



cityofnovi.org

## 29 Park Proposed Nightclub at Main Street SP 09-11B

### **29 Park, Proposed Nightclub at Main Street SP09-11B**

Consideration of the request of 29 Park, Inc., for a recommendation to City Council for Preliminary Site Plan and Shared Parking Study approval. The subject property is located in Section 23, in the Main Street development, in the TC-1, Town Center District. The applicant is proposing to occupy approximately 10,000 square feet of vacant space at the existing Novi Main Street development located at 43155 Main Street.

### **Required Action**

Recommend approval/denial to City Council of Preliminary Site Plan and Shared Parking Study

<b>REVIEW</b>	<b>RESULT</b>	<b>DATE</b>	<b>COMMENTS</b>
Planning	Comments provided	06/17/09	Items to be addressed at the time of Stamping Set submittal.
Traffic	Shared Parking Study is recommended for acceptance and for further consideration by the Planning Commission and City Council	06/15/09	<ul style="list-style-type: none"> <li>- <b>Projected parking surplus of 8 spaces at peak hour of 11:00 p.m. for the entire development, including the proposed nightclub (1000 spaces needed, 1008 spaces provided).</b></li> <li>- <b>Following conditions should be included in approval:</b> <ul style="list-style-type: none"> <li>-maximum occupancy load shall not exceed 689 people</li> <li>-opening time shall be no earlier than 9PM</li> <li>-any change in the opening time and occupancy shall require additional reviews and approvals</li> <li>- any proposed valet will require additional reviews and approvals</li> </ul> </li> </ul>

## Motions

### Approval – Preliminary Site Plan and Shared Parking Study

In the matter of 29 Park Proposed Nightclub at Main Street, SP 09-11B, motion to **recommend approval** to City Council for the Preliminary Site Plan and Shared Parking Study subject to the following:

- a. The maximum occupancy load of the proposed nightclub shall not exceed 689 people, including employees;
- b. The opening time for patrons shall be no earlier than 9PM;
- c. Any changes that increase the occupant load beyond 689 people or that alter the start time of business hours will require additional review and approval from the appropriate bodies;
- d. A valet parking operation, if later proposed, must be reviewed by staff and consultants and approved by the appropriate bodies after the submission of a plan showing the queuing and parking areas to be used, expected peak demand, average arrival rates, average service rates, queuing analysis and number of valets required;
- e. The revised Shared Parking Study indicates a projected parking surplus of 8 spaces at the peak-demand hour of 11:00 p.m. for the entire development, including the proposed nightclub (1000 spaces needed, 1008 spaces provided);
- f. Additional comments in the staff and consultant review letters being addressed on the Stamping Set submittal; and
- h. (other conditions listed here...)

*(for the reasons that the proposed site plan is otherwise in compliance with Article 25 and Article 16 of the Zoning Ordinance and all other applicable provisions of the Ordinance and the proposed Shared Parking Study demonstrates that adequate parking will be provided to support the mix of uses; and additional reasons if any...)*

**Denial – Preliminary Site Plan and Shared Parking Study**

In the matter of 29 Park Proposed Nightclub at Main Street, SP 09-11B, motion to **recommend denial** to City Council for the Preliminary Site Plan and Shared Parking Study subject to the following:

*(for the reasons that the proposed site plan is not in compliance with Article 25 and Article 16 of the Zoning Ordinance; and the proposed Shared Parking Study does not demonstrate that adequate parking will be not be available to support the mix of uses; and additional reasons, if any...)*

## PLANNING REVIEW





## PLAN REVIEW CENTER REPORT

June 17, 2009

### Planning Review

29 Park - Nightclub at Novi Main Street

SP #09-11B

---

#### **Petitioner**

Mike Sassine

#### **Review Type**

Preliminary Site Plan and revised Shared Parking Study

#### **Property Characteristics**

- Site Location: 43155 Main Street (northwest corner of Main Street and Market Street)
- Zoning: TC-1, Town Center
- Adjoining Zoning: North, South, East and West: TC-1
- Site Use(s): Retail/restaurant and office as part of the existing Novi Main Street development
- Adjoining Uses: North: Fire Station 1; East, West and South: Retail, restaurant/bar and office
- Parking Study Date: 06/10/09

#### **Project Summary**

The applicant is proposing to occupy approximately 10,000 sq. ft. of vacant space at the existing Novi Main Street development. This is the site of the former Steak on Main and The Coffee Trader. The proposed nightclub use would have a maximum occupancy of approximately 681 (previously 800) people and result in a change of use from restaurant to bar/nightclub. This necessitated an update of the shared parking study. No exterior changes are proposed at this time.

The applicant previously submitted a Shared Parking Study and appeared before the Planning Commission for their recommendation to City Council on May 20, 2009. At that meeting, the Planning Commission made the following motion:

**"In the matter of 29 Park Proposed Nightclub at Main Street, SP 09-11, a motion to postpone action on the matter until the proposed Shared Parking Study does demonstrate adequate parking for the existing and proposed uses, with the stipulation that the matter be brought back to the Planning Commission in a timely manner, and the applicant work with the City's Traffic Consultant and Community Development Department to resolve the remaining issues." Motion carried 7-0.**

At that time, the applicant's maximum occupancy was projected to be 800 people and the Shared Parking Study was based on this amount. The previous study demonstrated a deficit in

the number of parking spaces on site and the applicant was proposing off-site valet parking to accommodate additional patrons.

The current Shared Parking Study is based on an occupancy of 681 people. This number is based a preliminary review by the Building Division of the actual floor plans. Given the reduced occupant load, the Shared Parking Study now demonstrates a surplus of 8 spaces at the peak operating time. Please see the traffic review letter for additional information.

### **Recommendation**

The Planning Division has no additional comments on the submitted Shared Parking Study beyond those noted in the traffic review letter. Projects in the TC-1 District larger than 5 acres require the approval of the City Council after a recommendation from the Planning Commission. Presently, shared parking agreements are in place so that the entire Main Street development shares all the parking on site. Therefore, the shared parking incorporated all buildings and uses within the existing Main Street, which is larger than 5 acres, necessitating Council approval.

### **Ordinance Requirements**

This project was reviewed for conformance with the Zoning Ordinance with respect to Article 16 (Town Center Districts), Article 24 (Schedule of Regulations), Article 25 (General Provisions) and any other applicable provisions of the Zoning Ordinance.

1. Shared Parking Study: Section 2505.8 of the Zoning Ordinance allows for the submission of a Shared Parking Study in the instance of dual function of off-street parking. A Shared Parking Study was submitted and approved when the original Main Street plan was approved. Parking calculations were updated as new uses moved into the space. The applicant has now submitted a revised Shared Parking Study incorporating all existing uses as well as their proposed nightclub use. The Planning Commission and City Council should review the attached Shared Parking Study and traffic review letter.
2. Exterior Signage: Exterior signage is not regulated by the Planning Division or Planning Commission. Please contact Jeannie Niland at 248-347-0438 for information on sign permits.
3. Exterior Changes: The applicant is not currently proposing any exterior changes to the building or site. Please note, that any exterior changes would need to be reviewed by the Planning Division.
4. Interior Changes: All interior changes will require review and approval from the Building Division.

### **Response Letter**

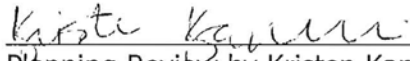
A letter from either the applicant or the applicant's representative addressing comments in this, and in the other review letters, is requested **prior to the matter being reviewed by the Planning Commission.**

### **Stamping Set Approval**

The applicant should address the comments above and the comments in all review letters in a response letter to be submitted with the Stamping Sets/Finalized Shared Parking Study. The Stamping Sets/Finalized Shared Parking Study should address and incorporate all the comments

*Nightclub at Novi Main Street, SP# 09-11B*  
*Preliminary Site Plan*  
*June 17, 2009*

in the staff and consultant review letters. Four copies of the revised Shared Parking Study should be submitted to the Community Development Department for Stamping Set approval after City Council approval.

  
\_\_\_\_\_  
Planning Review by Kristen Kapelanski  
248-347-0586 or [kkapelanski@cityofnovi.org](mailto:kkapelanski@cityofnovi.org)

**TRAFFIC REVIEW**



June 15, 2009

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



**SUBJECT: Nightclub at Novi Main Street, SP#09-11B,  
Traffic Review of Second Revised Shared Parking Study**

Dear Ms. McBeth:

We have reviewed the second revised shared parking study by Rich & Associates, dated June 10, 2009. Our recommendations and supporting comments appear below.

**Recommendations**

We recommend that if granted by the City, preliminary site plan approval be based on the following conditions:

1. The "maximum occupancy load" of the proposed nightclub (per Section 2505 of the Novi Zoning Ordinance) shall be 689 persons (patrons *plus* employees).
2. The opening time for patrons shall be no earlier than 9:00 p.m.
3. Any change(s) to the above conditions will require the submission, review, and acceptance of a revised shared parking study.
4. A valet parking operation, if later proposed, must be approved by the City after the submission, review, and acceptance of a plan showing the queuing and parking areas to be used, expected peak demand, average arrival rates, average service rates, queuing analysis, and number of valets required.

**Comments**

What are the highlights of the revised shared parking study, and what issues need amplification?

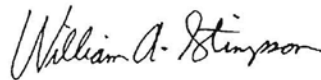
1. There are 1,008 parking spaces available within the Novi Main Street area (excluding businesses fronting on Grand River west of Market). Since all of these spaces are within about 850 ft or a three-minute walk of the proposed club, they can be considered as potentially available for nightclub parking.
2. On Friday, May 1, 2009, the above parking supply reached a peak usage of about 66% at 9:00 PM. This usage level was probably conservatively high, given the pleasant spring weather and the Red Wings playoff game drawing large bar and restaurant attendance that evening.

3. Based on published data, parking demand for the existing restaurant uses would peak on an evening in December at a level 5% higher than observed in May. Hence, the recent parking counts were adjusted upward by 5%.
4. The Atrium Building in which the club would be located also has 6,283 s.f. of vacant office space and 8,153 s.f. of vacant restaurant space. Based on the shared parking ratio originally approved for the building, that restaurant space would require an additional 94 spaces at its peak operating hour. According to the 2005 ULI shared parking model, that need would occur at 9:00 p.m. and decrease to 95% at 10:00 p.m., 75% at 11:00 p.m., 25% at midnight, and 0% later.
5. Per the City of Novi Zoning Ordinance, the proposed nightclub as a free-standing use would require 0.5 parking space per person within the building. Hence, the proposed 681-patron club would require 341 spaces for patrons, plus some additional spaces for employees. The expected number of employees on-site at the busiest times has not been provided.
6. Based on a survey of two similar clubs owned by the Applicant, both opening at 9:00 p.m., the percent of peak parking demand at various hours is expected to be 8% at 9:00 p.m., 37% at 10:00 p.m., 92% at 11:00 p.m., 100% at midnight, 98% at 1:00 a.m., and 76% at 2:00 a.m.
7. Adding the adjusted current parking occupancy (per item 3), the hour-specific parking need for the potential future restaurant (per item 4), and the hour-specific parking need for nightclub patrons (per items 5 and 6), the study determined that the overall peak demand would occur at 11:00 p.m., when 1,000 spaces would be needed for a maximum nightclub occupancy of 681 persons. Hence, there would be a surplus at that hour of 8 spaces, allowing the maximum occupancy load to rise to no more than 689 persons (patrons plus employees).

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

cc: Rich & Associates, Inc., 26877 Northwestern Highway, Suite 208, Southfield, MI 48033

**APPLICANT RESPONSE LETTER**



June 17, 2009

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

RE: Response to Birchler Arroyo Associates, Inc. review for 29 Park Nightclub

Dear Ms. McBeth,

We have reviewed the Birchler Arroyo Associates, Inc review of our second revised shared parking study and have discussed the recommendations contained in their review with the developer of 29 Park. The developer agrees to all of the four recommendations/conditions contained in the Birchler Arroyo letter dated June 15, 2009;

1. The "maximum occupancy load" of the proposed nightclub (per Section 2505 of the Novi Zoning Ordinance) shall be 689 persons (patrons plus employees).
2. The opening time for patrons shall be no earlier than 9:00 P.M.
3. Any change(s) to the above conditions will require the submission, review and acceptance of a revised shared parking study.
4. A valet parking operation, if later proposed, must be approved by the City after the submission, review and acceptance of a plan showing the queuing and parking areas to be used, expected peak demand, average arrival rates, average service rates, queuing analysis and the number of valets required.

If there are any questions please contact us.

Sincerely,

Richard A. Rich



**REVISED  
SHARED PARKING STUDY**



Rich & Associates  
Consulting, Inc.

Parking Consultants

June 10, 2009

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

RE: Revised Parking Analysis for 29 Park Nightclub-June 9, 2009

Dear Ms. McBeth,

We have revised the parking study as a result of discussions with the applicant and with Rod Arroyo of Birchler/Arroyo. Our last revision on May 29<sup>th</sup> was to review the two existing nightclubs owned by the applicant to see how their use patterns compare to the 2005 ULI Shared Use Model and is incorporated into this report. Additionally, we have updated the restaurant parking demand and Table 2 for this revised report.

29 Park Nightclub Review

The 2005 edition of the ULI Shared Parking model notes that nightclub characteristics have been modeled based on casual dining and that data was collected and adjusted by the author team. This is a limitation in the nightclub model in the ULI Shared Parking model in our opinion. Additionally, the 2005 edition of the ULI Shared Parking model reflects an opening time for a nightclub as 6:00 P.M. The applicant has stated that their opening time for the 29 Park nightclub will be 9:00 P.M. which is consistent with the opening times of their other two nightclubs.

The applicant has two similar nightclubs in Windsor and London Ontario. We requested that they provide us with a count for a typical May at both locations. This information was provided and is shown as Table 1 of this letter. Both locations are basically operated the same and these two locations are a model for the planned 29 Park nightclub.

The London location had a legal occupancy of 502 people and the Windsor location a legal occupancy of 400 people. In both cases the nightclubs opened at 9:00 P.M. As was described by the applicant at the Planning Commission meeting on May 20<sup>th</sup>, when their nightclubs open up it takes time for the guests to be screened for attire, proof of age and to check their coats etc. Also, experience shows that guests going to a nightclub generally start their evening later. This was also observed at the Mixx Lounge when we completed our counts on May 1<sup>st</sup>. This can clearly be seen by the numbers provided by the applicant. In both nightclubs the peak attendance occurred from midnight to 1:00 A.M.

Barbara McBeth, AICP  
June 10, 2009  
Page 2 of 5

Acknowledging that the numbers provided for the two nightclubs were from the month of May, we adjusted the counts at the two existing nightclubs to reflect December occupancy in Table 1. In this case we followed the 2005 edition of the ULI Shared Use model which took the May counts and increased them by 10 percent. It was noted on Table 1 that between midnight and 1:00 A.M. the December occupancies would have exceeded the maximum allowable, so we capped the occupancy at legal maximum.

#### Re-occupancy of Vacant Space in Atrium Building

We then revised Table 2 from the revised draft report to reflect the calculations discussed above and to include the potential re-occupancy of existing vacant ground floor space as restaurant. As previously identified, there is 8,153 sf of existing ground floor space that we have assumed would be restaurant. We used 11.53 spaces per 1,000 sf for the parking generation rate resulting in a total need for 94 spaces at 100 percent utilization. The 11.53 parking generation rate is consistent with the parking generation rate used for restaurants in Novi Main Street.

#### Revised Table 2

Revised Table 2 (columns D, E and F) shows the projected utilization of parking for the proposed restaurant re-occupancy using the 2005 edition of the ULI Shared Use model. In the revised Table 2, we have adjusted the percent use of parking for nightclub (column H) based on the data provided to us by the applicant as shown in Table 1. In our opinion, the use of the actual nightclub occupancy data for the applicants two other nightclubs which are the model for the proposed 29 Park nightclub is reasonable and provides more relevant data than that provided in the 2005 edition of the ULI Shared Parking model. This is based on an opening time for 29 Park of 9:00 P.M. and not 6:00 P.M. in the ULI Shared Use model, and it is based upon a longer check-in time compared to a restaurant.

Column I shows the projected spaces needed for the nightclub. Column L shows that at peak time, which is estimated to be at 11:00 P.M., there is a projected surplus of eight parking spaces assuming that the vacant space in the Atrium Building is occupied with restaurant, and that 29 Park nightclub is developed.

It is important to note the following about these projections.

1. We have assumed the month of December as the worst case. From the 2005 edition of the ULI Shared Parking model, both the restaurant and nightclub use is lower in the remaining months; therefore the surplus in parking will be higher.

Barbara McBeth, AICP  
June 10, 2009  
Page 3 of 5

2. The utilization or percent use for the 29 Park nightclub reasonably assumes that there is a pattern similar to the two existing nightclubs owned by the applicants and that unlike a restaurant, entry into the club takes time for ID and dress code check, and then once inside a coat check depending on the weather.
3. The proposed maximum occupancy for the nightclub is 681 patrons.
4. We have assumed that the existing vacant ground floor space would be leased as restaurant.

Based on this analysis there is projected to be sufficient parking supply available during the peak month to accommodate the peak hour parking needs for the 29 Park nightclub. During the remaining months there will be more than enough parking to satisfy all parking demand.

The applicant wants to retain the option to provide valet parking at 29 Park as their business model continues to evolve in order to better serve their patrons. We acknowledge that should the applicant want to implement valet parking at a future date, the applicant must complete a valet plan showing the queuing and parking areas to be used, expected peak demand, arrival rates, service rates, number of valets during peak periods and a queuing analysis.

If there are any questions please contact us.

Sincerely,



Richard A. Rich

Attachments; Table 1, Table 2



Table 1  
Actual Occupancy Counts  
Ontario Nightclubs and Seasonal Adjustments

Friday Night/May London Location			Adjust for December 10 Percent		
Time	Occupancy	Percentage	Time	Occupancy	Percentage
9:00 PM	0	0.00%	9:00 PM	0	0.00%
9:30 PM	35	6.97%	9:30 PM	39	7.67%
10:00 PM	79	15.74%	10:00 PM	87	17.31%
10:30 PM	151	30.08%	10:30 PM	166	33.09%
11:00 PM	247	49.20%	11:00 PM	272	54.12%
11:30 PM	354	70.52%	11:30 PM	389	77.57%
12:00 AM	486	96.81%	12:00 AM	<b>502</b>	100.00%
12:30 AM	481	95.82%	12:30 AM	<b>502</b>	100.00%
1:00 AM	447	89.04%	1:00 AM	492	97.95%
1:30 AM	398	79.28%	1:30 AM	438	87.21%
2:00 AM	347	69.12%	2:00 AM	382	76.04%

Friday Night/May Windsor			Adjust for December 10 Percent		
Time	Occupancy	Percentage	Time	Occupancy	Percentage
9:00 PM	0	0.00%	9:00 PM	0	0.00%
9:30 PM	26	6.50%	9:30 PM	29	7.15%
10:00 PM	64	16.00%	10:00 PM	70	17.60%
10:30 PM	133	33.25%	10:30 PM	146	36.58%
11:00 PM	221	55.25%	11:00 PM	243	60.78%
11:30 PM	332	83.00%	11:30 PM	365	91.30%
12:00 AM	379	94.75%	12:00 AM	<b>400</b>	100.00%
12:30 AM	383	95.75%	12:30 AM	<b>400</b>	100.00%
1:00 AM	346	86.50%	1:00 AM	381	95.15%
1:30 AM	312	78.00%	1:30 AM	343	85.80%
2:00 AM	277	69.25%	2:00 AM	305	76.18%

Where numbers are **bold**, the percentage increase could not be 10 percent as this would have exceeded the legal occupancy limits.

The projected occupancy was capped at the maximum occupancy.

Table 2  
Revised June 9, 2009  
Shared Use Parking Calculation for  
Novi Main Street  
Proposed Nightclub

	A Spaces Occupied Current May 1, 2009	B Adjustment Factor From May to December	C December Occupied Spaces Based on Current Uses	D Gross Number of Spaces Needed for Re-occupied Restaurant (1)	E Percent Use Based on Shared Use 2005 ULI	F Total Spaces Needed for Future Restaurant	G Gross Number of Spaces Need for Night Club(2)	H Percent Use From Actual Use at Similar Facilities	I Projected Total Spaces for Proposed Nightclub	J Total Spaces Needed for All Uses (C+F+I)	K Parking Spaces Currently Available	L Deficit or Surplus Parking Spaces
7:00 PM	651	5%	684	94	100%	94	341	0%	0	778	1,008	230
8:00 PM	657	5%	690	94	100%	94	341	0%	0	784	1,008	224
9:00 PM	665	5%	698	94	100%	94	341	8%	27	820	1,008	188
10:00 PM	628	5%	659	94	95%	89	341	37%	126	875	1,008	133
11:00 PM	586	5%	615	94	75%	71	341	92%	314	1000	1,008	8
12:00 AM	547	5%	574	94	25%	24	341	100%	341	939	1,008	69
1:00 AM	473	5%	497	94	0%	0	341	98%	334	831	1,008	177
2:00 AM	307	5%	322	94	0%	0	341	76%	259	582	1,008	426

(1) Assumes 8,153 sf restaurant @11.53 spaces per 1,000 sf per previously used parking generation rate for Novi Main Street

(2) Assumes a functional capacity of 681 patrons and a parking generation factor of .5 spaces per patron per City of Novi Code and December utilization

**PLANNING COMMISSION DRAFT MEETING MINUTES  
EXCERPT - May 20, 2009**



## PLANNING COMMISSION ACTION SUMMARY

CITY OF NOVI  
Regular Meeting

**Wednesday, May 20, 2009 | 7 PM**

Council Chambers | Novi Civic Center | 45175 W. Ten Mile  
(248) 347-0475

### CALL TO ORDER

The meeting was called to order at or about 7:00pm.

### ROLL CALL

**Present:** Members David Baratta, Victor Cassis, David Greco, Andy Gutman, Brian Larson, Michael Lynch, Michael Meyer, Leland Prince

**Absent:** Member Mark Pehrson (excused)

**Also Present:** Barbara McBeth, Deputy Director of Community Development; Kristen Kapelanski, Planner; Lindon Ivezaj, City Engineer; Rod Arroyo, Traffic Consultant; Tom Schultz, City Attorney.

### PLEDGE OF ALLEGIANCE

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

### APPROVAL OF AGENDA

Moved by Member Lynch, seconded by Member Greco

**VOICE VOTE ON AGENDA APPROVAL MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER GRECO: A motion to approve the Agenda. *Motion carried 8-0.***

### MATTERS FOR CONSIDERATION

#### 2. 29 PARK, PROPOSED NIGHTCLUB AT NOVI MAIN STREET DEVELOPMENT, SP09-11

Consideration of the request of 29 Park Inc. for a recommendation to City Council for Preliminary Site Plan and Shared Parking Study approval. The subject property is located in Section 23, south of Grand River Avenue and east of Novi Road, in the TC-1, Town Center District. The applicant is proposing to occupy approximately 10,000 square feet of vacant space at the existing Novi Main Street development located at 43155 Main Street.

Member Larson addressed Chair Gutman and asked to be recued from the vote since he is a tenant in the building where this use would be located.

It is probably unclear on whether it could have financial impact or whether Member Larson could be completely neutral on the question.

Chair Gutman stated that here needed to be a vote.

**ROLL CALL VOTE ON 29 PARK, NIGHTCLUB AT NOVI MAIN STREET DEVELOPMENT, SP09-11, WHICH WOULD ALLOW MEMBER LARSON TO BE RECUED FROM THE VOTE. MOTION MADE BY MEMBER CASSIS AND SECONDED BY MEMBER MEYER. (Yes: Baratta, Cassis, Greco, Chairperson Gutman, Lynch, Meyer, Prince. *Motion carried 7-0***

Planner, Kristen Kapelanski described the project to the Planning Commission stating that the applicant is proposing to occupy approximately 10,000 square feet of vacant space in the existing Novi Main Street development.

The nightclub would be located in the space formally occupied by Steak on Main in the Coffee Trader at Main Street and Market Street.

The subject property is zoned TC-1 (Town Center District) and is surrounded by TC zoning in all directions.

Parking was a significant issue in the original Town Center approval because all the uses proposed were to share



the parking.

Under Section 2505.8 of the Ordinance, which is part of the Off-Street Parking Standards, Planning Commission recommends approval to City Council, and the City Council is given authority to reduce the number of parking spaces required.

The original approval of the Main Street development included a reduction in the number of otherwise required spaces, based on the City Council's approval of a Shared Parking Study showing a certain mix of uses.

This study included all existing parking areas surrounding the Main Street buildings and all the parking areas behind the building in question.

It also includes the underground parking at the Atrium Building, parking in front of Gus O'Connor's, parking in front of Andiamos, as well as the on-street parking.

Originally approved as a single site development, the Main Street area now has four (4) separate property owners in which all have access to the existing parking lots per the Shared Parking Agreements.

Restaurant uses were anticipated in the building areas where the nightclub is now proposed.

The applicant is proposing a more intense use in terms of parking requirements and the Shared Parking Study had to be updated to determine if there would be sufficient parking.

The applicant has submitted an updated Shared Parking Study for the Planning Commission and the City Councils review.

The Study shows 1,008 spaces existing and 1,195 spaces required for all the proposed areas of the buildings if they are fully occupied.

The applicant is requesting a reduction of 187 spaces from the number required as determined by the Shared Parking Study.

The primary action to be taken by the Planning Commission this evening is consideration of a recommendation to City Council of Preliminary Site Plan approval.

In order to approve the site plan, the Council after recommendation by the Planning Commission, would need to reduce the number of parking spaces required after considering the Shared Parking Study.

So the ancillary action requested of the Planning Commission is also recommended acceptance or rejection of the Shared Parking Study itself.

The Planning Commission has the following options available this evening:

1. The Commission could recommend approval of the Shared Parking Study and the Preliminary Site Plan.
2. The Commission could recommend acceptance of the Shared Parking Study based on the fact that the methodology is sound, but table the Preliminary Site Plan, until additional information can be provided regarding the proposed valet operation and off-site parking.
3. The Commission could recommend acceptance of the Shared Parking Study again because the methodology is sound, but recommend denial of the Preliminary Site Plan because parking on-site is significantly deficient to accommodate the proposed use of the peak hour of parking demand.
4. The Commission could recommend denial both the Shared Parking Study and the Preliminary Site Plan.

The Community Development Department Staff and Traffic Consultant have all worked quickly to bring this matter forward.

The applicant is aware of some and understands that there are some lingering issues regarding the conditions in the Shared Parking Study.

One of the main concerns is the deficient 187 spaces on the site at the peak hours.

The proponent has suggested securing approval of nearby property owners for off-site valet parking lots along the south side of Grand River Ave.

The lots are identified in the most updated Shared Parking Study that was included in your packet.

The applicant is proposing to pickup about 45 spaces at Tommy's Tire, 20 spaces behind Ms. Buttons building and 34 spaces behind the Audio Visual Building.

These are lots that are not currently part of the Shared Parking Agreements on Main Street and the valet parked cars would be using those lots only.

This raises potential issues with regard to terms of any proposed Shared Parking Agreements and whether they can be made to last in perpetuity.

Or, for as long as the more intense use of these tenant spaces exist on the property.

The logistics of the valet parking operation would also need to be reviewed and how the obligation to use those off-site spots would be carried out by the proponent and what would happen if the obligation is not met.

Directional signage has been discussed, but no specifics have been provided.

Under the Off-Street Parking Provisions of the Ordinance, Special Land Use approval is a requirement for the use of off-site parking lots.

Since we have only recently received the proposal for off-site valet parking, we have not yet determined whether such a process is required.

Planner Kristen Kapelanski turned the meeting over to our Traffic Consultant / Rod Arroyo to go over more of the specifics of the Shared Parking Study.

Traffic Consultant, Rod Arroyo said that it would be helpful to go over our letter to help walk you through the Shared Parking formulas.

Traffic Consultant, Rod Arroyo stated that the applicant's Parking Consultant went back and did a current count on what the demand is in the evening.

They did an evening count starting at 7:00pm.through 2:00am. to see what is happening in the Main Street area in terms of the overall parking demand.

With the originally approved Shared Parking Agreement, a specific formula was approved that allowed them to provide less parking than required and because of the mix of uses.

The situation is still going on with a mix of uses and it is appropriate to provide less parking then if you were to look at the uses individually and this is a way of validating the current situation.

Uses have changed in the Main Street area.

Some of the uses are more intense in terms of parking demand because of nightclubs and restaurants which tend to be fairly high parking generators.

This gave us a good indication and helped us work with the applicants Traffic Consultant in making sure they were following the methodologies in the ULI Guidelines.

In a Shared Parking arrangement, we identify a peak month for the year and a peak hour of the day.

In the case of uses we are looking at, the peak month is December and the counts for May were factored up by 5

percent to reflect that usually restaurants and nightclubs tend to be peaking in December, based upon a lot of research done nationally.

Those counts were adjusted up, and we ended up with a current demand of 698 spaces.

We asked the applicant to take a look at existing space, other than the subject property, meaning the 10,000 square feet that is proposed for the nightclub, other existing space that might generate a parking demand.

One use that stuck out was the vacant former Mexican restaurant which was 8,000 square feet.

That had to be factored back in for the parking demand and that is where the 117 count comes in.

The proposed nightclub has an 800 person capacity and based on the occupancy of 2 people per car, there is a 400 space demand for that.

When adjusted to 9:00pm. peak hour, it goes down to 380 because they peak at about 10:00pm. So, it is less of a peak that is assumed for 9:00pm.

I found my 1995 review letter and looked at the original formula that was applied to the Main Street project.

After looking at that and applying it to the 10,000 square feet, approximately 115 spaces would have been required for the nightclub. Now 400 spaces are required.

With the difference in the intensity of the use, you are going to something that is much more people intensive.

That must be factored into this analysis to make sure there is adequate parking and that has been done, as part of this.

We have a total of forecast and demand based on the applicant's analysis of 1,195 spaces.

There is an on-site supply of 1,008 spaces in the Main Street project and that is a fairly reasonable distance to walk about anywhere.

When measured out the neighborhood of 800 – 850 radius and you can get to just about any parking space within that area in a three minute walk which is reasonable in an Urban Downtown type setting and look at that, we end up with 187 space deficient.

One of the things that would be possible is to go back to the original formula that was approved for the Main Street project for restaurants which would have provided a parking ratio of 11.53 per thousand instead of 14.3 that is currently required.

If you were to do that, it actually reduces the deficient to 164 spaces.

As Planner, Kristen Kapelanski mentioned, one of the things that the applicant has done is to identify off-site locations where valet parking could occur and have identified 99 spaces.

Even if you went with the 164 adjusted deficient spaces and then take off those 99 spaces if secured, there is still a deficient of 65 spaces.

In talking with the applicants Parking Consultant, they are proposing one or two different options:

1. They would like to secure a portion of surface parking area in Main Street or a portion in the garage parking in the Atrium Building and have it corded off for valet parking. Andiamos is doing this right now and a certain portion of the south side of Andiamos is identified for valet parking only. The applicant would like to do something like this where then they could double stack or maybe even triple stack cars. That way, they can get more cars into a space and not being open to the public, the valet's can move more cars back and forth and jockey them around to make more space.

2. Another option would be to find other off-site locations that are within a reasonable distance in order to serve this.

This raises a number of different issues for the Planning Commission to discuss.

How comfortable are you with having a certain portion of the surface or garage parking area cordoned off just for valet parking.

When you do this, it makes it unavailable for other patrons who are coming to South Park and go to other uses.

This has not come up in significant discussions and I do not know how Andiamo was handled or if something was done as part of the approval process or that was after-the-fact.

It is something to think about because, if it is done within the parking garage, those spaces are most proximate in climate weather and most people would want to use it those in particular.

And, if those spaces are only being used by the valet's, that could be an inconvenience to others.

Valet's usually run, and they typically park quite a distance away and run back in order to provide a quick turnaround.

This is one significant issue that should be discussed.

The applicant is also proposing to have a valet area along Main Street and proposing that 3 spaces be dedicated to that.

This is not unusual; and you see this in other downtown settings where you have a short section of the on-street parking, that is provided as valet parking.

But this is another policy question.

This is a roadway that is considered to be a public roadway, and you're in public right-of-way.

If you are using that for private purpose, how much space is appropriate to designate for valet parking?

One of the things that we want to see is that part of this type of approval is a Curing Analysis.

In a Curing Analysis, you look at the arrival rate, the service rate for valet's and what is the turn-around time. You also look at how many valet's do you have in place in a peak demand and how much curing will there be for that valet service?

So if people are coming in at 10:00pm and that is their peak, is there going to be enough stacking space to serve the valet that they are proposing.

If there is not enough space, it is going to spill back on the Main Street and cause congestion and problems.

So, we need to have this resolved.

The question is on whether or not you feel comfortable resolving it now, or waiting to make a recommendation to City Council to see what they say.

And then, it could potentially be resolved at final.

These are questions that need to be answered and it is just a matter of when or when is it appropriate to do that?

I don't think you've had this type of scenario before you before, and, it raises a lot of questions for the first time.

But, this gives you an idea of what some of the issues are that we are facing.



We would like to see additional information at some point, on whether it's now, or later in order to resolve these issues.

Traffic Consultant, Rod Arroyo ended with saying that he would be happy to try to answer any questions or concerns that anyone has.

The Chair Gutman asked if the applicant was in attendance and if he would like to come forward and speak.

The applicant Rob Sising stated that your Traffic Consultant, Rod Arroyo has given you all the information we have.

Rob Sising stated that he was there to answer any questions along with Richard Rich who did their Traffic Study.

Mr. Sising stated that he also had a representative of our Landlord here to help answer any questions or concerns.

The Chair Gutman thanked Rob Sising and opened it up to Planning Commission.

Member Lynch stated that he would certainly like to see a nightclub fill that spot.

Member Lynch said that the information was not clear that he had in front of him.

Member Lynch felt that right now there was not enough adequate information that would make him feel comfortable approving something at this time.

Member Lynch did not want to approve something that would improve the situation for one, yet degrade the situation for another.

Member Lynch did like the idea of a valet and agreed with Rod Arroyo, Traffic Consultant that a Cueing Study should be done.

Member Lynch said that with the parking being such a big issue, as well as public right-of-way, he would like to see the Cueing Study done and have the additional information in order for him to make a decision.

Member Greco stated that he wanted to thank the applicant for trying to fill the space.

Member Greco did say that the use of a nightclub seems like a good fit for the mix of uses in the area.

Member Greco concerns are not only the degradation of other property owners, but also of customers and patrons of other places coming to the area, for it to be a hindrance for them.

Member Greco stated that if someone has to park so far away or can't park, then it becomes voidable in the future and this is something we do not want.

Member Greco felt that there were a lot more questions that needed answers, in order to address the issues.

Member Greco asked if the landlord was there and available for questions.

Usher Hussein came forward and explained that he was a partner in the Main Street Partnership, LLC and that he was representing the landlord.

Member Greco asked Mr. Hussein if he had any concerns regarding the other uses of his other tenants and if there is not enough parking and it becomes inconvenient, did he think people would go elsewhere.

Member Greco stated that he knows people are used to standing in line, but other types of businesses that are in the area, are not the line type and Member Greco wanted to know if Mr. Hussein had spoke with any of the other

tenants and about their thoughts.

Mr. Hussein stated that the parking study is for a conservative and appropriate approach.

Mr. Hussein explained that by 9:00pm., restaurants are tailing off and the second floor is all office and that they have no usage in the evenings.

Mr. Hussein explained that he has spoken with all the property owners and they are supportive of the nightclub.

Mr. Hussein said that the other property owners recognize the influx of business that this can provide and that is a very positive thing.

Mr. Hussein said that the other property owners will be winding down as Novi 29 will be ramping up.

Mr. Hussein feels that the situation of a big cue of cars and difficulty for the restaurant patrons to find parking on a day to day basis would not happen.

Mr. Hussein stated that when you walk thru and drive thru on Friday and Saturday nights, the parking garage is highly unused.

Mr. Hussein said they are look at some possibilities for improving the signage to have more people use the garage.

Mr. Hussein did say that the tenants they have are all looking forward to the activity.

Member Meyer did appreciate that the owners in the

Member Meyer particularly appreciated that the owners of Main Street had spoke with the other tenants and that they welcome the possibility of the nightclub coming in and that it would stimulate their businesses as well.

Member Meyer did say that the vacancy does not add to whatever we call the flow of traffic and people traffic.

Member Meyer said that we he has drove there on a particular weekend evening that the parking lots are packed right now for Gus O'Connor and the Post Bar and there is a lot of traffic and cars.

Member Meyer said that he needed further clarification as to where the cliental would be parked.

Member Meyer stated that there is plenty of parking across Grand River Ave and wondered if there was possibility that the valet parking could be across the street.

Member Meyer said he loves Novi and is looking forward to the time that we can start filling some of these empty spaces.

Member Meyer said at this time, if it comes to a motion tonight, I am not sure I will be able to approve it and that is not because I'm not supportive of your effort.

Member Meyer was wondering where we are going to put those other 65 spaces, even though our statement here says 70 spaces.

Member Meyer said that maybe the underground parking can be done, and that he knows downtown Detroit does it all the time with the valet parking.

Member Cassis added that, at this time, he would have a hard time approving this due to just to many shortages of parking spaces.

Member Cassis added that he and his wife went to Gus O'Connor's on Tuesday evening and had to park in a space along Grand River Ave.

Member Cassis commented that the street by Gus O'Connor's is a narrow street and that the corner can be dangerous especially when cars start stacking up and someone doesn't want to stop, or someone wants to turn around and that can make it a tough area for a valet.

Member Cassis agreed with Member Lynch and with saying that we are invalidating the principle of shared parking.

Chair Gutman asked if anyone had anything else to add.

Member Lynch then added that is our roll here to give you some direction or guidance.

Member Lynch said that in his personal feeling, he thought the valet was going to work, and that he encouraged it based on what he knows about the cueing and with the applicant doing the study.

Member Lynch stated that most people want to park right in front of the place of business and want to be able to just walk in.

Member Lynch agreed with Rod Arroyo, Traffic Consultant comments and said that once you get the study done we can then resolve the parking issues and start assessing probability.

Member Lynch did say that he respected the applicant's judgment and that we do have to protect the tenants and the customers.

Chair Gutman stated that he has had the pleasure of standing in the applicant's area with respect to other municipalities from time to time.

Chair Gutman explained that the theme the applicant is hearing here tonight from everyone is that we want to see you be successful, however, we want the other business people in that area be successful as well.

Chair Gutman stated that we have to look and review things in a cautious and appropriate manner and from what he is seeing, is that we do not have enough information to say we have adequate knowledge to make that decision at this time and I'll leave it to the Planning Commission to make a motion.

Mr. Sising asked that with the Commission's permission, he would be happy to work with the Traffic Department or any other Department.

Mr. Sising stated that he has been trying to get into Novi for 2 ½ years and was in preliminary talks with the property adjacent to the current building and that they had waited, and waited, but those talk fell through because of the development falling through.

Mr. Sising explained how he wanted to do business here in Novi and that he has two other operations.

Mr. Sising stated that they are willing to work with the City of Novi and that there have been excellent recommendations made and that they are willing to do those.

Mr. Sising said that they are looking to invest at least a million dollars in the establishment and that they are hoping for the valet, and will do the studies that are necessary to accomplish those things and that they like to work fast and that time is of the essence.

Mr. Sising stated that whatever the Commission's recommendation is, they will abide by it and that he is willing to do whatever it takes to make this parking a non-issue.

Mr. Sising explained that it is their intention to increase traffic and to make Main Street area what I've read on the websites.

Mr. Sising stated that the area Novi has envisioned is almost here and it just needs a little boost.

Mr. Sising said that they are more than willing to help the city achieve their goals as well as they achieve theirs.

Mr. Sising thanked everyone for their time.

Member Cassis mentioned that there was talk about food.

Mr. Sising stated that currently in our other operation we do not serve food, we actually give it away. We have food prepared and give it away for free.

Member Cassis asked Mr. Sising that if you changed your concept, and if food is served and tables are placed occupying a quarter of the place, this moves this site into a different kind of calculation.

Mr. Sising said that he could sit here and tell you that were going to have food and does not want to mislead the Commission. Mr. Sising explained that the reason he gives food away is something they give back to the customer along with free water so when they leave the establishment, it helps with hydration. We have been doing that for over six years.

Member Cassis asked Mr. Sising if they had shows on the weekend.

Mr. Sising answered and said they had no shows, just strictly DJ's and we know that the concern here is that the peak time is 9:00pm. and our doors do not actually open until 9:00pm.

Mr. Sising explained that for them to fill up 800 people at 9:00pm. would be impossible and that is because identifications have to be checked and we also have a strict dress code.

Mr. Sising also stated that times have changed and people do not go out until later and that is just a sign of the times.

Mr. Sising also agreed with the Usher Hussein, the landlord when said that when everyone else in the area is winding down, that is when we are winding up.

Mr. Sising said he understands the concerns and that as Canadians, we have a location in Windsor and one in London.

Member Meyer stated that In the matter of 29 Park proposed nightclub at Main Street, SP09-11, made a motion to postpone approval to City Council for the Preliminary Site Plan until the proposed Shared Parking Study does demonstrate that adequate parking will be available to support the mix of uses.

Mr. Sising also stated that with hope that Chair Gutman would bring this back to Planning Commission a very timely manner.

Member Lynch seconded the motion.

Member Cassis asked for a little more clarification and wanted to know if the city wants the applicant to work with Mr. Arroyo to come up with a study that satisfies Mr. Arroyo.

Member Meyer stated that Mr. Arroyo is our Traffic Consultant and he believes that Mr. Arroyo is willing to work with Mr. Sising and his Traffic Consultant.

Mr. Sising answered absolutely and they also have their Traffic Consultant and that they have been working together this whole time.

Member Meyer said that his concern is that Novi has a reputation for making it difficult for people sometimes to jump enough hurdles in order to get into place.

Member Meyer said he is hoping that in my few years on the Planning Commission, I will have taken a few steps

to eliminate those hurdles and I believe we have.

Member Meyer stated that Mr. Arroyo is a very good man and you'll be working with him and that somehow were going to work out the valet parking and shared parking issues.

Member Cassis explained to Member Meyer is that the reason he asked the question is because he believes that Rod Arroyo's recommendation is so vital, and we do not want the applicant to come in again and be declined.

Member Meyer said that he would be more than happy to include the comment in the proposal, so the gentlemen here, the applicant would be in collaborative effort with out Traffic Consultant.

Member Lynch seconded the motion.

Member Lynch asked Mr. Arroyo, if this seems reasonable and appropriate since it appears that the applicant has a tremendous amount of information based on the two businesses.

Member Lynch continued to say we could look at actual numbers and it seems with enough data existing that we can get over this hurdle relatively quickly.

Rod Arroyo, Traffic Consultant said he agreed and it is a matter of collecting the information and doing the additional studies and there are guidelines on how to do cueing studies.

Rod Arroyo, Traffic Consultant explained that that they will be happy to work with the applicants consultant as they have been doing and to make sure we are as helpful as we can be everything can be completed and get reviewed and back before Planning Commission.

Member Meyer asked if this is a reasonable approach to expedite the process and I'll ask my fellow Planning Commissioner's if the only hurdle is the parking and once it is resolved, I believe the applicant and landlord have heard that we are all in agreement and would welcome their club here.

Member Lynch/Meyer seconded the motion.

Barbara McBeth, Deputy Director Community Development explained that we heard all the discussion taking place tonight and that we would be happy to continue to work with the applicant.

Barbara McBeth, Deputy Director Community Development also stated that there were a number of comments in Mr. Arroyo's letter that we would like to have addressed in addition to the cueing study, valet parking, and then a few things in Kristen Kapelanskis, Planners presentation as well.

Barbara McBeth, Deputy Director Community Development stated that with the agreement of the Planning Commission, we will work on a number of those issues with the applicant and bring this project back as quickly as possible.

Member Meyer asked that we just communicate with the applicant and not to just think about valet parking, but be creative and if the problems can be resolved, then we want you to do business here.

Member Meyer thought that Member Cassis brought up some valid concerns regarding the parking and what I am saying to the applicant is to work with Mr. Arroyo and be creative and deal with the issues since you have some limited space there and we are open to creative solutions.

**ROLL CALL VOTE ON PARK 29, NIGHTCLUB AT NOVI MAIN STREET, SP09-11, TO POSTPONE THE PRELIMINARY SITE PLAN, SHARED PARKING STUDY, APPLICANT TO DO A CUEING STUDY THAT DOES DEMONSTRATE ADEQUATE PARKING FOR THE EXISTING AND PROPOSED USES AND THE MATTER BE BROUGHT BACK TO PLANNING COMMISSION IN A TIMELY MATTER AND THE APPLICANT WORK WITH THE CITY'S TRAFFIC CONSULTANT TO RESOLVE THE REMAINING ISSUES. Member Meyer made a motion and Member Lynch seconded it. (Yes; Gutman, Lynch, Meyer, Prince, Bratta, Cassis, Greco, Recused: Larson) Motion passes 7-0.**



**PREVIOUSLY APPROVED SHARED PARKING**

PARKING CALCULATIONS

THE FOLLOWING CALCULATIONS ARE BASED ON THE RICH AND ASSOCIATES SHARED PARKING FORMULA PREVIOUSLY ACCEPTED BY THE PLANNING COMMISSION AND THE RICH AND ASSOCIATES ACTUAL PEAK OCCUPANCY STUDY FOR VIC'S MARKET PREPARED IN 1996.

A. VIC'S MARKET	GROSS S.F.	USABLE S.F.
FIRST FLOOR	59,090	33,594
MEZZANINE	12,287	4,553
DISPLAY/GREENHOUSE	6,930	4,336
	78,307 S.F.	42,513 S.F.

USABLE AREA	X	SPACES/1000 S.F.	X	LINKED TRIPS FACTOR	SPACES REQUIRED
42,513		4.70		90%	180 SPACES *

\* THE RICH AND ASSOCIATES (1996) ACTUAL PEAK OCCUPANCY STUDY INDICATED A PEAK USE OF 178 SPACES

B. NOVI TAVERN/RETAIL BUILDING

USE	GROSS FLOOR SPACE	SPACES/1000 S.F.	GROSS LEASEABLE AREA (GLA)	NET USABLE AREA (NUA)	LINK TRIPS FACTOR	REQUIRED SPACES
OFFICE	16,700	2.42	N/A	N/A	N/A	40
RETAIL	5,688	4.70	80%	N/A	90%	19
MICRO BREWERY	7,220	N/A	N/A	N/A	90%	112 a
TAP ROOM/ RESTAURANT						
BREWHOUSE	4,625	N/A	N/A	N/A	N/A	4 b
GROCERY	11,461	4.70	80%	N/A	90%	39
	45,694	N/A=NOT APPLICABLE				214
					H.P. SPACES	7
					TOTAL	221

a.  $7,220 \text{ GROSS S.F.} / 70 = 103 \text{ SPACES} \times 0.9 = 93$

220 PERSON CAPACITY + 16 PERSONS WAITING + EMPLOYEES (TAP ROOM/REST) = 124

$124 \times 0.9 = 112$

b. 6 EMPLOYEES (BREWHOUSE) = 4

1.5

C. BUILDING NO. 200 AND 300

USE	GROSS SQUARE FOOTAGE	X SPACES/ 1000 GSF	X GROSS LEASEABLE AREA FACTOR	X NET USEABLE AREA FACTOR	LINKED TRIPS FACTOR	= SPACES REQUIRED
OFFICE	49,083	2.42	N/A	N/A	N/A	119
RETAIL	73,535	4.70	80%	90%	90%	224
RESTAURANT	24,386	17.80	80%	90%	90%	282
	147,004		114,778 S.F. NET			625

BUILDING 400- THROUGH 1000 INCL.

USE	GROSS SQUARE FOOTAGE	X SPACES/ 1000 GSF	X GROSS LEASEABLE AREA FACTOR	X NET USEABLE AREA FACTOR	LINKED TRIPS FACTOR	= SPACES REQUIRED
OFFICE	107,800	2.42	N/A	N/A	N/A	261
RETAIL	166,400	4.70	80%	90%	90%	507
RESTAURANT	51,400	17.80	80%	90%	90%	593
	325,600					1361

MAIN STREET COURT

USE	GROSS SQUARE FOOTAGE	X SPACES/ 1000 GSF	X GROSS LEASEABLE AREA FACTOR	X NET USEABLE AREA FACTOR	LINKED TRIPS FACTOR	= SPACES REQUIRED
OFFICE						0
RETAIL	2,480	4.70	80%	90%	90%	8
RESTAURANT	21,120	17.80	80%	90%	90%	244
	23,600					252

D. TOTAL SPACES BY USE	DAYTIME SPACES REQUIRED/PCT. FACTOR	NIGHTTIME SPACES REQUIRED/PCT. FACTOR
OFFICE 421	379/90%	30/7%
RETAIL 799	799/100%	712/89%
RESTAURANT 1239	868/70%	1239/100%
VIC'S 178	178/100%	159/89%
2637	2224	2140

MAXIMUM TOTAL REQUIRED 2224 plus 33 Handicapped = 2257  
 TOTAL PROVIDED 2260 [includes 51 Handicapped]

- 12 @ Vic's
- 7 @ Sports Tavern
- 8 @ Main Street Court
- 24 @ Bldg 200/1000

RECEIVED  
 AUG 20 1997

PLANNING DEPT.  
 CITY OF NOW

RECEIVED  
 AUG 20 1997

95-53 F  
 95-53 WOOD-6

C SERVICES.  
 COUNCIL  
 KET STREET.

009,

**MAPS**

**Location/Air Photo  
Zoning  
Future Land Use**





# Nightclub at Novi Main Street SP 09-11 Location



Subject  
Property

**CITY OF NOVI**  
DEPARTMENT OF COMMUNITY DEVELOPMENT

45175 W. TEN MILE ROAD  
NOVI, MI 48375-3024  
(248) 347-0415

MAP AUTHOR: Kristen Kapelanski, Planner



1 INCH = 154 FEET

MAP PRINT DATE: 05/11/09

### MAP INTERPRETATION NOTICE

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




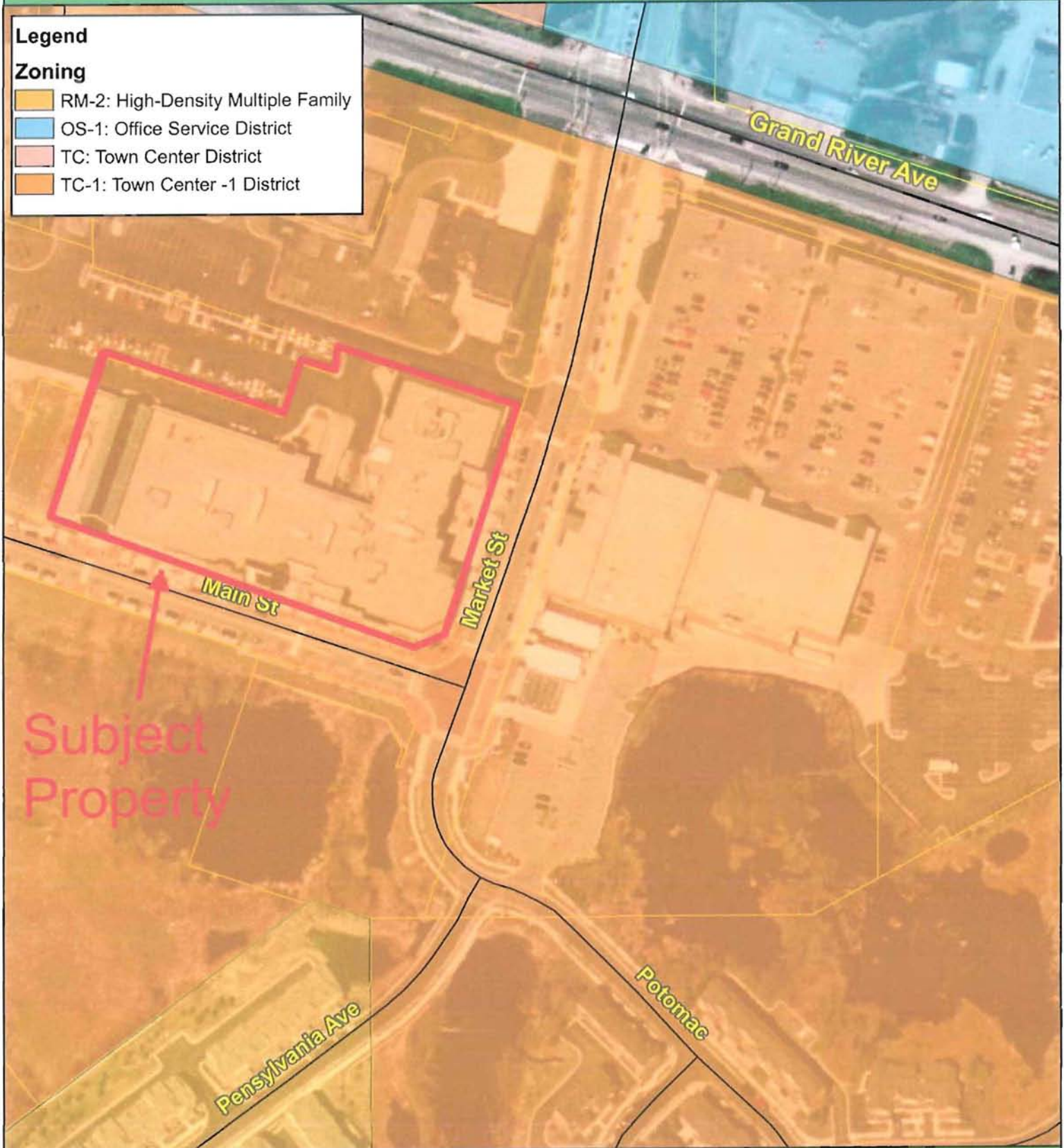


# Nightclub at Novi Main Street SP 09-11 Zoning

## Legend

### Zoning

-  RM-2: High-Density Multiple Family
-  OS-1: Office Service District
-  TC: Town Center District
-  TC-1: Town Center -1 District



### CITY OF NOVI

DEPARTMENT OF COMMUNITY DEVELOPMENT

45175 W. TEN MILE ROAD  
NOVI, MI 48375-3024  
(248) 347-0415

MAP AUTHOR: Kristen Kapelanski, Planner



1 INCH = 154 FEET

MAP PRINT DATE: 05/11/09

#### MAP INTERPRETATION NOTICE

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





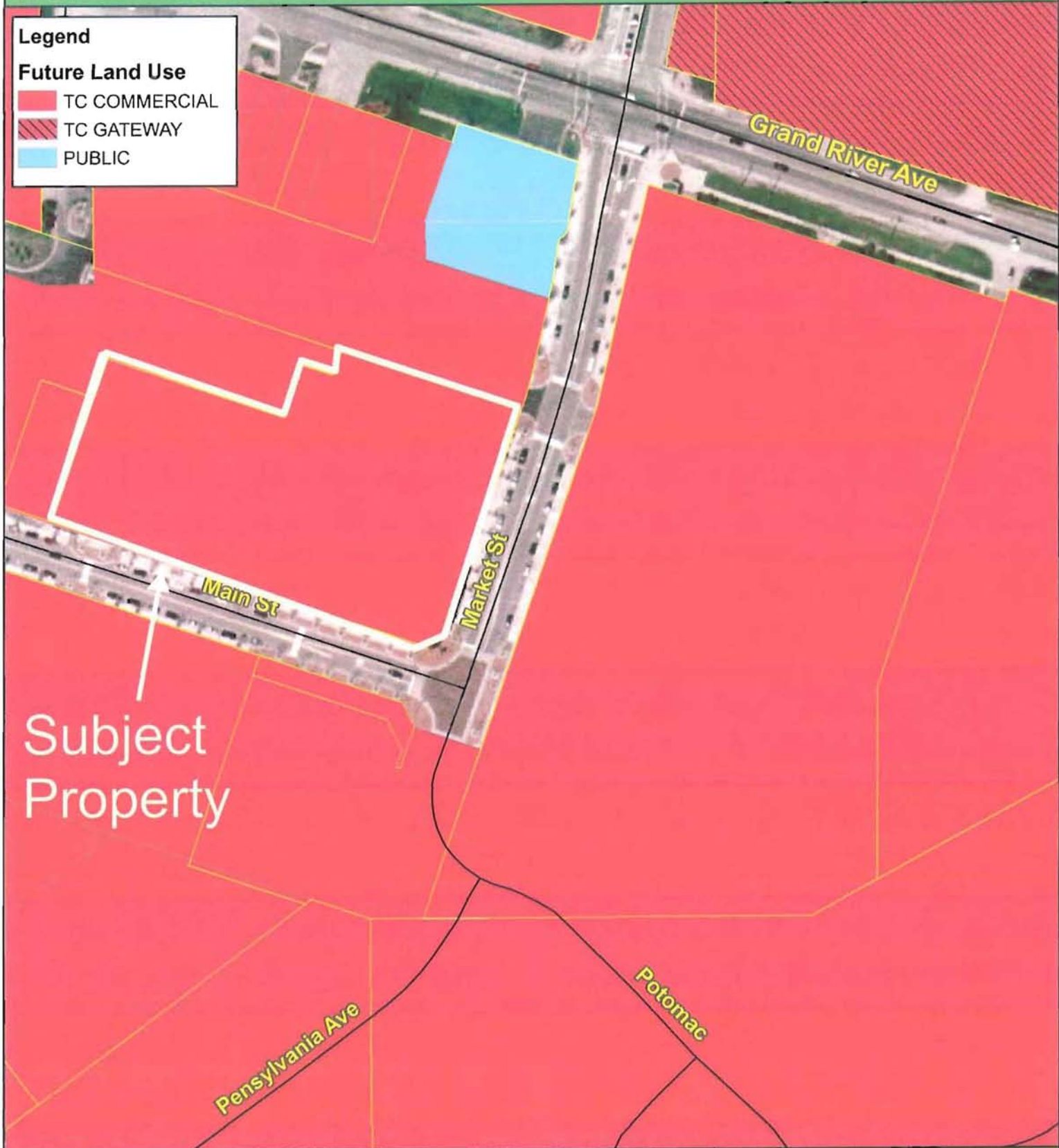
# Nightclub at Novi Main Street SP 09-11

## Future Land Use

**Legend**

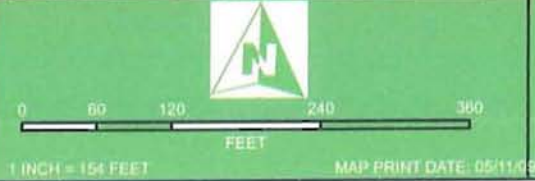
**Future Land Use**

- TC COMMERCIAL
- TC GATEWAY
- PUBLIC



Subject  
Property

**CITY OF NOVI**  
 DEPARTMENT OF COMMUNITY DEVELOPMENT  
 45175 W. TEN MILE ROAD  
 NOVI, MI 48375-3024  
 (248) 347-3415  
 MAP AUTHOR: Kristen Kapelanski, Planner



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