

**CITY OF NOVI CITY COUNCIL
DECEMBER 9, 2019**

SUBJECT: Approval of Zoning Ordinance Text Amendment 18.290 an ordinance to update Zoning Ordinance standards for hotels, including minimum parking, open space, and loading requirements. **SECOND READING**

SUBMITTING DEPARTMENT: Community Development, Planning Division

BACKGROUND INFORMATION:

There are currently sixteen built hotels in Novi and one under construction. In the last five years, the Planning Commission has approved two hotels. In 2019, the City Council has approved a development that included two hotels as part of a Planned Rezoning Overlay development located near the southwest corner of the intersection of Novi Road and the I-96 expressway ramp.

One of the recently approved hotels applied for a reduction of minimum parking required and noted that *"the advent of transportation networking services/ridesharing services (Uber, Lyft, etc.) have had an impact on parking trends. It is anticipated that guests will utilize the aforementioned services for business and recreational purposes and will further reduce the demand on parking"*. Based on recent discussion, the Planning Commission requested staff to look into effects of ride-sharing services on the parking demand for hotels and consider an ordinance amendment that would allow for a reduction in minimum parking requirements.

The memo presented at the October 30, 2019 Planning Commission meeting is attached to the motion sheet. It provides information in detail about the research and methodology used in drafting the proposed amendment. The proposed draft recommends the following:

1. **Reducing minimum parking requirements** from one space per occupancy room to 0.85 parking spaces per room based on a study of available information, while maintaining the requirement that 1 parking space be provided for each hotel employee in the largest working shift. Additional parking may be required for accessory uses, such as restaurants and conference facilities, if those uses are provided.
2. **Introducing minimum usable open space requirements** for hotel uses 30 square feet of usable open space for each room. Based on staff's calculations, this

area would allow the conversion of all of the impervious area saved by reducing parking, into usable green space. The standards are provided in a separate section, below.

The following changes as shown in text in **bold** have been made following Planning Commission's recommendation. The change is proposed to allow for some of the required open space in TC, TC-1 and PD-2 districts comply with the usable open design standards required for hotel use.

All hotels and motels in all districts ~~except TC, TC-1 and PD-2 districts~~, shall provide a minimum of 30 square feet of usable open space for each room subject to the following conditions:

- A. Usable open space shall include an unobstructed portion of a site which has a minimum dimension of ten feet in any direction, is landscaped and developed for active and passive recreational use, and is conveniently located and accessible;
 - B. The usable open space may include amenities such as pavers, benches and other landscape design elements with pervious surface materials. All such areas shall be for the benefit of the hotel patrons;
 - C. For TC, TC-1 and PD-2 districts, the usable open space required per this section can be counted towards the minimum usable open space requirements for respective district standards;**
 - D. For all other districts, the usable open space shall not be counted toward any minimum landscaping or other open space requirements of the Zoning Ordinance and required parking setback area, except as otherwise noted in this section;
3. **Reducing the minimum required loading area** for any new hotel, subject to the Planning Commission's findings based on new standards provided in the ordinance:
- A. The proposed loading area is sufficient for the largest truck that will access the site, and considering any accessory uses proposed such as banquet halls, restaurants and gathering spaces such as conference spaces;
 - B. The proposed location shall provide a safe and convenient access to related uses inside the building in order to prevent the use of existing maneuvering lanes as a temporary loading area;
 - C. The reduction in the minimum loading areas shall not negatively affect the site or surrounding properties.
4. **Reclassifying and redefining hotel categories** that currently exist in Novi's Zoning Ordinance to clarify those requirements.

Planning Commission Recommendation

On August 28, 2019 Staff presented a draft amendment to reduce parking for hotel uses in Novi and requested that the Planning Commission review the information and to set a public hearing date. The Planning Commission reviewed the proposed amendment, and recommended the text be modified to require minimum open space

requirements. At the meeting on October 30, staff presented a revised draft addressing comments from the previous meeting. The Planning Commission held a public hearing at that time, reviewed the proposed ordinance language, and recommended approval of the proposed text amendment as presented by staff.

City Council First Reading

The City Council held a First Reading of the text amendment on November 25, 2019 and approved the amendment with no additional modifications.

Since that meeting, staff has made one minor modification to the minimum parking requirements based on comments from one of the hotel developers in the City. The previous draft referred to a minimum requirement of one parking space for each employee. The current draft recommends a minimum parking requirement of one parking space for each employee in the largest working shift.

RECOMMENDED ACTION: Approval of Zoning Ordinance Text Amendment 18.290 an ordinance to update Zoning Ordinance standards for hotels, including minimum parking, open space, and loading requirements. **SECOND READING**

MEMORANDUM



TO: MEMBERS OF THE PLANNING COMMISSION
FROM: SRI RAVALI KOMARAGIRI, PLANNER
THROUGH: BARBARA MCBETH, AICP, CITY PLANNER
SUBJECT: PUBLIC HEARING FOR TEXT AMENDMENT 18.290
DATE: OCTOBER 24, 2019

On August 28, 2019 Staff presented a draft amendment to reduce parking for hotel uses in Novi and requested Planning Commission to set a public hearing date. Planning Commission has set the date to October 30 and asked the staff to look into identifying ways to convert the area reduced in parking into usable green space. The intent of the amendment is to reduce the impervious footprint and gain pervious area on the site. This would help with storm water run-off and reduce development costs to the developer.

Initial comments from Commission members at the last discussion seemed to indicate concurrence with the idea of reducing the number of required parking spaces for these uses, but there was also a sentiment in favor of having the reduction result in more open space, as opposed to simply a bigger allowable footprint for building improvements. In response to those comments, staff is now proposing a two-point approach.

- 1) **Reduce parking from 1 space per room to 0.85 spaces per room, with no change to employee parking.** This reduction would apply to all hotels and motels irrespective of being part of a mixed use development or a shared parking agreement. The proposed reduction is based on the estimated 72% occupancy rate listed in ITE Parking manual (4th edition) and the increasing trend towards using ride sharing services as noted in our research. Parking demand as per ITE parking manual ranges from 0.43 to 0.86 spaces per each room depending on the type of hotel. Refer to Table 2 on page 5 for more details.
- 2) **Require 30 square feet of usable open space per each room subject to conditions listed in sec. 4.28.6 in draft amendment.** Refer to section 'Required usable open space for hotel use' on page 2 for more details on how staff has derived the square footage requirement. This proposed open space is in addition to the ordinance requirements for parking lot setbacks, building foundation plantings, and other landscaping requirements. This would not apply to TC, TC-1 and PD-2 districts where there are open space regulations in place.

This amendment also includes minor changes which are detailed in the draft ordinance and as noted below:

1. Clarifying definitions for a Hotel and Motel.
2. Reclassifying Business Motels as Motels and Transient Residential Uses as Hotels and making appropriate updates in related sections. ee be or ore et s

Background and Memo Attachments:

There are currently sixteen built hotels in Novi and one under construction. In the last five years, the Planning Commission has approved two hotels. In 2019, City Council has approved a development that included two hotels as part of a Planned Rezoning Overlay development, located at the intersection of Novi Road and I-96 express ramp. One of the hotels has applied for a reduction of minimum parking required and noted that *'the advent of transportation networking services/ridesharing services (Uber, Lyft, etc.) have an impact on parking trends. It is anticipated that guests will utilize the aforementioned services for business and recreational purposes and will further reduce the demand on parking'*. **Based on recent discussion, the Planning Commission has advised the staff to look into effects of ride-sharing services on the parking demand for hotels.** Staff studied available articles and contacted local hotel managers to gather data. This memo includes summary of the research and conclusions in the following documents attached to this memo.

1. Required usable open space for Hotel use
2. Research Summary on impacts of ride sharing services on Parking demand
3. Parking comparison with surrounding communities
4. Summary of proposed Text Amendments
5. A Draft Ordinance Amendment
6. A map showing the existing hotels and hotels currently under review/construction
7. A map showing the Current Zoning districts that allows Hotels as a permitted/special land use/limited use
8. A map showing future land uses that would allow Hotels as a permitted/special land use/limited use
9. Articles studied for this Amendment

The Planning Commission is asked to review the proposed amendments and if acceptable, make a recommendation to the City Council on the proposed ordinance amendments.

We note that the version that is now being provided is somewhat different from the version that the Commission saw when it set the public hearing. The changes primarily relate to the required open space concept and applying parking reduction for all hotels and motels irrespective of being part of a mixed use development or a shared parking agreement. The attached staff version of the proposed amendment is subject to review and changes by City staff and/or the City Attorney's Office. Please contact Sri Ravali Komaragiri 248.735.5607 or skomaragiri@cityofnovi.org with any questions or concerns.

REQUIRED OPEN SPACE FOR HOTELS

The requirement of minimum open space for a hotel use is not an uncommon. Especially with extended stay hotels where a majority of users are families with kids, having that extra space for passive recreation is useful. Our surrounding communities currently do not have standards, but a quick research revealed a few comparable requirements.

- o *City of Santa Ana, CA has a minimum of 1,000 square feet of common open space shall be provided at a 50 square feet per guest unit ratio up to a total of 7,500 square feet.*
- o *Town of Watertown, MA has a minimum open space requirement of ten percent (10%) of total site area.*
- o *Marietta, GA has a minimum open space requirement of 25% of the lot area dedicated to either active or passive open space for extended stay hotels/motels must have and an active recreation area at a ratio of 5 square feet per room with a minimum provision of 750 square feet.*

In order to achieve our intent to reduce parking to increase green space, we propose adding a requirement of minimum usable open space. **We determined that approximately 30 square feet of usable open space per each proposed room (AS) is close to 250 square feet of area per each reduced parking space (OS).** Please see below for more details. This would not apply to hotel uses in TC, TC-1 and PD-2 as they have a minimum open space requirement.

Approximately, a minimum of 250 square feet per parking space is required to build a parking lot. We took an example scenario of a hotel with 200 rooms to calculate the area of impervious area reduced with the proposed 15%. We did not take employee parking into account, since a change to the requirement is not proposed.

Table 1: Open Space Requirement		
	Current Ordinance	Proposed Ordinance
Number of Rooms = 200	R: 200 spaces (1 per each room)	170 spaces (0.85 per each room)
15% of parking required per current ordinance (15% of 200)		30
Area saved in square foot by proposed reduction (Approximately 250 square feet per parking space including drives etc.)		250 sf x 30 spaces = AS = 7,500 SF
Minimum usable open space required (@ 30 square feet per each room)		30 square feet x 200 rooms = OS = 6,000 SF

Given that the ride-sharing mode of transportation is an emerging idea, there is not enough data available that could be used to identify parking demands for specific land use. Most of the data available is collected at the airport or downtown parking garages and do not necessarily apply to a suburban setting similar to Novi. However, a particular study completed by University of Colorado, published in the Journal of Transport and land use (see end of page for citation) provides a better insight in the bi-directional relationship between parking and ride-sharing service. The study results suggest that:

- i) *Ride-hailing is replacing driving trips and could reduce parking demand, particularly at land uses such as airports, event venues, restaurants, and bars;*
- ii) *Parking stress is a key reason respondents chose not to drive; and*
- iii) *Respondents are generally willing to pay more for reduced parking time and distance. Conversely, parking supply, time, and cost can all influence travel behavior and ride hailing use. This study provides insight into potential benefits and disadvantages of ride-hailing as related to parking.*

This study also noted that 26.4% of Uber/Lyft riders would have driven and needed a parking space if the ride-hailing services did not exist. The users would have driven a car if parking is accessible and available. Residents and visitors to Novi have access to large surface parking lots, so availability of parking is not yet an issue in Novi. Novi does not have public transportation as an alternate mode of transportation; one should either own a car or use services like Uber/Lyft to travel.

Another article on the Hotels News Now, by George Jordan, states that 'ride-sharing works well in dense major metropolitan areas but not quite so well in ex-urban locations, where distances and wait times compel some form of ownership. The article also states the cost of renting a car and parking often exceeds the cost of overnight hotel accommodations in larger Cities, for example, \$ 70 a night in Chicago. Looking further into this theory, a room at a hotel in Novi, rents out to be approximately within \$65 to \$135 depending on the type of the hotel. A single day car rental at the airport starts at \$35a day. An Uber ride one way typically starts at \$35 from the airport. The owner of Hyatt Regency a Suburban showplace indicated that most of the residents at that hotel are conference attendees and a majority of them use services like Uber or Lyft, for the convenience aspect of it.

Based on the research, the probability of Uber/Lyft users is more for hotels associated with a conference use. Users of extended stay hotels may most likely rent a car.

[1] HENAO, Alejandro; MARSHALL, Wesley E.. *The impact of ride hailing on parking (and vice versa)*. *Journal of Transport and Land Use*, [S.l.], v. 12, n. 1, feb. 2019. ISSN 1938-7849. Available at: <https://www.jtlu.org/index.php/jtlu/article/view/1392>.

PARKING COMPARISON WITH SURROUNDING COMMUNITIES

Staff compared the minimum parking requirements for a Hotel in Novi with the surrounding communities and the ITE Parking manual (4th edition). A summary of findings is listed below:

Table 2: Minimum Parking Requirements in Surrounding Communities		
	per guest room	per each employee
Novi	1	1
Lyon Township	1	1
City of Farmington	1	0.25
Northville	1	1
Wixom	1	0
Commerce Township	1	1
Rochester Hills	1.1	0
Southfield	1.3	0
Suburban Hotel <i>(ITE Land use)</i>	1.2 per occupied room (At 72% Occupancy translates to 0.86 for each room)	0
Business Hotel <i>(ITE Land use)</i>	0.6 per occupied room (At 72% Occupancy translates to 0.43 for each room)	0
Motel <i>(ITE Land use)</i>	0.71 per occupied room (At 72% Occupancy translates to 0.51 for each room)	0

1. All communities require additional parking for accessory uses are per respective Zoning Ordinances.
2. Wixom, Farmington, Rochester Hills and Southfield did not specify a minimum requirement for number of employees, most likely due to access to public transportation.
3. ITE parking manual did not account for parking for employees as well.
4. **ITE parking manual lists parking demand based on 'occupied room' as opposed 'occupancy'**. It indicates that it is important to collect data on occupied rooms as well as total rooms in order to accurately estimate parking generation characteristics for the site.
5. ITE manual also acknowledges that parking demand at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space and retail facilities.

SUMMARY OF PROPOSED TEXT AMENDMENTS

City of Novi Zoning Ordinance identifies four types of Hotel uses: Transient Residential Uses, Hotels, Business Motels and Motels as defined in Section 2.2 of our Zoning Ordinance. **Please refer to the draft Amendment for changes to the definitions for these four types.** A majority of the land uses are located along Grand River Avenue, Novi Road and Haggerty Road. The memo includes three maps that show the current hotels in Novi, current Zoning map and future land uses that would allow Hotels as a permitted/special land use/limited use. The text amendment would be applicable for the zoning districts listed in Table 3. Most of the districts would likely have a shared use.

It should be noted that the ITE provides numbers that indicate parking demand based on existing facilities survey. For example, the requirement for 1.2 per space is the demand for each occupied room. It is based on the estimation that the average occupancy rate for hotel is 72% at its maximum during a year. **Novi and surrounding jurisdictions require minimum parking for an estimated 100% occupancy, which is usually not the case for suburban hotels. It also did not account for Uber and Lyft.**

Staff contacted the surrounding communities around Novi to inquire if they considered the impact of Uber/Lyft on hotel parking. Even though they did not start the research, they agreed that it is something worth pursuing. The limited available data does not provide a clear direction on recommended reduction in the data based on ride sharing services. Some assumptions need to be made. In summary, parking requirements for hotels in Novi can be reconsidered. As these services become more popular, it also presents Planners an opportunity to consider the following in the future:

1. Lowering parking generation rates, thus reducing parking demand;
2. Reconsider the minimum parking requirements for certain uses such as restaurants, bars and conference centers;
3. Replacing parking spaces with different land uses and provide economic development opportunities.

Staff is proposing the following changes to the current parking and loading requirements, and simplifying the hotel categories as currently listed in our Zoning Ordinance, as noted in table 3 and 4.

Table 3: Comparison of Existing Requirement and Proposed Amendment		
	Existing Requirement	Proposed Amendment
Employee Parking <i>Section 5.2.12.C</i>	1 per employee in the largest working shift	No change. The reduction in employee parking is not having any significant impact on minimum required calculations. Hotels now-a-days are transporting cleaning crews from one facility to the other.
Guest Parking <i>Section 5.2.12.C</i>	1 per occupancy room	0.85 per room for hotels or for all hotels and motels including extended stay. There is no maximum requirement in our ordinance. The applicant can always choose to provide additional parking. The proposed reduction is based on the 72% occupancy rates estimation provided in ITE Parking manual (4 th edition) and the increasing trend towards using ride sharing services as noted in our research.
Pick-up/Drop-off <i>Section 5.2.12.C</i>	No specific requirement	1 space for Pick-up to facilitate Uber/Lyft cars waiting for pick-up/drop-offs.
Accessory uses <i>Section 5.2.12.C</i>	Parking for accessory uses can be calculated based on individual requirements set forth on our Zoning Ordinance	Parking for accessory uses can be calculated based on individual requirements set forth on our Zoning Ordinance. Reduction subject to Planning Commission's approval of shared parking study or parking demand study, subject to requirements of Section 5.2.7.
Usable Open Space <i>Sec. 4.28.5</i>	None Town Center and Town Center One districts have 15% open space requirement for all uses including hotels.	30 square feet of usable open space for each room subject to size and type conditions listed in sec. 4.28.5. This would allow converting all the impervious area saved by reducing parking into usable green space (pervious). This would allow reduction of storm water run-off and construction of additional parking improvements.
Loading Zone <i>Sec. 4.28.6</i>	Within the B, GE, FS, RC, NCC, TC and TC-1 districts, a ratio of ten (10) square feet of loading area is required for each front foot of building; Within the OS districts, in the ratio of five (5) square feet of loading area is required per front foot of building up to a total area of three-hundred sixty (360) square feet per building.	The Planning Commission may permit reduction in minimum loading area requirements listed in Section 5.4. Such reduction may be considered by the Planning Commission only after reviewing relevant data provided by the applicant of the largest truck that will access the site conditions listed in sec.4.28.6.

Table 4: Changes to Hotel Terminology per Zoning District

Zoning District	Use	Section No.	Current Ordinance	Proposed Text change
P: Permitted; SLU: Special Land use				
B-2: Community Business	P	3.1.11.B.xiv	Hotels and motels §4.28 <i>(Permitted when the site does not abut residential use)</i>	No change
B-3: General Business	SLU	3.1.11.C.ii.	Motel §4.28	No change
C: Conference	SLU	3.1.13.C.ii	Hotels and motels <i>(not subject to Sec. 4.28)</i>	Hotels §4.28.5
EXPO: Expo	P	3.1.14.ii	Hotels and motels <i>(if included with an exposition facility)</i>	No change
EXO: Exposition Overlay	P	3.1.15.B.v	Hotels and business motel §4.28.4 <i>(when part of a development)</i>	Hotels §4.28.4
EXO: Exposition Overlay	SLU	3.1.15.C.ii	Hotels and motels when part of an Exposition, conference, and convention facilities §3.25	No change
FS: Freeway Service	P	3.1.17.iv	Motels, hotel and transient lodging facilities §4.28	Hotels and motels §4.28
I-2: Heavy Industrial District	SLU	3.1.19.B.xxxi.c	Eating and drinking establishments and motels §4.49 <i>Motels subject to restrictive conditions, to serve limited needs of an industrial district</i>	No change
I-1: Light Industrial District	SLU	3.1.18.C.ii.c		No change
OSC: Office Service Commercial	P	3.1.22.B.xi	Transient residential uses	Hotels §4.28.5
OST: Office Service Technology	P	3.1.23.B.v	Hotels and business motels §4.28.4 <i>(when part of a development)</i>	Hotels §4.28.4 <i>(when part of a development)</i>
RC: Regional Center	P	3.1.24.xiii	Transient residential uses	Hotels §4.28.5
TC Town Center	P	3.1.25.B.xix	Hotels and Transient Housing	Hotels §4.28.5
TC-1: Town Center-1	P	3.1.26.B.xix	Hotels and Transient Housing	Hotels §4.28.5
PD-2: Planned Development	SLU	3.31.7.B.i	Convention centers including motels, motor hotels	Convention centers including motels and hotels
Master Plan City west	P		Recommended permitted use of Hotels in 2015 Master Plan for Land Use	To be determined

**A Draft Ordinance Amendment
(Strike-through Version)**

DRAFT
STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF NOVI
ORDINANCE NO. 18.290

AN ORDINANCE TO AMEND THE CITY OF NOVI ZONING ORDINANCE AT ARTICLE 2.0 DEFINITIONS, SECTION 2.2 DEFINITIONS; ARTICLE 3.0 ZONING DISTRICTS, SECTION 3.1 DISTRICTS ESTABLISHED, TO UPDATE THE HOTEL TERMINOLOGY IN APPLICABLE SECTIONS OF B-2, B-3, C, EXPO, EXO, FS, I-2, I-1, OSC, OST, RC, TC, TC-1 AND PD-2 ZONING DISTRICTS; ARTICLE 4.0 USE STANDARDS, SECTION 4.28 HOTELS, MOTELS AND TRANSIENT LODGING FACILITIES; ARTICLE 5.0 SITE STANDARDS, SECTION 5.2.12 OFF-STREET PARKING SPACES IN ORDER TO CLARIFY THE DEFINITION OF HOTEL, REVISE THE MINIMUM PARKING AND LOADING AREA REQUIREMENTS FOR HOTEL USE;

THE CITY OF NOVI ORDAINS:

Part I.

That the City of Novi Zoning Ordinance, as amended, Article 2, Definitions, Section 2.2. Definitions, is hereby amended to include the following definitions:

Section 2.2 Definitions

~~Business Motel: A building or part of a building, as to which the primary form of access to at least seventy five (75) percent of individual rooms is through a common entrance or entrances, and in which there is a series of attached, semi-detached or detached rental units containing a minimum of a bedroom, bathroom and closet space. Units shall provide for overnight lodging and are offered to the public for compensation, and shall cater primarily to the business traveler.~~

Motel: A series of attached, semidetached or detached rental units containing a bedroom, bathroom and closet space. Buildings may contain exterior corridors accessing the rooms. Units shall provide for overnight lodging and are offered to the public for compensation, have limited supporting facilities and shall cater primarily to the public traveling by motor vehicle.

Hotel: A building or part of a building, with a common entrance or entrances, in which the ~~dwelling units or rooming~~ units are used primarily for transient occupancy including extended stay, and in which one or more of the following services are offered: maid service, furnishing of linen, ~~telephone, secretarial, or desk service, and bellboy service,~~ breakfast service, room service and a business center. A hotel may include a restaurant or cocktail lounge, public banquet halls, ballrooms, or meeting rooms.

~~Transient Residential Uses: Uses such as hotels, motels and facilities used primarily for transient occupancy.~~

Part II.

That the City of Novi Zoning Ordinance, as amended, Article 4, Use Standards, Section 4.28 Hotels, Motels, and Transient Lodging Facilities, is hereby amended to read as follows:

Section 4.28 Hotels, and Motels, ~~and Transient Lodging Facilities~~

1. In the B-2 district, hotels and motels are a permitted use provided the site does not abut a residential district.
2. In the B-3 district, motels are permitted as a special land use subject to the following conditions:
 - A. Access shall be provided so as not to conflict with the adjacent business uses or adversely affect traffic flow on major thoroughfare
 - B. Each unit shall contain not less than two-hundred and fifty (250) square feet of floor area.
 - C. No unit shall be occupied as a permanent residence.
3. In the FS district, motels ~~and~~, hotels ~~and transient lodging facilities~~ but not including tent sites and campgrounds are permitted uses, provided that each living unit shall not contain less than two-hundred fifty (250) square feet of floor area, and provided further that no unit shall be occupied as a permanent residence.
4. In the OST district and EXO Overlay district, hotels ~~and business motels~~ are a permitted use when such are designed to be an integral part of an overall design of an OST district development under Section 3.1.23.B, which shall be constructed at the same time as or after one (1) of the principal permitted use
5. All hotels and motels in all districts, shall provide a minimum of 30 square feet of usable open space for each room subject to the following conditions:
 - A. Usable open space shall include an unobstructed portion of a site which has a minimum dimension of ten feet in any direction, is landscaped and developed for active and passive recreational use, and is conveniently located and accessible;
 - B. The usable open space may include amenities such as pavers, benches and other landscape design elements with pervious surface materials. All such areas shall be for the benefit of the hotel patrons;
 - C. For TC, TC-1 and PD-2 districts, the usable open space required per this section can be counted towards the minimum usable open space requirements for respective district standards;
 - D. The usable open space shall not be counted toward any minimum landscaping or other open space requirements of the Zoning Ordinance and required parking setback area, except as otherwise provided in this section;
6. The Planning Commission may approve a reduction in the minimum loading area requirements of Section 5.4 for all hotels and motels, subject to the Planning Commission making the following findings:
 - A. The proposed loading area is sufficient for the largest truck that will access the site, and considering any accessory uses proposed such as banquet halls, restaurants and gathering spaces such as conference spaces;
 - B. The proposed location shall provide a safe and convenient access to related uses inside the building in order to prevent the use of existing maneuvering lanes as a temporary loading area;
 - C. The reduction in the minimum loading areas shall not negatively affect the site or surrounding properties.

Part III.

That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, is hereby amended in the following Sections to read as follows:

C: Conference

3.1.13. C. ii. Special Land Uses

Hotels and motels §4.28.5

EXO: Exposition Overlay

3.1.15. B .v. Permitted Uses

| Hotels ~~and business motel~~ §4.28.4

FS: Freeway Service

3.1.17. B. iv. Permitted Uses

| ~~Hotels and~~ motels, ~~hotel and transient lodging facilities~~ §4.28

OSC: Office Service Commercial

3.1.22. B. xi. Permitted Uses

| ~~Transient residential uses~~ Hotels §4.28.5

OST: Office Service Technology

3.1.23. B. v. Permitted Uses

| Hotels ~~and business motels~~ §4.28.4

RC: Regional Center

3.1.24. xiii. Permitted Uses

| ~~Transient residential uses~~ Hotels §4.28.5

TC Town Center

3.1.25. B. xix. Permitted Uses

| ~~Hotels and Transient Housing~~ Hotels §4.28.5

TC-1: Town Center-1

3.1.26. B. xix. Permitted Uses

| ~~Hotels and Transient Housing~~ Hotels §4.28.5

PD-2: Planned Development

3.31.7. B. i. Permitted Uses

| Convention centers including ~~motels, motor~~ hotels

Part IV.

That the City of Novi Zoning Ordinance, as amended, Article 5, Site Standards, Section 5.2.12, Off-Street Parking Spaces is hereby amended to read as follows:

Section 5.2.12. Off-Street Parking Spaces

| Sec. 5.2.12.C Motels, ~~and~~ hotels ~~or other commercial lodging establishments~~

| ~~One (1) 0.85 space~~ for each one (1) occupancy unit plus one (1) for each one (1) employee in largest working shift, plus parking for accessory uses. Minimum required spaces for other accessory uses such as restaurants, conference facilities shall be calculated per requirements at Section 5.2.12 in addition to the minimum required for a hotel.

Part V.

That the City of Novi Zoning Ordinance, as amended, Article 5, Site Standards, Section 5.2.12, Off-Street Parking Spaces is hereby amended to read as follows:

Section 5.4. Off-street Loading and Unloading

Items 1 through 5 unchanged

6. For hotels and motels, the Planning Commission may permit reduction in minimum loading area requirements in accordance with conditions listed in section 4.28. 6.

PART VI.

Severability. Should any section, subdivision, clause, or phrase of this Ordinance be declared by the courts to be invalid, the validity of the Ordinance as a whole, or in part, shall not be affected other than the part invalidated.

PART VII.

Savings Clause. The amendment of the Novi Code of Ordinances set forth in this Ordinance does not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendment of the Novi Code of Ordinances set forth in this Ordinance.

PART VIII.

Repealer. All other Ordinance or parts of Ordinance in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

PART IX.

Effective Date: Publication. Public hearing having been held hereon pursuant to the provisions of Section 103 of Act 110 of the Public Acts of 2006, as amended, the provisions of this Ordinance shall be published within fifteen (15) days of its adoption by publication of a brief notice in a newspaper circulated in the City of Novi stating the date of enactment and effective date, a brief statement as to its regulatory effect and that a complete copy of the Ordinance is available for public purchase, use and inspection at the office of the City Clerk during the hours of 8:00 A.M. to 5:00 P.M., Local Time. The provisions of this Ordinance shall become effective seven (7) days after its publication.

MADE, PASSED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, ON THE ____ DAY OF _____, 2019.

ROBERT J. GATT, MAYOR

CORTNEY HANSON, CITY CLERK

Ayes:
Nays:
Abstentions:
Absent:

**A Draft Ordinance Amendment
(CleanVersion)**

STATE OF MICHIGAN

COUNTY OF OAKLAND

CITY OF NOVI

ORDINANCE NO. 18.290

AN ORDINANCE TO AMEND THE CITY OF NOVI ZONING ORDINANCE AT ARTICLE 2.0 DEFINITIONS, SECTION 2.2 DEFINITIONS; ARTICLE 3.0 ZONING DISTRICTS, SECTION 3.1 DISTRICTS ESTABLISHED, TO UPDATE THE HOTEL TERMINOLOGY IN APPLICABLE SECTIONS OF B-2, B-3, C, EXPO, EXO, FS, I-2, I-1, OSC, OST, RC, TC, TC-1 AND PD-2 ZONING DISTRICTS; ARTICLE 4.0 USE STANDARDS, SECTION 4.28 HOTELS, MOTELS AND TRANSIENT LODGING FACILITIES; ARTICLE 5.0 SITE STANDARDS, SECTION 5.2.12 OFF-STREET PARKING SPACES IN ORDER TO CLARIFY THE DEFINITION OF HOTEL, REVISE THE MINIMUM PARKING AND LOADING AREA REQUIREMENTS FOR HOTEL USE;

THE CITY OF NOVI ORDAINS:

Part I.

That the City of Novi Zoning Ordinance, as amended, Article 2, Definitions, Section 2.2. Definitions, is hereby amended to include the following definitions:

Section 2.2 Definitions

Motel: A series of attached, semidetached or detached rental units containing a bedroom, bathroom and closet space. Buildings may contain exterior corridors accessing the rooms. Units shall provide for overnight lodging and are offered to the public for compensation, have limited supporting facilities and shall cater primarily to the public traveling by motor vehicle.

Hotel: A building or part of a building, with a common entrance or entrances, in which the units are used primarily for transient occupancy including extended stay , and in which one or more of the following services are offered: maid service, furnishing of linen,, breakfast service, room service and a business center. A hotel may include a restaurant or cocktail lounge, public banquet halls, ballrooms, or meeting rooms.

Part II.

That the City of Novi Zoning Ordinance, as amended, Article 4, Use Standards, Section 4.28 Hotels, Motels, and Transient Lodging Facilities, is hereby amended to read as follows:

Section 4.28 Hotels and Motels

1. In the B-2 district, hotels and motels are a permitted use provided the site does not abut a residential district.
2. In the B-3 district, motels are permitted as a special land use subject to the following conditions:
 - A. Access shall be provided so as not to conflict with the adjacent business uses or adversely affect traffic flow on major thoroughfare
 - B. Each unit shall contain not less than two- hundred and fifty (250) square feet of floor area.
 - C. No unit shall be occupied as a permanent residence.

3. In the FS district, motels and hotels but not including tent sites and campgrounds are permitted uses, provided that each living unit shall not contain less than two-hundred fifty (250) square feet of floor area, and provided further that no unit shall be occupied as a permanent residence.
4. In the OST district and EXO Overlay district, hotels are a permitted use when such are designed to be an integral part of an overall design of an OST district development under Section 3.1.23.B, which shall be constructed at the same time as or after one (1) of the principal permitted use
5. All hotels and motels in all districts, shall provide a minimum of 30 square feet of usable open space for each room subject to the following conditions:
 - A. Usable open space shall include an unobstructed portion of a site which has a minimum dimension of ten feet in any direction, is landscaped and developed for active and passive recreational use, and is conveniently located and accessible;
 - B. The usable open space may include amenities such as pavers, benches and other landscape design elements with pervious surface materials. All such areas shall be for the benefit of the hotel patrons;
 - C. For TC, TC-1 and PD-2 districts, the usable open space required per this section can be counted towards the minimum usable open space requirements for respective district standards;
 - D. The usable open space shall not be counted toward any minimum landscaping or other open space requirements of the Zoning Ordinance and required parking setback area, except as otherwise provided in this section;
6. The Planning Commission may approve a reduction in the minimum loading area requirements of Section 5.4 for all hotels and motels, subject to the Planning Commission making the following findings:
 - A. The proposed loading area is sufficient for the largest truck that will access the site, and considering any accessory uses proposed such as banquet halls, restaurants and gathering spaces such as conference spaces;
 - B. The proposed location shall provide a safe and convenient access to related uses inside the building in order to prevent the use of existing maneuvering lanes as a temporary loading area;
 - C. The reduction in the minimum loading areas shall not negatively affect the site or surrounding properties.

Part III.

That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, is hereby amended in the following Sections to read as follows:

C: Conference

3.1.13. C. ii. Special Land Uses

Hotels and motels §4.28.5

EXO: Exposition Overlay

3.1.15. B .v. Permitted Uses

Hotels §4.28.4

FS: Freeway Service

3.1.17. B. iv. Permitted Uses

Hotels and motels §4.28

OSC: Office Service Commercial

3.1.22. B. xi. Permitted Uses

Hotels §4.28.5

OST: Office Service Technology

3.1.23. B. v. Permitted Uses

Hotels §4.28.4

RC: Regional Center

3.1.24. xiii. Permitted Uses

Hotels §4.28.5

TC Town Center

3.1.25. B. xix. Permitted Uses

Hotels §4.28.5

TC-1: Town Center-1

3.1.26. B. xix. Permitted Uses

Hotels §4.28.5

PD-2: Planned Development

3.31.7. B. i. Permitted Uses

Convention centers including hotels

Part IV.

That the City of Novi Zoning Ordinance, as amended, Article 5, Site Standards, Section 5.2.12, Off-Street Parking Spaces is hereby amended to read as follows:

Section 5.2.12. Off-Street Parking Spaces

Sec. 5.2.12.C Motels and hotels

0.85 space for each one (1) occupancy unit plus one (1) for each one (1) employee in largest working shift. Minimum required spaces for other accessory uses such as restaurants, conference facilities shall be calculated per requirements at Section 5.2.12 in addition to the minimum required for a hotel.

Part V.

That the City of Novi Zoning Ordinance, as amended, Article 5, Site Standards, Section 5.2.12, Off-Street Parking Spaces is hereby amended to read as follows:

Section 5.4. Off-street Loading and Unloading

Items 1 through 5 unchanged

- 6. For hotels and motels, the Planning Commission may permit reduction in minimum loading area requirements in accordance with conditions listed in section 4.28. 6.

PART VI.

Severability. Should any section, subdivision, clause, or phrase of this Ordinance be declared by the courts to be invalid, the validity of the Ordinance as a whole, or in part, shall not be affected other than the part invalidated.

PART VII.

Savings Clause. The amendment of the Novi Code of Ordinances set forth in this Ordinance does not affect or impair any act done, offense committed, or right accruing, accrued, or acquired or liability, penalty, forfeiture or punishment, pending or incurred prior to the amendment of the Novi Code of Ordinances set forth in this Ordinance.

PART VIII.

Repealer. All other Ordinance or parts of Ordinance in conflict herewith are hereby repealed only to the extent necessary to give this Ordinance full force and effect.

PART IX.

Effective Date: Publication. Public hearing having been held hereon pursuant to the provisions of Section 103 of Act 110 of the Public Acts of 2006, as amended, the provisions of this Ordinance shall be published within fifteen (15) days of its adoption by publication of a brief notice in a newspaper circulated in the City of Novi stating the date of enactment and effective date, a brief statement as to its regulatory effect and that a complete copy of the Ordinance is available for public purchase, use and inspection at the office of the City Clerk during the hours of 8:00 A.M. to 5:00 P.M., Local Time. The provisions of this Ordinance shall become effective seven (7) days after its publication.

MADE, PASSED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, ON THE ____ DAY OF _____, 2019.

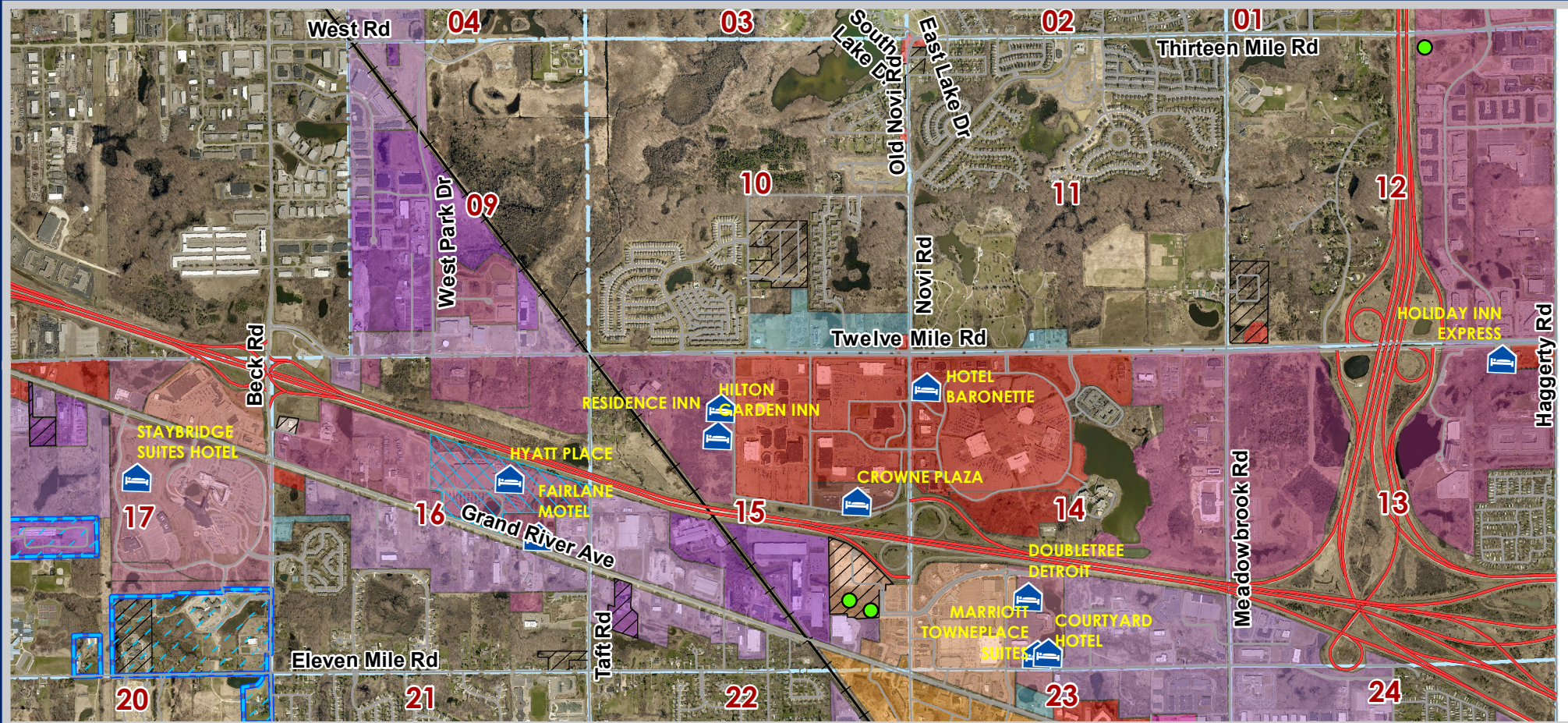
ROBERT J. GATT, MAYOR

CORTNEY HANSON, CITY CLERK

Ayes:
Nays:
Abstentions:
Absent:

A map showing the existing hotels and hotels currently under review/construction

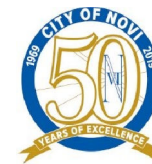
Existing and Proposed Hotels in Novi



LEGEND

- | | |
|------------------------------------|-------------------------------------|
| FS: Freeway Service District | I-1: Light Industrial District |
| Exposition (EXO) | I-2: General Industrial District |
| Planned Suburban Low-Rise (PSLR) | NCC: Non-Center Commercial District |
| Planned Rezoning (PRO) | OS-1: Office Service District |
| B-1: Local Business District | OSC: Office Service Commercial |
| B-2: Community Business District | OST: Office Service Technology |
| B-3: General Business District | RC: Regional Center District |
| C: Conference District | TC: Town Center District |
| EXO: OST District with EXO Overlay | TC-1: Town Center -1 District |
| EXPO: EXPO District | Existing Hotels |
| GE: Gateway East District | Hotels under construction/review |

Map Author: Sri Ravali Komaragiri
Date: August 15, 2019



City of Novi

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

0 950 1,900 3,800 Feet

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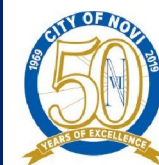
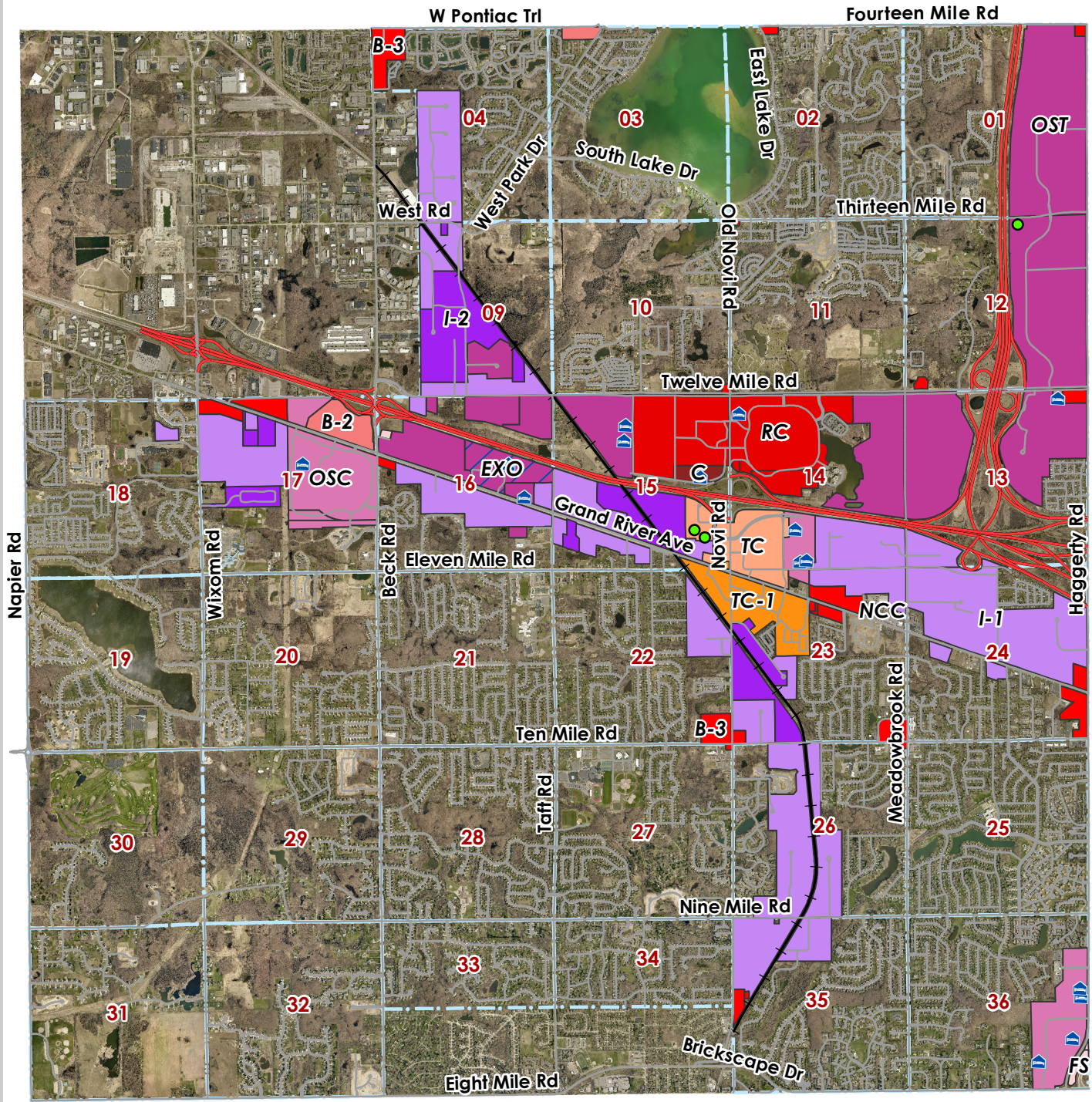


A map showing the Current Zoning districts that allows Hotels as a permitted/special land use/limited use

Current Zoning: Hotel Use

Legend

- B-2: Community Business District
- B-3: General Business District
- C: Conference District
- EXO: OST District with EXO Overlay
- EXPO: EXPO District
- FS: Freeway Service District
- I-1: Light Industrial District
- I-2: General Industrial District
- OSC: Office Service Commercial
- OST: Office Service Technology
- RC: Regional Center District
- TC: Town Center District
- TC-1: Town Center -1 District
- Existing Hotels
- Hotels under construction/review



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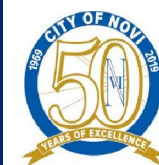
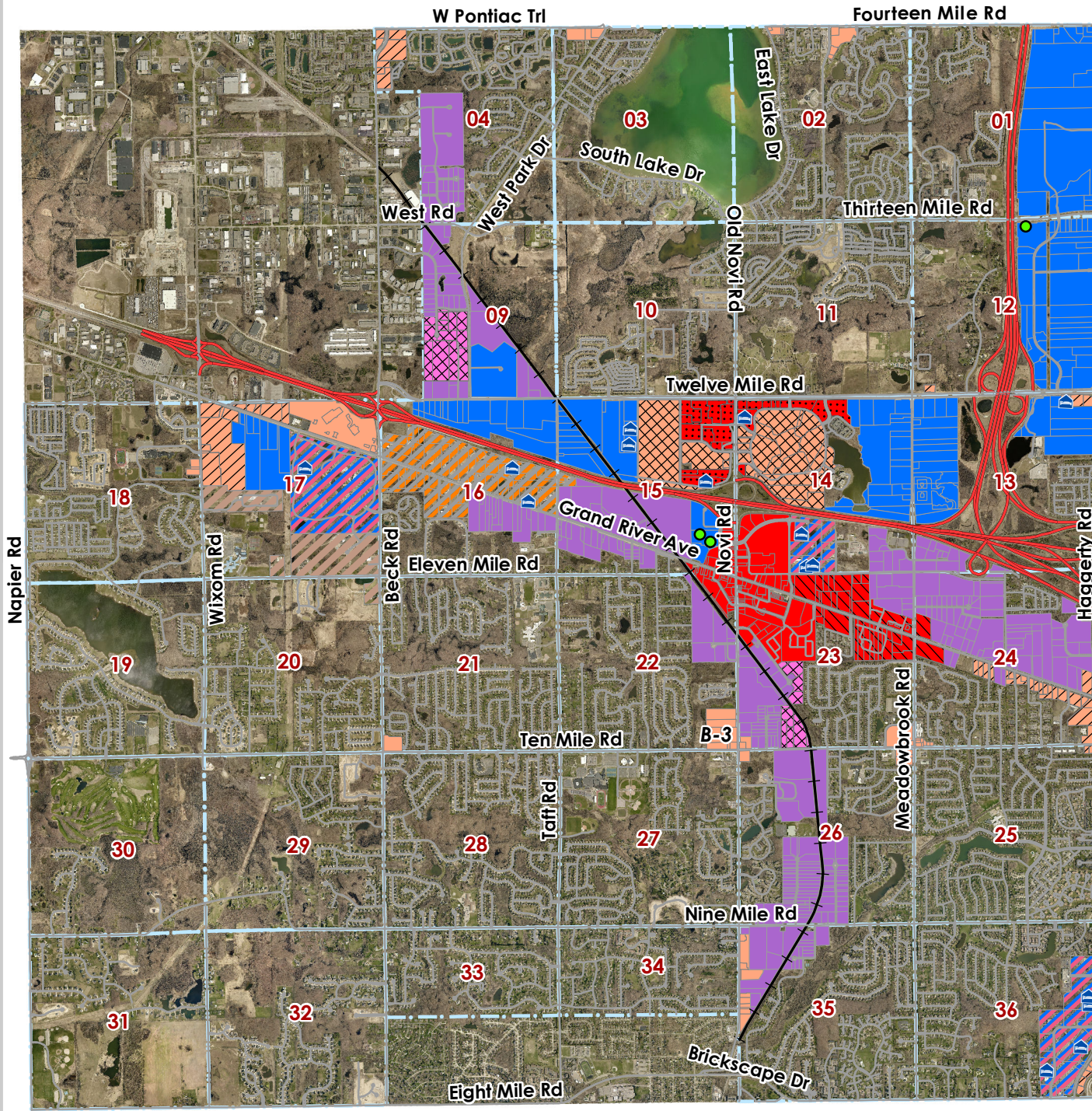
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A map showing future land uses that would allow Hotels as a permitted/special land use/limited use

Future Land Use Categories: Hotel Use

Legend

-  Suburban Low-Rise
-  Office Research Development Technology
-  Office Commercial
-  Industrial Research Development Technology
-  Heavy Industrial
-  Local Commercial
-  Community Commercial
-  Regional Commercial
-  City West
-  TC Commercial
-  TC Gateway
-  PD2
-  Existing Hotels
-  Hotels under construction/review



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Articles studied for this Amendment

Opinions

What the rise of Uber means for hotel parking lots

25 JANUARY 2017 1:13 PM

What could Uber's potential impact on transportation mean for hotel guests' need for their cars? The hotel parking lot might be living on borrowed time.



By **George Jordan**
george.jordan@ohrllc.com

Recently, I was bemoaning to a colleague about how I often struggle to find a relevant topic to write about for this column. Angie said, "You should write about Uber." And I thought to myself, well you are "uber-duber-whack-a-doodle-doesky. ... What does that have to do with hotels?" It turns out, quite a bit, and Angela is one smart lady.

Uber and other ride-sharing services—and the rise of social media applied to a smartphone—translates into a highly diminished desire for Generation Z citizens (and others) to own and drive a car. Indeed, lots of chatter online recently makes a very valid case that for the most part, private auto ownership is one of the worst capital investments anyone could make.

The very expensive car sits mostly un-utilized most hours of the day. It's parked in a garage overnight, is driven to/from work, or potentially shopping, and these activities may chew up a few hours a day of actual drive time. Otherwise, it sits idle. Factor in the recurring costs of ownership, and Gen Z has figured out it's cheaper and less stressful to "Uber it" to the next location.

With the added benefit of being able to "text and ride" and communicate via social media as a passenger, why drive when you can ride? Car ownership, and parking utilization, may have peaked in urban communities.

Ride-sharing works well in dense major metropolitan areas but not quite so well in ex-urban locations, where distances and wait times compel some form of car ownership. Finally, the cost of renting a car and parking (whether valet or self-park) often exceeds the cost of overnight hotel accommodations in larger cities—e.g. \$70 per night in Chicago.

The end result of these burgeoning trends is a precipitous drop in parking demand. New hotels are reducing the amount of parking stalls or eliminating parking altogether. In some major urban markets, residential parking ratios are extremely low, and cities are requiring fewer parking spots in order to encourage greater use of public transportation.

Autonomous vehicles make headlines on a daily basis. Every car manufacturer is in deep research and development and is looking forward to the day when vehicles are effectively robotic transports controlled by computers. Watch out Uber drivers: Uber will remain, but soon enough, the human driver won't.

The day is coming when citizenry doesn't drive, they ride. They do not park, they exit. Traffic jams and gridlock will be stricken from the urban dictionary. Vehicles will be computerized and unattended means of conveyance that are nearly fully utilized capital investments. Parking may become an afterthought, and its revenue streams like the telephone department deleted. You remember landlines, right?

All of this buildup is to point out a major trend at urban hotels: parking is on the decline, no qualifiers. For hotel owners and managers, this means "right-sizing" parking garages, moving to valet operations, and otherwise creating value for those that still do park. (Squeegee the windshield clean upon departure, perhaps?) It means less land requirements for new builds, and greater return on investment when sized right.

But none of this happens overnight or even in the next five years. So in the short term, what are you doing to maximize convenience and parking revenues to enhance the guest experience? Cleaning the windshield, offering a bottle of water on a hot summer day, combining door/bell services with valet are a means to improve the guest experience and the bottom line.

Short term, we find a new form of gridlock in the urban core, "Uberlock." The ride-share drivers have activated their idle capital (cars) and are circling the city blocks like vultures in the desert, waiting for something to die. And it will; it's called parking.

George Jordan is senior vice president – operations for Oxford Hotels & Resorts, overseeing a cluster of three-, four-, and 4 ½ -star hotels, both operating and under development. Mr. Jordan has worked in hotels for over 30 years including the Arizona Biltmore, The St. Paul, The Marquette, The Drake, Raffaello Hotel, Hotel Felix, and most recently The Godfrey Hotel Chicago. New openings currently orchestrated by Mr. Jordan include the Godfrey Hotel Boston, and LondonHouse Chicago. Mr. Jordan rose through the ranks while attending college at University of Southern California and Arizona State University, where he obtained a B.S. in finance. George has served as area food and beverage director for Hilton International, based out of the Drake Hotel Chicago, and also as hotel

manager at the Drake. George joined the Oxford team in 2009 as area general manager; he was promoted to senior vice president in 2012. His daily duties include oversight of Hotel Felix, Hotel Cass, Godfrey Hotel, and contributes his operational and marketing expertise to acquisition activities. George is a well-respected leader and a member of many Chicago civic organizations including The Magnificent Mile Association, CCTB, DLC and serves on the board of directors for Lawson House YMCA and on the advisory council of De Paul University's School of Hospitality. Mr. Jordan writes a quarterly column for Hotel News Now and is slated to be a cast member in an upcoming reality TV series.

The opinions expressed in this column do not necessarily reflect the opinions of Hotel News Now or its parent company, STR and its affiliated companies. Columnists published on this site are given the freedom to express views that may be controversial, but our goal is to provoke thought and constructive discussion within our reader community. Please feel free to comment or contact an editor with any questions or concerns.

Change Language: ▼

The Uber Effect

The “Uber Effect” refers to the influence of mobility sharing services, such as Uber and Lyft, on traditional transportation generators like commercial establishments, entertainment complexes, airports and hotels.

Ride-hailing, mobility-on-demand, ride-sharing: Whatever you call it, the media have extolled these app-based services as “disrupters” and “category killers.” The taxi and parking industries appear to be the “disrupted” and “killed” in these dire-future forecasts.

Outside this media echo chamber, there is evidence where Uber and Lyft are affecting the parking industry in certain markets. Uber doesn't release financials. Lyft has yet to make a dime. Nonetheless, parking facility owners, managers and other industry experts see ride-hailing companies affecting several specific demand sectors.

Are ride-hailing apps a trend? A spreading contagion dooming parking? Or just a fad, a blip in the nonstop, 100-year growth curve of commercial parking?

Airports Handle Ride Apps Differently

Uber and Lyft entered the Richmond, Va. market in August 2014. Richmond International Airport's (RIC) chief financial officer Doug Blum is closely monitoring the situation, but says, thus far, the “effect” has been minimal.

“Our enplanements have been growing the last four years and our parking income has also grown apace,” he notes. “The ride shares are taking a good bit of business from taxis, but the taxis are surviving. I think an overlooked part of the Uber traffic is from people that would have otherwise asked a friend, relative or co-worker to drive them.”

For airport administrators, an early warning of storms ahead might be diminishing terminal curb space availability.

As fewer vehicles exit airport roadways to park, more will destinate at the airport's front door. Competition for parking at airport curbsides has always been challenging, but now, with ride-hailing vehicles in the mix, congestion has worsened.

BUR Ride-Sharing Drivers Pick Up in Parking Lot

Hollywood Burbank Airport (BUR) has addressed curbside congestion and concern over potential lost parking revenues. The airport requires ride-hailing drivers to pick up their arriving passengers in the short-term parking lot.

This has added an estimated \$2,700 per month in parking fees, according to reports in the Los Angeles Times. It's not clear whether these new fees offset parking revenue losses created by the on-demand services spiriting away their customers.

LAX Drivers Pay Airport Access Fees

Also according to the LA Times, Los Angeles International Airport (LAX), has reached an agreement with Uber and Lyft that treats the on-demand services more like taxis, which pay commercial vehicle access fees to the airport.

LAX has created special waiting areas and curbside pick-up zones for the ride hailers. In return, Uber and its peers have each agreed to guarantee LAX a minimum of \$25,000 per month in commercial vehicle fees.

To date, these fees have greatly exceeded set minimums, but it's unknown if these gains offset potential parking revenue losses.

End of the Designated Driver?

Worldwide, restaurants, bars and concert venues are attributing a drop in parking demand directly to Uber and its competitors.

In São Paulo, Brazil, city managers blame Uber for a 40 percent decline in the parking tax income flowing from parking demand.

Recent articles from a variety of sources, such as the New York Times, indicate that app-users are partying longer and harder, freed from concerns about parking hassles and driving under the influence.

In Chicago, a Crain's Business Weekly article, "Will Uber and driverless cars turn the parking biz into roadkill?," identified one garage near the famed Rush Street nightlife zone citing a revenue decline of five percent. (Yes, the garage is still in business.)

NPA stalwarts John Hammerschlag of Hammerschlag Parking and SpotHero's Mark Lawrence were also cited in the Crain's article.

Hammerschlag noted the "Uber Effect" had produced "some impact" in certain locales, but that overall, his year-to-year traffic volumes were up.

Lawrence observed his nighttime customers were still driving, but perhaps more likely to park once, then Uber between hotspots.

Getting a Lyft to the Hotel

The hospitality parking sector has been hammered as guests, especially those from out-of-town who previously might have rented a car, choose to be driven to their hotel destination.

In an article in the Hotel News entitled, "What the Rise of Uber Means for Hotel Parking Lots," George Jordan, senior vice president for operations at Oxford Hotels & Resorts wrote recently, "[A] major trend at urban hotels: parking is on the decline, no qualifiers. For hotel owners and managers, this means 'right-sizing' parking garages, moving to valet operations, and otherwise creating value for those that still do park. . . It means less land requirements for new builds, and greater return on investment when sized right."

Annapolis-based Towne Park is a parking management leader in the hospitality sector. Chuck Heskett, president of the firm, agrees that on-demand services have reduced hospitality parking needs, but adds a caveat.

"Our hotel business has been negatively impacted. That's the bad news. The good news is the impact has been modest. The most severe loss in vehicle volume counts is occurring on the coasts and in larger event and entertainment hotels."

Most Commuters Still Prefer to Drive Themselves

Jerry Skillett of New Yorkbased Citizens Parking has been quoted on numerous occasions as not fearing the onset of ride hailing and driverless cars.

In a recent article in the Atlanta Journal & Constitution, Skillett recounted that 90 percent of the vehicles arriving in his premium-rate, Manhattan garages are commuters piloted by a single occupant. Most observers agree that for commuting, Uber is not competitive. . . yet.

To date, ride hailing has not noticeably penetrated the suburban retail sector, known for its ubiquitous parking acreages. However, it has enlivened a few downtown residential and specialty shopping areas.

Condominiums have been listed for sale in San Francisco with no parking, but a year's worth of Uber rides. Leaders of Washington, DC's 14th Street retail corridor credit Uber with the area's revival. Medical markets have also not been significantly impacted.

Towne Park's Chuck Heskett reports, "Our healthcare business has been immune to the ride hailing apps."

Apps Growing, But So is Parking

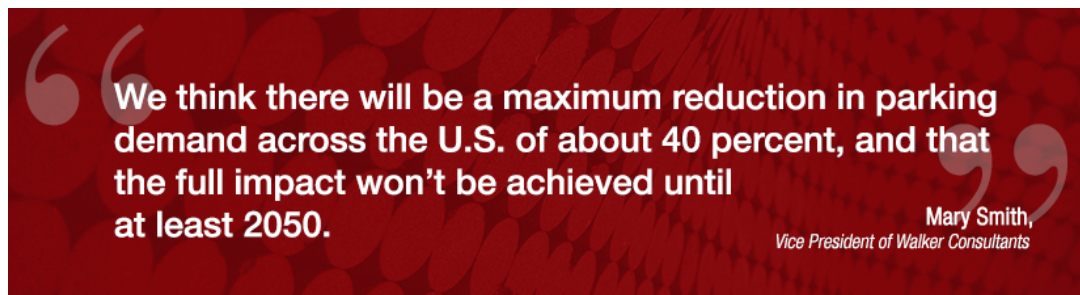
Heskett keeps competitive concerns over the "Uber Effect" in perspective. "We have data that show the percent of annual passenger miles traveled using these apps (Uber, Lyft, etc.) going from 1.9 percent today to 5.3 percent by 2030," Heskett says.

"Overall, the parking business still grows. In absolute terms, we believe we will still be parking more cars as time goes on. The adoption rate of people that use ride-sharing apps seems to have leveled off at most of our affected locations as well."

Something's in the air with the "Uber Effect". But it's too early to tell whether it's burning rubber or simply hot exhaust.

Charles R. "Charlie" Munn III, CPP is the co-founder and CEO of the H2H2H Foundation. He is a former commercial parking executive. Email him at cmunn@h2h2h.org.

[VIEW ALL ARTICLES](#)



(<https://www.cpexecutive.com/wp-content/uploads/2018/04/Interview-quote-CPE-Mary-Smith.jpg>)

How do TNCs impact cities?

Smith: Cities are beginning to have to turn on-street parking to passenger loading zones. Over time, they will lose parking revenue if TNC use outpaces parking development growth.

How are ride-sharing services impacting parking demand?

Smith: From a parking perspective, airport parking transactions per enplanement are down by 5-20 percent with parking by business travelers appearing to be most impacted. It depends upon the parking rates and convenience of parking at the specific airport. Moreover, the impact is even greater on taxis and rental cars at airports and the fees that airports receive from those transactions. In turn, hotels are seeing up to a 70 percent decline in parking by business travelers, although there is much less impact on leisure traveler parking, as well as banquet and local event parking. Restaurants and bars, particularly those with valet parking, are seeing up to an 80 percent reduction in parking, apparently due to concerns both for convenience and cost of parking, and to avoid drinking and driving. Sports and events facilities are seeing a 3-6 percent reduction in parking from a few years ago.

How will driverless cars impact parking demand?

Smith: While many in the planning community project as much as a 90 percent reduction in parking demand in the U.S. within a decade or so due to autonomous vehicles (AVs), we believe it will be slower and much less impactful. We simply don't believe that 90 percent of Americans can or will give up cars and use [driverless cars \(https://www.cpexecutive.com/post/4-big-trends-that-will-shape-cre-a-futurists-guide/\)](https://www.cpexecutive.com/post/4-big-trends-that-will-shape-cre-a-futurists-guide/) instead, particularly shared-ride providers like UberPool and Lyft Line, which are necessary to get to the 90 percent figure cited in most articles.

How will parking demand change in the next years?

Smith: About one-third of Americans live in areas with a population less than 200,000 people, where shared TNC rides are unlikely to be nearly as cost-effective and convenience and comfort will play a bigger role. Further, we have 260 million non-automated vehicle (AV) cars on the road today, and millions more that will be sold in the next decade (before AVs are available to consumers). We think there will be a maximum reduction in parking demand across the U.S. of about 40 percent, and that the full impact won't be achieved until at least 2050. Where a parking facility serves activities that grow with population, like airports, downtowns and universities, the parking demand will continue to rise through about 2030 and then come back down to the demand today around 2050. Certainly, the impact will be much higher than a 40 percent reduction in the urban core areas, but it will be lower in suburbs and much lower in rural areas and smaller cities and towns.

How do you think self-driving vehicles will impact parking planning?

Smith: In addition to the reduction of parking due to driverless TNC rides, "autonomous parking" by privately owned AVs, will allow passengers to be dropped at the door and then the car will go and park itself, perhaps at a lower cost parking facility a few blocks away. Wherever they park, they can park closer together, because car doors don't need to be opened at the parking stall. As a result, the capacity of parking facilities may go up at the same time parking demand goes down. We need to plan for significantly increased passenger loading zones in the future for most parking structures designed today.

There is significant potential for the seas of asphalt surrounding most suburban developments to be redeveloped with office, residential, hotels, restaurants and even retail that would share with existing [parking recourses \(https://www.cpexecutive.com/post/right-sizing-your-parking/\)](https://www.cpexecutive.com/post/right-sizing-your-parking/).

Can you name a few metros that are experiencing parking issues?

Smith: We are hearing the above referenced reductions to hotels, airports, bars/restaurants are pretty consistent in major metro areas across the US. Las Vegas is having enough problems with TNC loading that they are starting to turn on-street parking into loading zones.

What are the future plans regarding parking demand?

Smith: The impacts on parking in downtowns, universities and others land uses that have multiple parking facilities, will be absorbed by the market over time; surface lots in prime locations will be developed with little or no new parking, and older deteriorated garages will be torn down and redeveloped as well. While many talk about designing new parking facilities to be completely converted to other uses in the future, we haven't found a single client willing to pay any significant premium to do much more than provide more floor-to-floor height now.

And if you don't take other design steps now, like strengthening the structure for the heavier loads of office, retail and apartment uses and/or providing a façade that is easily converted, it will cost much more to convert in the future, while you will end up with a space that is probably significantly compromised compared to what the future market wants and needs.

Image courtesy of Walker Consultants

[Walker Consultants \(/tag/walker-consultants/\)](#)

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2 months ago

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Excerpt from Planning Commission Meeting Minutes

August 28, 2019



PLANNING COMMISSION MINUTES

CITY OF NOVI

Regular Meeting

August 28, 2019 7:00 PM

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

CALL TO ORDER

The meeting was called to order at 7:03 PM.

ROLL CALL

Present: Member Avdoulos, Member Gronachan, Member Lynch, Member Maday

Absent: Member Anthony, Member Ferrell, Chair Pehrson

Also Present: Barbara McBeth, City Planner; Sri Komaragiri, Planner; Lindsay Bell, Planner; Victor Boron, Staff Engineer; Kate Richardson, Staff Engineer; Thomas Schultz, City Attorney

PLEDGE OF ALLEGIANCE

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

APPROVAL OF AGENDA

Moved by Member Lynch and seconded by Member Gronachan.

VOICE VOTE TO APPROVE THE AUGUST 28, 2019 AGENDA MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER GRONCHAN.

Motion to approve the August 28, 2019 Planning Commission Agenda. Motion carried 4-0.

AUDIENCE PARTICIPATION

Dorothy Duchesneau, 125 Henning, said given where we are today, August of 2019, and with Robertson Brothers PRO approved for Lakeview, and it's not August of 2018 anymore when citizen input was given at the Pavilion Shore Park workshop, I don't understand why the entire six acres mentioned today as the proposed rezoning of Pavilion Shore Village needs to be rezoned.

Robertson Brothers was approved this past spring as a PRO development with an overlay. The new development does not even need to be part of the Pavilion Shore footprint. It seems like an overlay on top of an overlay on top of an already existing subdivision overlay, which is getting redundant. This portion of the neighborhood, as per the 2016 Master Plan, is now being developed and it's being fixed. The properties that were sold to Robertson Brothers were part of two subdivisions that were platted and date back ninety years. They

- ii. **A maximum of 4.5 feet of on-ground projection shall be allowed as shown in the 'Wing wall/planter projection area' exhibit on revised PRO Concept plan dated 07-25-19, subject to the City's Façade Consultant approval at the time of building permit review;**
- d. **The elevations shall comply with the Ordinance requirements and conditions of the PRO agreement, subject to the limitations set forth in the Master Deed as determined at the time of individual building permit review;**
- e. **The applicant shall update the PRO agreement with the following updates:**
 - i. **The ITC comfort station shall be completed within 6 months of Dec. 15, 2019 or within 6 months from the substantial completion date of the ITC trail at Nine Mile and Garfield intersection;**
 - ii. **The compensating cut areas in the approved PRO Agreement shall be updated to be consistent with the MDEGLE permit approval dated 04-09-19;**

This motion is made because the proposed amendment is proposing changes that are consistent with the intent of the original PRO plan and Agreement with additional modification as noted. *Motion carried 4-0.*

MATTERS FOR CONSIDERATION

1. **INTRODUCE TEXT AMENDMENT 18.290– Updates to standards for Hotel developments**
Set a public hearing for Text Amendment 18.290 to update at various sections, in order to bring ordinance language up to date, and update standards for minimum parking and loading requirements for Hotel developments.

Planner Komaragiri said thank you. Recently the Community Development department has seen a considerable interest in hotel development in Novi. There are about sixteen built hotels in Novi and one under construction. In the last five years, the Planning Commission has approved two hotels and in 2019, the City Council had approved a development that included two hotels as part of a planned rezoning overlay development. One of these hotels, which was part of the PRO, applied for the reduction in minimum parking and noted that the increase use of networking services and ridesharing services like Uber and Lyft had an impact on parking trends and anticipated that the guests will utilize those services and requested a reduction in parking counts.

Also, based on recent discussion, the Planning Commission has advised the staff to look into the effects of ride sharing services on the parking demand for hotels. We have studied available articles online and then contacted local hotel managers and we also checked in with other planners in the neighboring communities to see if they considered research on a similar amendment. The memo that was a part of the packet included a summary of the research and the conclusions and staff's recommendations. Staff had made some recommendations to reduce the minimum required parking for hotels and made some updates to the categories that are available in the text amendment and then allowed an option for Planning Commission to approve the reduction in parking and the loading area for hotels as part of their preliminary site plan approval.

The Planning Commission is asked to review the proposed amendment and if acceptable set a public hearing at a later meeting. Following the public hearing, the Planning Commission will be asked to make a recommendation to the City Council on the proposed ordinance amendment. Staff will get into additional detail at the public hearing about the actual changes. If you have any questions, I would be glad to answer them.

Member Avdoulos said thank you Sri, any additional discussion from the Planning Commissioners?

Member Lynch said first of all, I want to thank you for doing all of this. I know I asked for it a while ago, and I think the goal, when we had the discussion earlier, it was not just to give the hotel more opportunity to put more stuff in, but to reduce asphalt and replace it with some sort of foliage, we even talked about a land bank. If for some reason, we mess up and thirty years from now Uber and Lyft are gone and people are back driving cars, I would like to have the option of saying, right now we have this wonderful land bank and we have less asphalt, well now it looks like we messed up and have to go back to the old ordinance. It would give the hotels an opportunity to take that land bank and turn it back into asphalt or concrete. My understanding of the discussion was that we want to be reasonable, but we wouldn't want to give that stuff away, we just want to replace asphalt with greenery. Is that where this text amendment is headed?

Planner Komaragiri said not exactly. The text amendment looked at a possible reduction of the minimum parking counts because we looked at the ITE parking generation and everyone noted that the average maximum occupancy is between 70-80%. So we were looking in terms of that and we provided an opportunity to reduce the minimum parking counts and then there's always a shift in employee ratios within hotels. In response to your land banking comment, the current ordinance still gives that as an option for the applicants. It does not necessarily through this amendment, if any hotel applicant wants to come in and propose land banking, they can still do so by providing a parking study justifying the land bank and then Planning Commission can approve that based on the current ordinance requirements.

Member Lynch said in other words, right now the way the ordinance is written, I have a hotel and then I have parking, and that creates a footprint, so what I'm saying is, I want the footprint to stay the same, but the parking portion of that footprint is smaller and the green portion, where it would have been asphalt, is now a green space. Is that what we're doing?

Planner Komaragiri said not with this amendment, but the current ordinance would allow giving that option to the applicant if they want to.

Member Lynch said what if the applicant doesn't want to?

Planner Komaragiri said that's something we may have to look into.

Planner McBeth said right, so with Planning Commission's recommendation we can certainly add that component to the ordinance and say that a certain number of reduction of parking spaces can be allowed with the Planning Commission's approval for hotels provided that the spaces are land banked.

Member Lynch said you're much better at this than I am, I agree with you said.

Planner McBeth said and then there were several other changes included in the ordinance as well. Some of the research that was done indicated that perhaps we do have a little bit of a high parking calculation for hotels based on the other communities. So, allowing it to be green space instead of asphalt is a good idea.

Member Lynch said OK, when I make the motion it is going to be in accordance with what you just said Barbara.

Member Maday said that's what I was thinking too. Why have this huge parking lot if it's not going to be used? But I don't want to make it so people build a bigger building; I want it to be used for green. But this equation is going to change again, in my opinion, in the next ten years, everything's going to be augmented for ride sharing, so I think we're going to be visiting this several times, sooner than later. I like that were working on it and putting a foot forward on it.

Member Avdoulos said I think we're heading towards the direction of minimizing parking as much as we can and I know here we have accessory uses under the hotels so, for business type hotels, I can tell you I travel a lot around the country so when there's four of us going to a meeting and were staying overnight we'll have four rooms but we'll use one vehicle and we see that a lot with our consultants too. The accessory uses I'm thinking more hotels with banquet facilities will need to provide enough parking for their guests overnight so that's where I see it getting tricky, where you want to make sure you have enough parking to satisfy that. So I think this is a step in the right direction and I think Member Maday is correct. We'll revisit the ordinance so we make sure it is applicable and it's up to date. So those are my comments. Do we have a motion on that?

ROLL CALL VOTE TO SET A PUBLIC HEARING FOR TEXT AMENDMENT 18.290 MADE BY MEMBER LYNCH AND SECONDED BY MEMBER GRONACHAN.

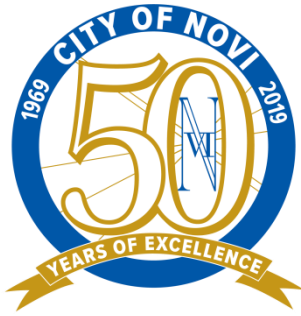
Motion to set a public hearing for the text amendment 18.290 with staff to make to make revisions to the draft ordinance as discussed in the meeting. Motion carried 4-0.

2. INTRODUCE TEXT AMENDMENT 18.288 – UPDATES TO THE B-2 AND B-3 ZONING DISTRICTS

Set a public hearing for Text Amendment 18.288 to update the uses permitted as of right and the uses permitted as special land uses in the B-2, Community Business District and B-3, General Business District, and various other modifications.

Planner Bell said in your packet you have a number of proposed text amendments to the Zoning Ordinance as proposed by staff. City Council's Ordinance Committee recently met and requested that staff review land uses which may be more suited to be considered as a Special Land Use under the Special Land Use permit guidelines. That committee's input has been incorporated into the proposed text. The suggested changes at this time are primarily in the B-2, Community Business District and the B-3, General Business District. Those changes include amending the definitions of the Retail Business Service Uses and Retail Business Uses, and adding a definition for Smoke Shops, reclassifying theaters and other places of assembly as Special Land Uses in the B-2 and the B-3 Districts, clarifying the types of retail businesses allowed in the B-3 District, the

Excerpt from Planning Commission Meeting Minutes
October 30, 2019



PLANNING COMMISSION MINUTES

CITY OF NOVI

Regular Meeting

October 30, 2019 7:00 PM

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

CALL TO ORDER

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

ROLL CALL

Present: Member Avdoulos, Member Ferrell, Member Gronachan, Member Lynch, Member Maday, Chair Pehrson

Absent: Member Anthony

Also Present: Barbara McBeth, City Planner; Lindsay Bell, Planner, Sri Komaragiri, Planner; Thomas Schultz, City Attorney; Madeleine Kopko, Planning Assistant

PLEDGE OF ALLEGIANCE

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

APPROVAL OF AGENDA

Moved by Member Gronachan and seconded by Member Ferrell.

VOICE VOTE TO APPROVE THE OCTOBER 30, 2019 PLANNING COMMISSION AGENDA MADE BY MEMBER GRONACHAN AND SECONDED BY MEMBER FERRELL.

Motion to approve the October 30, 2019 Planning Commission Agenda. Motion carried 6-0.

AUDIENCE PARTICIPATION

Nobody in the audience wished to speak.

CORRESPONDENCE

Member Lynch said yes. There is one letter from John Kuenzel, 23819 Heartwood. Everyone on the Commission has copies available to read.

COMMITTEE REPORTS

There were no Committee Reports.

CITY PLANNER REPORT

Planner McBeth said the first item on the agenda is Keford Collision and Towing. Staff is asking that this matter be postponed until the next meeting, which is November 13, in order for the City to notify the property owners surrounding the development. There is a motion in your packet that follows that recommendation. The second matter is the Golling Maserati and Alfa Romeo Zoning Request that we anticipated would be back in front of the Planning Commission for this meeting. We learned from the applicant last Friday that they wished that the matter be removed from the agenda and we expect that the rezoning signs are going to come down on the property. The applicant may or may not come back at a later point. If they do, we will have another Public Hearing.

CONSENT AGENDA - REMOVALS AND APPROVALS

1. SLI MEDICAL

Approval at the request SLI Medical for Planning Commission's approval of minor changes to the revised site plan and the landscape plan to accommodate truck maneuvering. The applicant previously received Planning Commission approval for site plan and storm water management plan.

Motion made by Member Lynch and seconded by Member Gronachan.

ROLL CALL VOTE TO APPROVE THE REVISED PRELIMINARY SITE PLAN AND LANDSCAPE PLAN MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER GRONACHAN.

In the matter of request of SLI Medical for JSP18-74 SLI Medical Office Building, motion to approve the Revised Preliminary Site Plan based on and subject to the findings of compliance with the Ordinance standards in the staff and consultant review letters and the remaining items listed in those letters being addressed on the electronic stamping set submittal. *Motion carried 6-0.*

PUBLIC HEARINGS

1. KEFORD COLLISION AND TOWING JSP 18-31

Public hearing at the request of Keford Collision & Towing for Planning Commission's approval of the Preliminary site plan, Wetland permit, and Storm water management plan. The subject property is currently zoned I-2 (general industrial) with an associated planned rezoning overlay (PRO) agreement. The subject property is approximately 7.61 acres and is located on the south side of Grand River Avenue between Taft Road and Novi Road (Section 15). The applicant proposes to use the existing larger building for an auto body collision repair shop and related offices, along with an accessory use of car rental services. No particular subtenants for the second existing building have been identified yet. The plan proposes an enclosed yard of up to 160 spaces in the rear yard for storage of towed vehicles.

Motion made by Member Lynch and seconded by Member Gronachan.

ROLL CALL VOTE TO POSTPONE THE PUBLIC HEARING FOR THE PRELIMINARY SITE PLAN, WETLAND PERMIT, AND STORM WATER MANAGEMENT PLAN MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER GRONACHAN.

In the matter of Keford Collision and Towing JSP18-31, motion to postpone the Preliminary Site Plan, Wetland Permit and Storm water Management Plan to give staff additional time to properly advertise for the public hearing. *Motion carried 6-0.*

2. TEXT AMENDMENT 18.290- UPDATES TO STANDARDS FOR HOTEL DEVELOPMENTS

Public Hearing for Planning Commission's recommendation to the City Council for an ordinance to amend the City of Novi Zoning Ordinance at various sections, in order to bring ordinance language up to date, and update standards for minimum parking, open space and loading requirements for Hotel developments.

Planner Komaragiri said we introduced an Amendment to reduce minimum parking requirements for hotel use at our August 28, 2019 Planning Commission Meeting. At the time, we were proposing a reduction subject to additional conditions such as a parking study and the development to be a part of a mixed use. However, we have gathered from that discussion that night that the Commission was in favor of having the reduction result in more

open space as opposed to a bigger building footprint. In response, we have revised the proposed Draft Amendment to address two items: the reduction in parking and additional open space. As part of our parking demand research, we looked at three things. First, we reviewed the parking requirements for the surrounding communities. Wixom, Farmington, Rochester Hills, and Southfield did not specify any minimum requirement for number of employees. It is most likely due to access to public transportation. Parking based on room count in other communities is similar to Novi. Second, we reviewed the parking requirements in the Institute of Transportation Engineers parking manual. The ITE Manual provided parking demand values for various types of hotels with an estimated 72% occupancy. Parking demand as per the manual ranges from 0.43 to 0.86 spaces for each room depending on the type of the hotel. Then we reviewed available data on the effect of ride sharing on hotel parking demand: a couple of articles and a published journal. In particular, we focused on a study completed by the University of Colorado published in the journal of Transportation and Land Use. This study provides a better insight to the directional relationship between parking and ride sharing services. The study also noted that if the ride sharing services did not exist, 26.4% of the Uber or Lyft riders would have driven and needed a parking space. Based on this research we believe that a 15% reduction in our minimum parking requirements is justified. If there are any accessory uses such as banquet halls or restaurants, parking will be calculated for individual uses as we have it right now. However, in such cases, we anticipate that the applicant will choose the option for shared parking.

To address the open space discussion, which was brought up at the last meeting, we've considered the option of land bank parking along with the parking reduction. However, after looking at a couple of scenarios, we've realized that it comes with the possibility of losing the green space if the applicant ever decides to install the parking in the future. We looked into open space requirements for hotels in other communities. Our surrounding communities currently do not have any standards, but a quick search revealed a few comparable requirements in other cities, especially with extended stay hotels where a majority of users are families with kids. Having that extra space for active or passive recreation would be useful. We realized that a requirement for minimum open space in terms of a fixed percentage like 15% of total site might be excessive if the hotel is part of a mixed use as part of a larger site.

We have come up with a formula which uses a minimum square footage per each room. We used a hotel, for example, that contains 200 rooms. Per our current Ordinance, they would be required to have 200 parking spaces. Based on the proposed Ordinance, we would require 170 spaces by which we saved about 30 spaces. If we apply that same rule using 250 spaces for each parking lot, that's a reduction of 7,500 square feet in impervious area which would have been parking. The number we came up with is 30 square feet for each room. For 200 rooms the number would give us around 6,000 square feet. It's not the exact same number but it's comparable. We said that the useable open space doesn't have to be an open green space, but something the hotel users can use, maybe an extended patio or a landscaped plaza. We looked at a couple of hotels that were approved in the last couple of years.

Planner Komaragiri showed a map of a hotel development in the area that displayed what the final development could have looked like with the new proposed Ordinance Amendment in place with a green space added in place of some parking spaces.

Planner Komaragiri continued to say that's about 30 square feet per each parking space reduced at 15%. In summary, what we're proposing with this Amendment is that there is no change for the employee parking, for the guest parking we are proposing a 15% reduction, and we added 1 space for pick-up for Uber and Lyft. There is no change to what we require for accessory uses, they still have to go through the section requirements for each use or do a shared parking agreement. For useable open space we are proposing a requirement of 30

square feet for each room for all districts where hotels are currently allowed except for Town Center and Town Center- 1 because they have their own 15% open space requirements. Just so we don't end up with undefined pieces spread around sporadically throughout the site, we set a requirement saying the open space should be a minimum of 10 feet in any direction, it cannot be counted towards any existing landscaping or buffer requirements and it has to be designed for active or passive recreation. We suggested it should be located at an accessible location and well designed.

In the past, we have noticed that consistently hotel developments have said they do not need a loading zone as the Ordinance requires. We have been sending those applicants to the Zoning Board of Appeals so we thought we would allow the Planning Commission to allow a reduction in loading space. That would avoid a step in having to go the ZBA Meetings for the applicants because the loading space requirement is based on the largest truck load that would access the site and it also depends on the type of hotel. Some hotels do not have restaurants or banquet rooms and would not need a larger loading space. Right now we are asking for 10 square feet for each front foot and if the hotel is longer they will have an excessive loading zone they will not need.

We just put in some findings that the Planning Commission needs to make before they can approve the reduction. These are the primary points in the Draft Amendment, but in addition to those we are also proposing some minor clean ups. Right now we have four categories that define what a hotel is: a hotel, a business hotel, a motel, and a transient residential use. It kind of gets cluttered and confusing sometimes so we are narrowing the definitions down to 2: either a hotel or a motel. We redefined it so that the business hotel and the transient residential uses are covered in those two categories and we cleaned up wherever those references are made.

Planner Komaragiri showed a map where the hotels and motels are currently allowed in Novi because the proposed text amendment would affect those sites if anyone is planning to develop a hotel or motel in those areas. Most hotels in Novi were between 12 Mile Road and the Grand River Avenue Corridor.

Planner Komaragiri said the Planning Commission is asked tonight to hold the Public Hearing, consider the proposed Draft Amendment, and make a recommendation to City Council.

Chair Pehrson said this is a Public Hearing. If anyone would like to address the Planning Commission at this time please step forward. Seeing no one, Chair Pehrson asked Member Lynch if there is any correspondence, and with none provided, Chair Pehrson closed the public hearing. Chair Pehrson turned it over to the Planning Commission for their consideration.

Member Lynch said I know we have been talking about this for a long time. You took this concept where the City wanted to see more green space while trying to be reasonable with developers over parking spaces. I think a 15% reduction is very conservative based on the data that I read. This is a good first step. I really appreciate the detail that you went through putting the formula together. I think this accomplishes the objective that we had, which was how do we get rid of these unnecessary asphalt jungles and replace it with green space without putting too much of a burden on a developer. This gives us some opportunity in the future as we try out this prototype. We can make further modifications as we go. Staff did a great job on this and I appreciate it.

Member Avdoulos said I agree and I think the visuals really help, especially if there are residences or businesses that want to see what that looks like and get a frame of reference. I think I'd like to see the open space contiguous to the hotel so people don't have to cross a

large area of parking to get to that open space.

Planner Komaragiri said we looked into that and then we realized that most of the hotels that were designed always have a loop around it and people want to have parking closer to the roads, but yes I agree.

Member Avdoulos said a lot of the hotels that offer breakfast have an outdoor seating area adjacent to the structure. I do think that this is going in the right direction to manage the amount of paved surfaces we have. There may be hotels that come in and based on their business model might want to go back to the other Ordinance and I think that is a case by case basis. I am going through that right now with a project where the City says that we only need 200 spaces but the medical facility were working with says they need 400 spaces and that's just based on what they know. So I think we may get that in the future, but I think that this is going where we want it to go.

Planner Komaragiri said we can definitely look into adding the contiguous part of it and see how we can make it flexible.

Member Avdoulos said I was just on a business trip and we called an Uber and they dropped us off. We see this more and more. Again, this is a living document so if it is not working we can always come back and change it. So I would like to make a motion.

Motion made by Member Avdoulos and seconded by Member Lynch.

ROLL CALL VOTE TO RECOMMEND TO CITY COUNCIL TO AMEND THIS ORDINANCE, BRING THE ORDINANCE LANGUAGE UP TO DATE, AND UPDATE THE STANDARDS FOR THE MINIMUM PARKING, OPEN SPACE, AND LOADING REQUIREMENTS FOR HOTEL DEVELOPMENTS MOTION MADE BY MEMBER AVDUOLOS AND SECONDED BY MEMBER LYNCH.

Motion to amend the Ordinance, bring the language up to date, and update the standards for the minimum parking, open space, and loading requirements for hotel developments. Motion carried 6-0.

3. TEXT AMENDMENT 18.288 – UPDATES TO THE B-2 AND B-3 ZONING DISTRICTS

Public Hearing for Planning Commission's recommendation to the City Council for an ordinance to amend the City of Novi Zoning Ordinance at various sections, in order to update the uses permitted as of right and the uses permitted as special land uses in the B-2, Community Business District and B-3, General Business District, and various other modifications.

Planner Bell said on August 28, 2019 we presented a Draft Text Amendment to the Zoning Ordinance as proposed by staff. City Council's Ordinance Review Committee requested that staff review land uses which may be more suited to be considered for Special Land Use Permits. In that review, we have come up with the Amendment suggested before you. Primarily they are in the B-2 Community Business District and B-3 General Business District. We have also incorporated some additional clean up items in our continued attempt to clarify things as we find them.

In summary, the changes include amending the definitions of the retail business service uses and retail business uses and adding a definition for smoke shops in the definition section. The list of uses provided in the retail business service uses has been updated to include some modern establishments including technology repair such as cell phone and electronic device repair. Minor modifications are proposed into the wording in the definitions to improve clarity as well. Another change is reclassifying theaters and other places of assembly as Special

2. APPROVAL OF THE OCTOBER 16, 2019 PLANNING COMMISSION MINUTES

Motion made by Member Gronachan and seconded by Member Lynch.

**ROLL CALL VOTE TO APPROVE THE OCTOBER 16, 2019 PLANNING COMMISSION MINUTES
MOTION MADE BY MEMBER GRONACHAN AND SECONDED BY MEMBER LYNCH.**

Motion to approve the October 16, 2019 Planning Commission Minutes. *Motion carried 6-0.*

AUDIENCE PARTICIPATION

Chair Pehrson asked if anyone wanted to address the Planning Commission.

Seeing no one, Chair Pehrson closed the last audience participation.

ADJOURNMENT

Moved by Member Lynch and seconded by Member Gronachan.

**VOICE VOTE ON THE MOTION TO ADJOURN MADE BY MEMBER LYNCH AND SECONDED BY
MEMBER GRONACHAN.**

Motion to adjourn the October 16, 2019 Planning Commission Meeting. *Motion carried 6-0.*

The meeting was adjourned at 7:42 PM.