no disturbance buffer required from all wetlands and high water of storm basins. Storm basins must be seeded with native plant mix and a minimum of 70% to 75% of the rim must be landscaped with large shrubs. The Applicant has met the landscape requirement.

4. All transformers and similar utility installations must be adequately screened. The Applicant has met the landscape requirement.

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

Reviewed by: David R. Beschke, RLA
MEMORANDUM

TO: Barbara McBeth, Deputy Director of Community Development
FROM: Martha Holzheuer, ISA Certified Arborist, ESA Certified Ecologist
DATE: October 22, 2009
RE: Weiss Mixed Use Development (SP 09-26) Conceptual & PRO Woodland Review

Environmental Consulting & Technology, Inc. (ECT) has reviewed the PRO Conceptual Plans (Plan) prepared by Siegal/Tuomaala Architects dated August 17, 2009. The proposed development is located on the southeast corner of Ten Mile and Novi Roads in Section 26. The Plan includes a Kroger store, neighborhood shopping center, number of additional buildings, and associated parking and stormwater detention basins.

Site Plan Comments:
Having compared the regulated woodland boundary shown on Plan sheets SP C-100 and SP C-607 to the boundary provided in the City's updated Regulated Woodland Map (approved in March 2009), ECT believes the regulated woodland boundary has not been accurately depicted on the Plan. As a result, quantification of regulated woodland acreage and proposed project impacts have been greatly underestimated. In light of the update Regulated Woodland Map and updated Woodland Protection Ordinance, ECT has the following comments:

1. Within the property boundaries noted, regulated woodland acreage is approximately 4 times greater than the 5.1 acres reported by the Applicant. The Applicant should refer to the City's website for the most current woodland map and ordinance information (http://www.cityofnovi.org/Services/CommDev/RegulatedWoodlands.asp) and provide the most recent regulated woodland boundary on the Preliminary Site Plan (see attached graphic).

2. Based on our previous review of Novi aerial photos, Novi GIS, and Novi Official Woodlands Map, as well as a previously conducted onsite wetland verification, this site contains extensive regulated woodland areas. Additional regulated woodland may occur beyond the generalized boundaries provided in the City of Novi Official Woodlands Map, as indicated by the Novi aerial photos. Section 37-4 of the Novi Woodland Ordinance states that "where physical or natural features existing on the ground are at variance with those shown on the regulated woodland map, or in other circumstances where uncertainty exists, the Community Development Director or his or her designee shall interpret the woodland area boundaries." The boundaries of the regulated woodland will require field verification during Preliminary Site Plan review.

3. The Applicant should note that there are forested wetlands onsite within the regulated woodland boundary that appear to be both City and State (Michigan Department of Environmental Quality; MDEQ) regulated wetlands.
4. The proposed project would have significant impacts to regulated woodlands, above and beyond what is quantified in the Plan. Within the property boundaries noted on the Plan, 82% (771 of 939) of all surveyed trees are proposed for removal. The Plan indicates that only 80 regulation-sized woodland trees are proposed for removal, requiring 825 tree replacement credits. ECT believes that these numbers are underestimates and will be significantly larger when the most current regulated woodland boundary is applied to the Plan.

5. Based on historical aerial photographs, the woodland onsite adjacent to Chapman Creek, a tributary to the Walled Lake Branch of the Rouge River, appears to have been the least disturbed. This area is likely the highest quality woodland habitat within the project boundaries. The mosaic of connected lowland and wetland forest likely provides for excellent ecological functioning and diverse wildlife habitat. Preservation of this woodland area along the southern project boundary should be a priority. Section 37-29 of the Novi Woodland Ordinance states that "the protection and conservation of irreplaceable natural resources from pollution, impairment, or destruction is of paramount concern. Therefore, the preservation of woodlands, trees, similar woody vegetation, and related natural resources shall have priority over development when there are no location alternatives. The integrity of woodland areas shall be maintained irrespective of whether such woodlands cross property lines."

6. The Plan indicates several areas of possible wetland and floodplain mitigation to compensate for proposed wetland and floodplain impacts and areas designated for stormwater detention basins for control of stormwater runoff resulting from the development. The conversion of regulated woodland areas for these purposes is generally not accepted. It has been ECT's experience that the MDEQ rarely considers upland or lowland woodland habitats as acceptable places for construction of wetland or floodplain mitigation.

7. Numerous items must be provided in the Preliminary Site Plan to comply with site plan standards outlined in ordinance Chapter 37 Woodland Protection. Currently, the Plan does not provide an accurate depiction of the regulated woodland boundary and number of regulated woodland trees, the complete scientific and common names of the surveyed trees, how many replacement credits will be provided for each tree proposed for removal, method and cost estimate for the provision of these replacement credits, composition and condition of woodland understory and groundcover, topographic elevations of the trunk base for all regulated trees proposed to remain, location of utilities and associated easements, and a description of proposed changes to drainage within regulated woodlands. Diameter measurements for multi-stemmed trees should be clarified, and the diameter of each stem provided to aid in replacement credit calculation. The Applicant is encouraged to consider planting a variety of native woodland plants for woodland replacement credits (refer to Section 37-8 of the updated Woodland Protection Ordinance).

8. The onsite disturbances relating to soil borings noted by ECT on October 20, 2009 (refer to ECT's Conceptual & PRO Wetland Review dated October 21, 2009) are a violation of the City's Woodland Ordinance, as well, per Section 37-26. The applicant should be advised of the violation and cease such impacts unless and until applicable permit authorizations are issued.

**Required Permits:**
Based on information provided on the Plan, ECT believes the propose project would require a City of Novi Woodlands Permit.
Conclusion:
ECT is concerned about the magnitude of impacts to regulated woodland on the proposed project site, especially along the southern project boundary adjacent to Chapman Creek. As depicted in the current Plan, woodland impacts are underestimated and will be significantly greater once the most current regulated woodland boundary is applied to the Plan. Numerous issues must be addressed in the Preliminary Site Plan to meet site plan standards outlined in ordinance Chapter 37 Woodland Protection.

ECT is also concerned about the conversion of regulated woodland habitat for use as wetland and floodplain mitigation and stormwater detention.

If you have questions, please contact us.

cc: Kristen Kapelanski
    David Beschke
    Angela Pawlowski
TO: Barbara McBeth, Deputy Director of Community Development
FROM: John Freeland, Ph.D., PWS
DATE: October 21, 2009
RE: Weiss Mixed Use Development (SP 09-26) Conceptual & PRO Wetland Review

Environmental Consulting & Technology, Inc. (ECT) has reviewed the Concept/PRO plans (Plan) prepared by Siegal/Tuomaala Architects dated August 17, 2009. We conducted an onsite wetland boundary verification on October 20, 2009 to verify the boundaries graphically depicted on the Plan accurately depict conditions on the ground.

According to the Plan sheets SP C-100 through SP C-106, and onsite verification, ECT believes the boundaries on the Plan are accurate.

Site Plan Comments: Proposed Impacts:
1. The proposed project would have multiple impacts to wetlands regulated by both the City and the MDEQ.
2. Some of the wetland onsite is associated with Chapman Creek, a tributary to the Walled Lake Branch of the Rouge River.
3. The Plan indicates areas of “potential wetland mitigation” to compensate for proposed impacts.
4. The Plan appears to avoid the highest quality wetland located near the east side and southeast corner of the property.
5. Exact areas and quantities of proposed wetland impact are not shown on the Plan and will be required for any eventual Preliminary Site Plan submittal. It is not yet clear as to whether or not the Plan dedicates ample area to build compensatory wetland mitigation.
6. Woodland is generally not acceptable habitat in which to build wetland mitigation.
7. The applicant should provide the City with any MDEQ correspondence related to the onsite wetland, including MDEQ File #07-63-16WA Wetland Assessment letter.

Field Observations
I visited the Weiss property at the southeast intersection of Novi Road and 10-Mile Road on Tuesday October 20, 2009. Many of the wetland boundary flags from a past wetland delineation were still in place. I believe the wetland boundaries as depicted on Plan sheets SP C-100 to SP C-106 accurately portray the boundaries observed in the field.
During the boundary review it soon became apparent that some clearing had begun onsite, evidently associated with bringing in equipment to do soil borings. Small spoils piles and some white PVC pipes marked places where the borings were made. I saw four areas where brush had been cut and pushed into the wetland buffer adjacent to wetlands. In one case, a high-quality wetland had shrubs, trees, and some soil pushed into the wetland. These disturbances are a violation of the City Wetland Ordinance, likely a violation of MDEQ wetland regulations, and the 25-Foot Natural Features setback protection language contained in the City Zoning Ordinance. The applicant should be advised of the violation and cease such impacts unless and until applicable permit authorizations are issued.

**Required Permits:**
Based on information provided on the Plan, ECT believes the propose project would require an MDEQ Wetland Use Permit, a City of Novi Non-Minor Use Wetland Permit, and an Authorization to Encroach into the 25-foot Natural Features Setback. The applicant should provide the City with any MDEQ correspondence related to the onsite wetland, including MDEQ File #07-63-16WA Wetland Assessment letter.

**Conclusion:**
The applicant is encouraged to avoid wetland impacts as much as practicable and, ideally, keep impacts to less than 0.25-acre, the threshold for required wetland mitigation.

ECT is concerned about the potential lack of suitable location for wetland mitigation, especially in view of the fact that impacts to emergent and scrub-shrub wetlands are mitigated at an area ratio of 1.5 to 1, and impacts to forested wetlands are mitigated at an area ratio of 2 to 1.

ECT is also concerned about the potential impacts to remaining wetlands under proposed conditions. We believe the stormwater plan needs to developed to preserve the high-quality wetlands located on and near the property. Quality and quantity of water entering wetlands from the proposed site under proposed conditions need to be adequately addressed in the stormwater and wetland mitigation plans.

If you have questions, please contact us.
October 20, 2009

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

Re: FACADE ORDINANCE
Weiss Mixed Use Dev. / PRO and Rezoning 16.690, SP 09-26
Facade Region: 1
Zoning District: OS-1 (Proposed, I-1 & B-2)

Dear Ms. McBeth;

The following is the Facade Review for Final Site Plan for the above referenced project based on the drawings prepared by Siegal / Tuomaala Associates, Architects, Inc, of Southfield, Michigan dated August 17, 2009. The percentages of materials proposed for each facade are as shown on the table below. The maximum (and minimum) percentages allowed by the Schedule Regulating Facade Materials of Ordinance Section 2520 are shown in the right hand column. Materials in non-compliance with the Facade Schedule are highlighted in bold.

<table>
<thead>
<tr>
<th>Kroger Building (64,245 S.F.)</th>
<th>North (Front)</th>
<th>West</th>
<th>South</th>
<th>East</th>
<th>Ordinance Maximum (Minimum)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brick (Clay) (2.7&quot; x 8&quot; units)</td>
<td>13.0%</td>
<td>5.0%</td>
<td>0.0%</td>
<td>4.0%</td>
<td>100% (30%)</td>
</tr>
<tr>
<td>Stone (Field Cobble)</td>
<td>8.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>50%</td>
</tr>
<tr>
<td>EIFS</td>
<td>27.0%</td>
<td>8.0%</td>
<td>0.0%</td>
<td>9.0%</td>
<td>25%</td>
</tr>
<tr>
<td>Split Faced CMU (Base) (8&quot; x 16&quot; units)</td>
<td>16.0%</td>
<td>17.0%</td>
<td>20.0%</td>
<td>7.0%</td>
<td>10%</td>
</tr>
<tr>
<td>Concrete &quot;C&quot; Brick (4&quot; x 16&quot; units)</td>
<td>81.0%</td>
<td>64.0%</td>
<td>79.0%</td>
<td>74.0%</td>
<td>25%</td>
</tr>
<tr>
<td>Metal (Awnings &amp; Trim)</td>
<td>6.0%</td>
<td>6.0%</td>
<td>1.0%</td>
<td>6.0%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Kroger Building - The Facade Ordinance requires a minimum of 30% brick on buildings located in Region 1. The proposed percentage of Brick is below 30% on all facades. The proposed percentage of Concrete "C" Brick exceeds the maximum amount allowed by the ordinance on all facades. The percentage of EIFS exceeds the maximum amounts allowed by the ordinance on the front facade. The percentage of Split Faced CMU exceeds the maximum amount allowed by the Ordinance on the north, west and south facades.
Shopping Center - The Facade Ordinance requires a minimum of 30% Brick on buildings located in Region 1. The proposed percentage of Brick is below 30% on all facades. The percentage of Concrete "C" Brick on the west, rear, and north facades exceeds the maximum amount allowed by the Ordinance. The percentage of EIFS on the front facade and the percentage of Smooth Faced CMU on the rear facade exceed the maximum amounts allowed by the ordinance.

**Comments:**

**Split Faced and Smooth Faced CMU** - A limestone base approximately 2'-4" in height is used on the primary facades of the Shopping Center that are directly adjacent to pedestrians walks. Smooth Faced CMU is used to form a continuation of this base on secondary facades located away from pedestrian walks. Split faced CMU is used to form the base on the Kroger Building. The sample board indicates the color and texture of the Smooth Faced CMU to be substantially similar to the limestone. Likewise the color of the Split Faced CMU is similar to the limestone. The transition between the base material and the Concrete "C" Brick above is ordinarily made using a chamfered sill unit however this has not been clearly indicated on the drawings. The use of split faced CMU in this manner is therefore consistent with the intent and purpose of the Ordinance, contingent upon the chamfered sill unit being used.

**Concrete "C" Brick** - While not technically being considered brick, this material has the unique characteristic of appearing substantially similar to brick when used in certain applications and with careful attention to detail. The Ordinance states that when Concrete "C" Brick is used the "color shall be rich dark earthtone hues consistent with brown or red bodied fired clay brick." The proposed "C" brick color is consistent with this requirement as evidenced by the applicant's sample board. The "C" brick is utilized in concert with a wide variety of other masonry materials including limestone, field stone, and split faced CMU. The proposed colors and textures of these materials have been carefully coordinated and harmonize well with the "C" brick. It is noted that the masonry material taken together represent over 50% of all facades. The extensive use of nicely designed and well coordinated masonry materials is consistent with the Ordinance requirement for 30% brick in Facade region 1.
Metal (Roofs, Awnings and Trim) - Metal accents of various colors are used on awnings, canopies, and most significantly on the roofs of the towers elements. The design employs significant articulation of the roof lines punctuated with vertical tower elements at corners and ends of buildings. The tower elements serve to "anchor" the buildings on the site and provide visual reference points for the overall project. The proposed "patina green" color of the tower roofs is consistent with and will enhance this effect.

Exterior Insulation Finish System (EIFS) - EIFS is utilized as cornices and brackets, as a simulated clear story on the towers, and on selected storefronts. In all cases the EIFS is articulated using interesting joint patterns, molded profiles, and reveals. The use of EIFS in this manner is consistent with the intent and purpose of the Ordinance.

Recommendation: It is recommended that the proposed design is consistent with the intent and purpose of the Facade Ordinance Section 2520. For the reasons stated above a Section 9 Waiver is recommended for the overages of EIFS, Concrete "C" Brick and Split Faced CMU, and the underage of Natural Clay Brick (< 30%), on both the Shopping Center and Kroger buildings. This recommendation is contingent upon the applicant clarifying that a chamfered sill unit will be used to make the transition between the approximately 2'-4" high base and material above on all facades of both the Kroger and Shopping Center buildings.

Notes to the Applicant:

1. Inspections - The City of Novi requires Façade Inspection(s) for all projects. Materials displayed on the approved sample board will be compared to materials delivered to the site. It is the applicant’s responsibility to request the inspection of each façade material at the appropriate time. This should occur immediately after the materials are delivered. Materials must be approved before installation on the building. Please contact the Novi Building Department's Automated Inspection Hotline at (248) 347-0480 to request the Façade inspection.

If you have any questions please do not hesitate to call.

Sincerely,

DRN & Associates, Architects PC

Douglas R. Necci, AIA

Page 3 of 3
October 22, 2009

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


SP#: 09-26, Conceptual / P.R.O.

**Project Description:**
Multi-Phased, multiple buildings project of Mercantile and Business uses.

This submittal contains:
- Access drives (four access points, three from Ten Mile and one from Novi Rd.)
- Parking areas for the Mercantile buildings,
- Phase One building, 64,243 S.F. Kroger Supermarket
- Phase Two building, 40,978 S.F. “Neighborhood Shopping Center”, multi-tenant Mercantile building.

This submittal also refers to seven other smaller buildings as “Future Phase” projects. These buildings are not being reviewed and commented on at this time.

**Comments:**
1. On the Utility plans, the size of the water mains shall be indicated. The water mains shall be 8” minimum and of adequate size to provide a minimum of 4,000 gallons per minute.
2. Hydrant spacing around the buildings that are protected with automatic sprinklers is 500’ maximum and is 300’ around buildings that do not have sprinklers. An additional hydrant shall be added in the parking island between the Kroger building and Shopping Center building on the north side.
3. The 500’ hydrant spacing also pertains to the 16” water main along Ten Mile Rd. There are additional hydrants on Ten Mile that are not shown on the plans. In order to properly assess their locations, they need to be shown. The applicant should contact our Engineering Department to confirm the locations.
4. Each building protected with an automatic sprinkler system shall have a lead-in water supply that is separate from the domestic water supply. The fire protection lead-in shall have a control valve in a well.
5. All weather access roads capable of supporting 35 tons shall be provided for fire apparatus access prior to construction above the foundation. **This shall be noted on the plans.**
6. All water mains and fire hydrants are to be installed and be in service prior to construction above the foundation. **This shall be noted on the plans.**
7. The building address is to be posted facing the street throughout construction. The address is to at least 3 inches high on a contrasting background. **This shall be noted on the plans.**
Recommendation:
The above plan is Recommended for Approval with the above items being corrected on the next plan submittal.

Sincerely,

Michael W. Evans
Fire Marshal

cc: file