

We appreciate the flexibility that is permitted in the PRO. Such flexibility is truly appropriate in this case. This flexibility allows us to respond to the market with the density being finalized during the final site plan approval (subject of course the limitations set forth in the PRO). Although current market conditions are strong, and support for development of attached condominium homes, as shown, we believe there may be an even stronger market for detached site condominium homes. Therefore, we are presenting two plans for the City's review:

1. **RM-1 Zoning Plan.** The Zoning Plan permits RM-1 zoning on the property subject to certain restrictions. It shows the potential for 116 attached condominium homes, which would become the basis for the maximum density for the property and the terms and conditions for the PRO agreement.
2. **Development Concept Plan.** The Development Concept Plan shows 86 detached condominium homes and illustrates how we currently propose to develop the property.

Our intent is to set forth the future zoning and use of the Property under a Zoning Plan, but to proceed to site plan approval with the Development Concept Plan.

The Development Concept Plan, with 86 detached condominium homes, has been thoughtfully designed to provide a logical land use transition from the commercial development to the north in Wixom, and the high quality school and residential to the west and south in Novi. We have considered land use, community character, environmental and infrastructure goals listed in the City's Master Plan. Our proposal will generate less traffic and have less environmental impacts than a commercial development. We believe the RM-1 zoning under a PRO as we propose, is clearly the right development for the site based on changes in the area, current use, zoning, market conditions, and the public interest. In conjunction with LSL Planning, we have attached a comprehensive narrative that provides more detail on the sound planning reasons for our proposal.

Residential use of the property at the density proposed is in the public interest when compared to the property's current zoning and potential use, for the following reasons:

- **Significantly less traffic.** This proposal would reduce traffic counts by up to 90% as compared to uses allowed under the current zoning. In addition, our development will generate few trucks compared to uses permitted in the commercial and industrial districts. A Traffic Impact Assessment is provided with our submittal.
- **Environmental sensitivity.** Preservation of approximately 3 acres of wetland that would likely be removed and mitigated for commercial development.
- **Improved access and safety.** Fewer curb cuts would result from a planned residential development than the commercial or industrial alternative. National studies have documented a connection between the number of driveways and the number of crashes along a roadway.
- **No heavy industrial use next to school.** Elimination of industrial zoning adjacent to the School and adjacent residential, which is considered a better neighbor than a commercial or industrial alternative. A letter of support from the Detroit Catholic Central High School is provided with our submittal.
- **Cohesive planning, use & zoning.** Combination of three parcels, two property ownerships, and two adverse zoning districts into one, unified and compatible development that can provide better transitions between the commercial developments to the north and east and the High School and residential uses located beyond it to the south and west.
- **Employee Housing.** Providing convenient housing for employees, especially those at Providence Hospital and the School.
- **Consistency with Master Plan Goals.** The Master Plan is more than just the Future Land Use map. We strived to design a residential development that is consistent with the City's Master Plan goals.

The enclosed Conceptual Site Plan depicts development that can be achieved with just a few deviations from the RM-1 zoning classification, primarily setback requirements, to create a more single-family character within the multi-

family district. These deviations to the RM-1 zoning would allow an overall design that is still in keeping with the land use, community character, environmental and infrastructure goals listed in the City's Master Plan. They also allow us to preserve key features of the site, provide moderate density, and develop a nice transition between commercial along Grand River Avenue and the School to the south.

Our proposed PRO includes the following:

- Maximum of 116 attached or detached residential units (a density of 4.11 units per acre)
- Land will be donated to complete the planned Wixom Road right-of-way along the frontage of the site
- Sidewalks will be installed along the Wixom Road frontage
- A wood chip trail (Novi Nature Trail) will be provided to connect the Wixom Road sidewalks with a scenic overlook of Lilly Pond
- A sidewalk connection will be provided to connect the internal sidewalks to the 12 Mile Road right-of-way
- Approximately 3 acres of wetlands will be protected, with an additional 0.85 acres of mitigated wetland area
- Where a permanent connection is not feasible due to the presence of Lilly Pond and wetlands, an emergency access will be installed to provide a connection to the stub road and strip mall to the north
- Attached or detached units shall not be more than 4 units per building
- Units shall not be less than 28 feet wide
- Garages shall not protrude more than 6 feet from a unit
- Brick shall be installed on all 4 sides of buildings, to not less than knee wall height
- Reduce minimum building separation to 10 feet. This is requested to create a character that is more similar to a high density single-family neighborhood rather than a large multi-family complex.
- Reduce minimum exterior setback to 30 feet. A 50 foot exterior setback along the west and south property lines is not necessary to buffer the site from the adjacent high school (or vice versa), and the presence of existing vegetation will provide a significant natural buffer
- Reduce minimum interior front setback to 20 feet. This is requested to create a character that is more similar to a high density single-family neighborhood rather than a large multi-family complex.
- Permit building orientation to be parallel or 90-degree (as opposed to 45 degree). Our proposed layout, which simulates a single-family neighborhood design, is more conducive to front-facing homes.
- Waiver of greenbelt and vegetation requirements along the north property line and along Wixom Road where existing natural vegetation can qualify. The presence of existing vegetation will provide a significant natural buffer along the west and south property lines, so a waiver of those buffers is also requested.

Given the current economic market, demand for housing may vary in the near-term future. While there is currently demand for attached single-family homes, we believe a higher demand exists for detached condominium homes. It is for this reason that we are submitting the Development Concept Plan showing 86 detached condominium homes (approximately 3.05 dwelling units per acre) for preliminary site plan approval, along with this PRO request.

We look forward to meeting with the planning commission to present our Zoning Plan and Development Concept Plan.

My team and I are available at any time to answer any questions and we welcome any comments or suggestions.

Sincerely,

Gary Shapiro

C/L 12 MILE RD.
(EXIST. 33' WD., 1/2 WIDTH)

22-18-200-022
ZONED R-4
CATHOLIC CENTRAL
HIGH SCHOOL

22-18-200-023
ZONED R-4
CATHOLIC CENTRAL
HIGH SCHOOL

22-18-200-024
ZONED I-1
CATHOLIC CENTRAL
HIGH SCHOOL

22-18-200-024
ZONED R-1
CATHOLIC CENTRAL
HIGH SCHOOL

PARCEL 1
22-18-200-002
CURRENT ZONING B-2
PROPOSED REZONING
14.66 ACRES

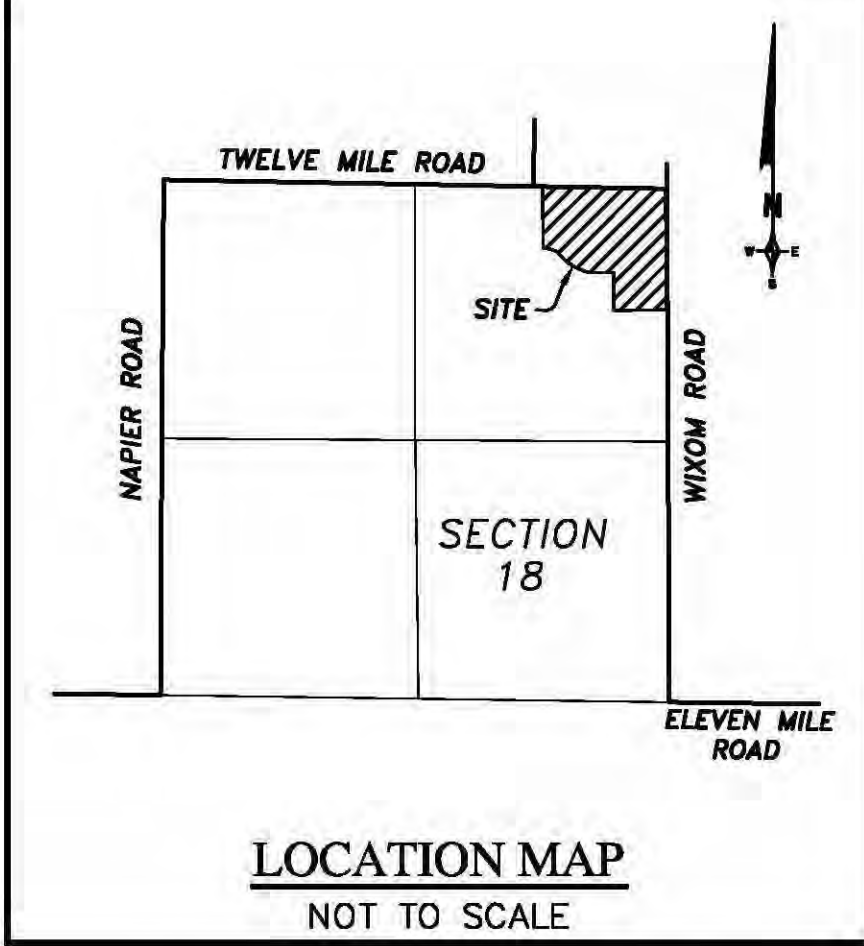
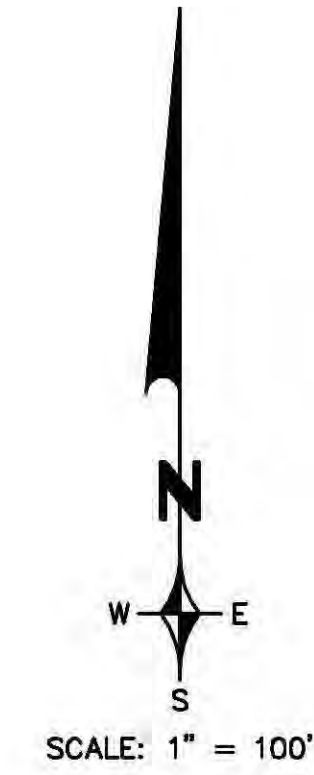
PARCEL 2
22-18-200-025
CURRENT ZONING B-2
PROPOSED REZONING
9.21 ACRES

22-18-200-003
CURRENT ZONING I-2
PROPOSED REZONING
5.29 ACRES

CITY OF WIXOM

CITY OF NOVI

N.E. CORNER
SECTION 18
T. 1 N., R. 8 E.
CITY OF NOVI
OAKLAND
COUNTY, MI.



LEGAL DESCRIPTION PER VANGUARD TITLE INSURANCE AGENCY
COMMITMENT NO. 46497, DATED 10/25/2012.

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF NOVI,
COUNTY OF OAKLAND, STATE OF MICHIGAN AS FOLLOWS:

PARCEL 1:
PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY
OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT THE
NORTHEAST SECTION CORNER; THENCE SOUTH 511.89 FEET; THENCE NORTH 88
DEGREES 08 MINUTES 07 SECONDS WEST 1311.60 FEET; THENCE NORTH 00 DEGREES
03 MINUTES 10 SECONDS WEST 508.74 FEET; THENCE SOUTH 88 DEGREES 16
MINUTES 23 SECONDS EAST 1311.97 FEET TO THE BEGINNING, EXCEPT THE EAST 60
FEET TAKEN FOR ROAD AS DISCLOSED IN WARRANTY DEED RECORDED IN LIBER
39788 PAGE 876, OAKLAND COUNTY REGISTER OF DEEDS.

TAX PARCEL NO. 22-18-200-002

PARCEL 2:
PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY
OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT
DISTANT SOUTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 511.99 FEET FROM THE
NORTHEAST SECTION CORNER; THENCE SOUTH 00 DEGREES 41 MINUTES 00 SECONDS
EAST 331.66 FEET; THENCE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 765
FEET; THENCE ALONG CURVE TO RIGHT, RADIUS 459.96 FEET, CHORD BEARS NORTH
64 DEGREES 14 MINUTES 50 SECONDS WEST 403.07 FEET, DISTANT OF 417.22 FEET,
THENCE ALONG CURVE TO LEFT, RADIUS 200 FEET, CHORD BEARS NORTH 64
DEGREES 07 MINUTES 18 SECONDS WEST 171.84 FEET, DISTANT OF 177.40 FEET;
THENCE NORTH 89 DEGREES 31 MINUTES 51 SECONDS WEST 29.92 FEET; THENCE
NORTH 00 DEGREES 44 MINUTES 12 SECONDS WEST 121.28 FEET; THENCE SOUTH 88
DEGREES 46 MINUTES 44 SECONDS EAST 1311.60 FEET TO THE BEGINNING.

TAX PARCEL NO. 22-18-200-025

LEGAL DESCRIPTION PER SEAVER TITLE AGENCY
FILE NO. 63-13293786-SCM, DATED 12/20/2012.

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF NOVI,
COUNTY OF OAKLAND, STATE OF MICHIGAN AS FOLLOWS:

PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY
OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT POINT SOUTH
843.65 FEET FROM THE NORTHEAST SECTION CORNER; THENCE SOUTH 384 FEET;
THENCE WEST 600 FEET; THENCE NORTH 384 FEET; THENCE EAST 600 FEET TO THE
POINT OF BEGINNING.

TAX PARCEL NO. 22-18-200-003

PARCEL 1 LEGAL DESCRIPTION (AS SURVEYED)

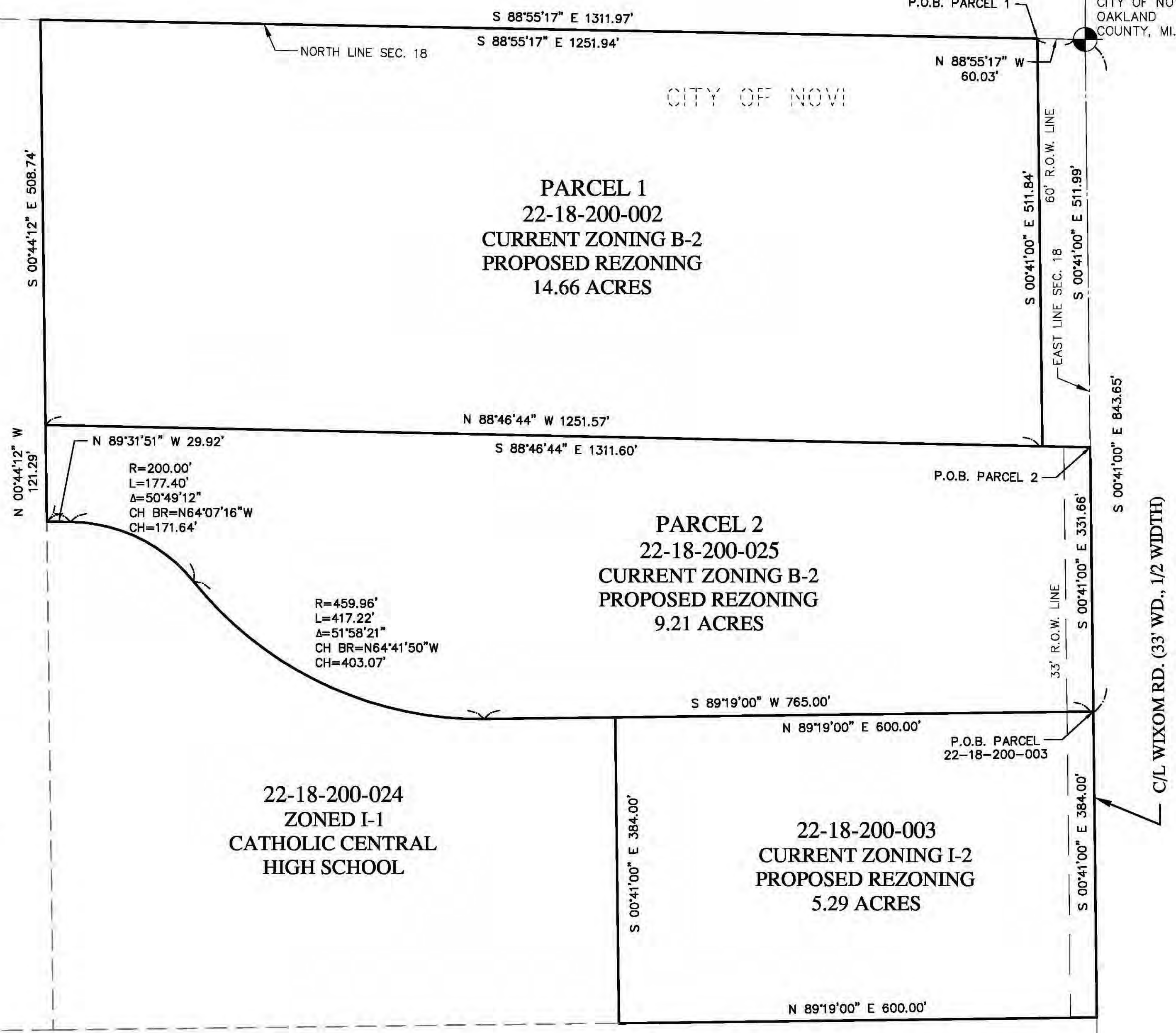
A PARCEL OF LAND LOCATED IN THE NORTHEAST 1/4 OF SECTION 18, T. 1 N., R. 8 E., CITY
OF NOVI, OAKLAND COUNTY, MICHIGAN BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 18 AND PROCEEDING N. 88°55'17" W.
60.03 FEET ALONG THE NORTH LINE OF SAID SECTION 18 TO A POINT ON THE WEST
RIGHT-OF-WAY LINE OF WIXOM ROAD (60 FEET WIDE, 1/2 WIDTH) AND POINT OF BEGINNING;
THENCE ALONG SAID WEST RIGHT-OF-WAY LINE S. 00°41'00" E. 511.84 FEET; N. 88°46'44"
W. 1251.57 FEET; THENCE N. 00°44'12" W. 508.74 FEET; THENCE ALONG SAID NORTH LINE OF
SECTION 18 S. 88°55'17" E. 1251.84 FEET TO THE POINT OF BEGINNING CONTAINING 14.66
ACRES MORE OR LESS, BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.

PARCEL 22-18-200-003 LEGAL DESCRIPTION (AS SURVEYED)

A PARCEL OF LAND LOCATED IN THE NORTHEAST 1/4 OF SECTION 18, T. 1 N., R. 8 E., CITY
OF NOVI, OAKLAND COUNTY, MICHIGAN BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 18 AND PROCEEDING ALONG THE EAST
LINE OF SAID SECTION 18, ALSO BEING THE CENTERLINE OF WIXOM ROAD (33 FEET WIDE, 1/2
WIDTH) S. 00°41'00" E. 843.65 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG
SAID EAST LINE AND CENTERLINE S. 00°41'00" E. 384.00 FEET; THENCE S. 89°19'00" W. 600.00
FEET; THENCE N. 00°41'00" W. 384.00 FEET; THENCE N. 89°19'00" E. 600.00 FEET TO THE
POINT OF BEGINNING CONTAINING 5.29 ACRES MORE OR LESS, BEING SUBJECT TO EASEMENTS
AND RESTRICTIONS OF RECORD AND THE RIGHTS OF THE PUBLIC OR ANY GOVERNMENTAL
AGENCY OVER WIXOM ROAD.



REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY

ZEIMET WOZNIAK
Civil Engineers & Land Surveyors
5580 GRAND RIVER AVE., SUITE 100
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REZONING SURVEY
NOVI POINTE
MICHIGAN

DATE: 4-24-13
SCALE: HOR: 1" = 100'
VER: 1" = 100'
DESIGNED BY: AW
JOB NO.: 06103
DRAWN BY: PTG
SHEET: 1/1

H:\Projects\06103\06103.dwg\concept plans\REZONING PLAN.dwg, REZONING SURVEY, 5/1/2013 11:44:20 AM, jgannone



SCALE: 1" = 200'

CITY OF WIXOM

N.E. CORNER
SECTION 18
T. 1 N., R. 8 E.
CITY OF NOVI
OAKLAND
COUNTY, MI.

NORTH LINE SEC. 18

CITY OF NOVI

22-18-200-002
14.66 ACRES

LOCATION OF
REZONING SIGN

2.0'

2.0'

60' R.O.W. LINE

EAST LINE SEC. 18

33' R.O.W. LINE

C/L WIXOM RD. (33' WD., 1/2 WIDTH)

22-18-200-025
9.21 ACRES

22-18-200-003
5.29 ACRES

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REVISIONS		
ITEM	DATE	BY

SIGN LOCATION PLOT PLAN
NOVI POINTE

CITY OF NOVI MICHIGAN

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& ASSOCIATES
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NOVI, MICHIGAN 48375
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DATE	4-24-13	SCALE	HOR: 1" = 200'
DESIGNED BY		FIELD BOOK NO.	
DRAWN BY	PTG	JOB NO.	06103
		SHEET NO.	1/1
			© COPYRIGHT 2007

Berkshire Pointe

Rezoning to RM-1 with Planned Rezoning Overlay

Proposal Narrative

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INTRODUCTION

PROJECT OVERVIEW

This package contains information about the site, factors that influence the most practical land use, and support for the request to rezone three parcels from B-2 and I-2 to RM-1 with a Planned Rezoning Overlay that includes agreed upon conditions and some modest dimensional modifications. The information is provided by the Ivanhoe Companies, in collaboration with a planning and design team that included the following professionals:

- LSL Planning – Master Plan review, zoning, traffic assessment
- Zeimet Wozniak & Associates – Site engineering and design
- Calvin Hall & Associates – Land planning and design
- Alexander V. Bogaert + Associates, P.C. – Architecture and design
- Jim Allen and Associates – Land planning and landscape architecture
- King and MacGregor – Woodlands and wetlands
- The Chesapeake Group – Market analysis
- T.R. Design Group – Architecture and building design

We are presenting two plans for the City's review:

1. **Zoning Plan** (SEE EXHIBIT 5)
The Zoning Plan is intended to provide the basis for the zoning restrictions that would apply to the site. It shows the potential for 116 attached condominium homes, which would become the basis for density caps for the site. It provides the basis for the conditions and modifications that will be written into the PRO development agreement.
2. **Development Concept Plan** (SEE EXHIBIT 6)
The Development Concept Plan shows 86 detached condominium homes and illustrates the proposed development submitted for Preliminary Site Plan approval.

Our intent is to cap the number of units at 116 attached condominium homes as shown in the Zoning Plan, but to proceed to final site plan review with a Development Concept Plan with no more than 86 detached condominium homes. As part of our application, we have included the following exhibits:

1. Application Form for Rezoning to RM-1 with Planned Rezoning Overlay
2. Rezoning Survey and Sign Location Plot Plan
3. Proposal Narrative and response to preliminary staff comments (this report)
4. Original RM-1 Apartment Conceptual Plan
5. Zoning Plan for Attached Condominium Homes (with elevation renderings)
6. Concept Plan for Detached Condominium Homes (with elevation renderings)
7. Preliminary Landscape Scheme
8. Existing Conditions Map
9. Traffic Impact Assessment
10. Letters:
 - The Chesapeake Group, Marketing Expert
 - Letter of Support from Detroit Catholic Central High School
11. Project and Street Name Request Form
12. Ivanhoe Companies architectural building and development collateral material

PETITIONER

Ivanhoe Companies

REVIEW TYPE

Rezoning Request from B-2 (Community Business District) and I-2 (General Industrial District) to RM-1 (Low-Density Multiple Family) with Planned Rezoning Overlay (PRO) option.

EXISTING CONDITIONS

PROJECT SUMMARY

The Ivanhoe Companies propose a RM-1 zoning with a Planned Rezoning Overlay. The proposal provides the following additional benefits beyond those that could be achieved under the current zoning:

- **Significantly less traffic.** This proposal would generate 90% less traffic and significantly less truck traffic than uses permitted under current zoning.
- **Environmental sensitivity.** Protection of approximately 3.5 acres of wetland.
- **Improved access and safety.** Fewer curb cuts would result from a planned residential development than the commercial and industrial development allowed under current zoning.
- **No heavy industrial use next to School.** Elimination of industrial and commercial zoning adjacent to Detroit Catholic Central High School (DCCCHS).
- **Compatibility.** More desirable neighboring use to DCCCHS and nearby residential.
- **Cohesive planning, use & zoning.** Combination of three parcels, two property ownerships, and two adverse zoning districts into one, unified and compatible development that can provide better transitions to neighboring uses.
- **Housing diversity.** Providing additional housing diversity for nearby Providence Hospital employees, Catholic Central families, active seniors and young professionals.

PROPERTY CHARACTERISTICS

Site Location	Northwest corner of Section 18 at the southwest corner of Wixom Road and 12 Mile Road (undeveloped)
Site Zoning	B-2, Community Commercial and I-2, General Industrial
Adjoining Zoning	R-4, One-Family Residential
Current Use	Vacant, and Industrial Concrete Plant
Adjoining Uses	Historically, the area was planned for industrial uses, which have shifted toward a more residential character as a result of changing development patterns. This site sits among development that contains an array of uses ranging from industrial and regional commercial to institutional and residential uses
School District	Novi Community School District
Site Size	29.20 gross acres, including 3.32 acres of wetland



**Figure 1:
SITE LOCATION MAP &
SURROUNDING DEVELOPMENT**

The area near the subject site has grown in a bit of a haphazard manner (see Figure 1). Some of the factors that influence this site include the following:

- Development of the disjointed commercial strip mall to the north in the City of Wixom was poorly planned, and contains an impractical stub connection location that terminates at Lilly Pond
- Land donation to Detroit Catholic Central High School (DCCCHS)

- Donation of additional 40 acres north of DCCHS site, for St. Catherine, which was not built, but was instead sold to DCCHS for future school expansion and athletic fields
- Additional development around Providence Hospital campus
- The proposed development and rezoning of the Pinnacle site to the west of DCCHS
- Wixom Ford Plant closure and demolition where interchange commercial redevelopment is anticipated
- Wixom Road interchange improvements
- Construction of St. Catherine of Siena Academy at 12 Mile Road and Napier Road
- Closing of the industrial operation on the southern of our lots is now part of the Ivanhoe site
- Additional residential proposals in the area, including completion of the Island Lakes community
- Residential and commercial growth extending west into Lyon Township

EXISTING ZONING AND LAND USE

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

	Existing Zoning	Existing Land Use	Master Plan Designation
Subject Site	B-2, Community Commercial I-2, General Industrial	Vacant and Industrial Concrete Plan	Community Commercial
To north	City of Wixom: ▪ FS, Freeway Service ▪ B-3, General Business	Shopping Center	General Business
To South	R-1, One-Family Residential	Detroit Catholic Central High School	Educational Facility
To East	B-3, General Business I-1, Light Industrial	Regional Commercial	Community Commercial
To West	R-4 One-Family Residential I-1, Light Industrial	Detroit Catholic Central High School wetlands	Single-Family Residential

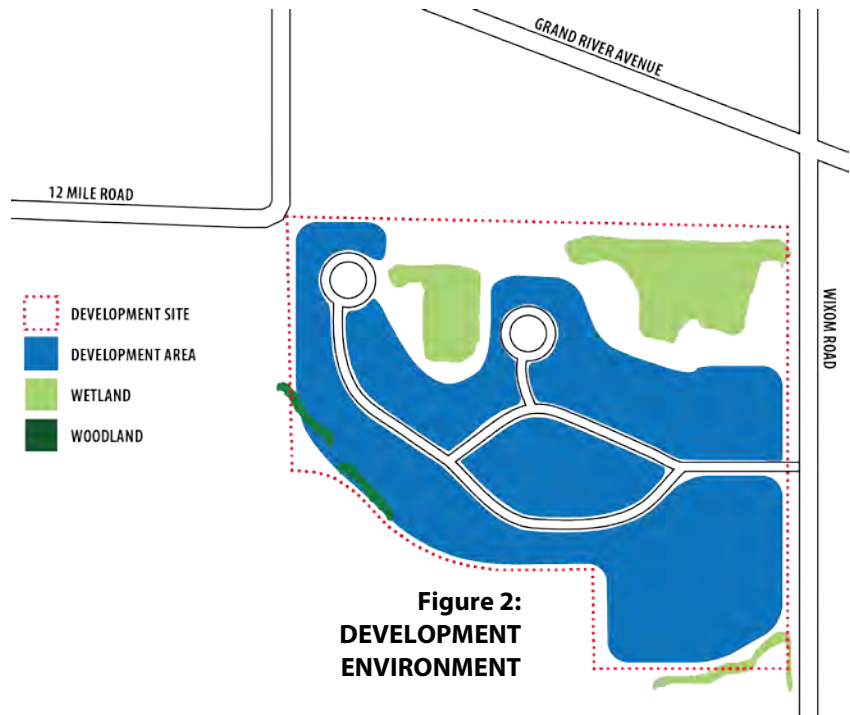
NATURAL FEATURES

Figure 2 shows the development environment for the subject site. The subject site contains 3.32 acres of wetlands and a small woodland area at the edge of the larger woodlot that stands primarily on the Detroit Catholic Central High School property to the southwest.

- **Wetlands.** For the most part, this project has been designed to avoid impacts to the high quality wetlands that exist. Some disturbance is expected to the marginal wetland areas of the site.

The westernmost wetland includes an open pond, named “Lilly Pond,” which will be a focal point within the planned Berkshire Park, a natural area that will connect to the other wetland and off-site trails.

The Ivanhoe Companies hired King and MacGregor Environmental, Inc., who has been in contact with the City’s wetland consultant. King and



MacGregor staked the wetlands, and met with the City wetland consultant on June 25, 2013 to verify the wetland boundaries for the site. The boundary was revised during the site visit. These are shown on the Map in EXHIBIT 7.

- **Woodlands.** A tree survey was conducted that shows trees on the site (SEE EXHIBIT 7). Trees to be removed are shown on the tree survey, and will be replaced according to the City’s Woodland Protection ordinance. It is estimated approximately 142 replacement trees will be required for this project.

NOVI MASTER PLAN FOR LAND USE

One of the first steps in our site analysis was a review of the City’s Master Plan. The history of master planning for the site has fluctuated over the years. The vision for this area of the City has shifted as development trends changed in the surrounding area, including in the City of Wixom. The following is a summary of the various designations that have been given for this site ranging from residential to commercial and industrial. We understand that, unlike our analysis, these citywide updates did not study or focus specifically on our site. More importantly, there have been several changes since the City’s plan was last updated. One change is the demolition of the Wixom Ford Plant located on the north side of the I-96 interchange.

Plan Date	Future Land Use Designation
1967	Industrial Uses
1980	Multiple Family - Wixom Road Frontage only (500’ wide), rest was Single Family
1988	Single Family (0.8 du/ac)
1990	North ½ of Sec. 18 Heavy Industrial
1993	Pd4 (equivalent to OST zoning) Industrial
1999	Western ½ Office; Eastern ½ Industrial
2010	Community Commercial (Adopted August 25, 2010, see Figure 2)

Before settling on a residential alternative, Ivanhoe Companies considered the following sentiments in the City’s Master Plan, which calls for:

- **Additional residential development types that will attract a diverse population.** The proposed development includes residential unit types that will attract retirees, young professionals, growing families and first-time homebuyers.
- **Development that is of high quality and will contribute positively to the City’s image.** The Ivanhoe Companies is known for its attractive residential developments. Examples of the type of quality proposed for Berkshire Pointe are being provided to show the level of commitment to landscaping, entryway features, common open spaces, and architectural style that will be applied to this development. We are confident the City will find this project fits in well amongst the many first-rate developments that surround the site.
- **Uses and densities that will act as a proper transition between less compatible uses.** The site provides the ideal opportunity to transition from the higher intensity commercial and industrial uses to the north in Wixom and the east, to the Detroit Catholic Central High School and residential subdivisions that exist to the south and east.
- **Protection of natural areas, specifically wetlands and woodlands.** As noted, the development proposed was chosen, in part, because of its limited impacts on the existing wetlands. Under the RM-1 zoning, the proposal would allow for conservation of the two most significant wetland areas as well as Lilly Pond.

When it comes to the Future land Use Map, the Master Plan has not set a consistent, clear direction for the subject site. As noted, there have been many development changes in the City and its neighbor to the north that have made it difficult to plan for a logical land use pattern with sound transitions between them. In all likelihood, development in, and planning for the area has been reactive to past activities, particularly the

industrial use, that have defined the character. One notable recent change is the closing of the industrial use on the southern of our three lots. The Master Plan's commercial designation made sense as a transition between the commercial to the north and the industrial to the south. Development of the Detroit Catholic Central High School, and subsequent land donations, some that abut the subject site, have also set the tone for the type of development that would likely follow. Both of these significant changes support a residential use for our site. Commercial is not an ideal neighbor to a school, and Detroit Catholic Central High School has endorsed the Ivanhoe Companies' development proposal.

We understand the City's Master Plan is a guide to decisions on development proposals. We also ask you to acknowledge that the "conditions upon which the Master Plan was developed have changed" and that those changes "should be considered as part of the deliberations" (Source: Michigan Association of Planning Training Manual for Planning Commissioners). As we looked at the City's Master Plan, beyond just the Future Land Use Map, we found many policy statements that suggest the style and type of our proposed development is what the City desires. We believe the Ivanhoe Companies' development proposal is more in the public interest, is more compatible with established surrounding development, and is more consistent with the Novi Master Plan vision, than the commercial designation shown on the Future Land Use Map. The benefits of this proposal and its consistency with the overall tenor of the Master Plan outweigh the commercial designation on the Future Land use Map. Moreover, denial of the rezoning due to this one reason would not do justice to the environment, surrounding residents, and residents in the City, who deserve an environmentally conscientious development, that is consistent with established land uses, and that will not create unsafe traffic conditions or nuisances to adjoining property owners. Several of the Master Plan Goals and Objectives, which support the development concept, are quoted below:

Land Use Goal: *Provide residential developments with adequate provisions for neighborhood open space.*

Land Use Goal: *Enhance Novi's reputation as an attractive community in which to live.*

Land Use Goal: *Provide for planned development areas that provide a transition between high intensity office, industrial and commercial uses and one-family residential uses.*

Land Use Goal: *Create, preserve and enhance quality residential areas in the City.*

- *Objective: Attract new residents to the City by providing a full range of quality housing opportunities that meet the housing needs of all demographic groups including but not limited to singles, couples, first time home buyers, families and the elderly.*

COMPATIBILITY WITH AND TRANSITIONS TO SURROUNDING LAND USE

The NE quadrant of Section 18 is bound to the north by regional commercial uses and the I-96 interchange, to the east by commercial uses, and the west and south by institutional and residential uses beyond.

The City's Master Plan shows our site is within proximity to sites developed at densities ranging from 3.30 to 7.30 du/ac. We believe that a residential development of the subject site would be more consistent with these densities, the adjacent Detroit Catholic Central High School, and other uses that have established in the area. In addition, moderate density residential (3.05 to 4.11 du/ac) will provide a better transition between those more intense uses to the north/east and the substantial educational and extensive new single-family residential uses that are quickly emerging to the south/west. By transition, we mean that, on a broad community scale, land uses would preferably step-down in intensity, but it is assumed that some abutting of different land uses must occur. A typical transition begins with the most intense use, and steps down in intensity as it approaches the least intense use. For instance, an industrial use would likely transition down to a less intense commercial use, then to office or multi-family uses then to single family or conservation uses. A transition may involve abutting of a commercial use with a multiple-family use, because these land uses are often seen as less conflicting than industrial to single-family, for example. At the site design level, a transition can also occur through use of buffers, setbacks and mixing of uses.

While City staff indicated that multiple-family development is not typically encouraged when it abuts

commercial development, the site in question contains wetlands and an open pond that provides an internal buffer from the commercial development to the north. Our residential land use combined with the layout of the site ensures a logical transition from the more intense commercial uses to the north and east to the high school to the south and west and residential development beyond.

Commercial and industrial uses are not typically considered a preferred neighbor to schools. Representatives of the Ivanhoe Companies met with Detroit Catholic Central High School officials, who view commercial and industrial as “tolerable nuisances” but who embrace residential options that could contribute students to the system as their preferred neighbor.

DEVELOPMENT POTENTIAL

UNDER CURRENT ZONING

As explained in this proposal, there is not a demand for, nor is the site conducive to commercial development. Nevertheless, development under the current B-2 and I-2 zoning could result in the construction of up to 186,000 square feet of general commercial and 45,000 square feet of industrial, with four or more driveways from Wixom Road. If developed according to the Master Plan, which designates the entire site for Community Commercial, a retail shopping center with over 200,000 square feet of retail space could be developed on the site. Either development would significantly impact the natural features on the site. The deep shape of the subject site and presence of wetlands near Wixom Road pose challenges to commercial and industrial site design, where visibility and ease of access is desired. Therefore, under either a commercial or industrial development scenario, removal or mitigation of over 3 acres of wetlands, including Lilly Pond, would be required.

COMPARISON OF ZONING DISTRICTS

The subject site is zoned a combination of B-2, Community Business and I-2, General Industrial. The uses permitted in these include some that could be disruptive to the quality of life for nearby residents, considered a nuisance, or generally create undesired conditions for the context within which it is located. The following uses are allowed in the B-2 and I-2 Districts, which could cause such impacts:

	B-2	I-2	RM-1
	(existing)		(requested)
Principal Permitted Uses	Retail (P) Personal Service (P) Hotel/motel (P) Offices (P) Fueling Stations (SLU) Veterinary Hospitals (SLU)	Outdoor Storage Yards (P) New/Used Heavy Truck Sales (P) Engine/Auto Body Repair (P) Motor Freight Terminals (P) Concrete Operations (P) Warehousing and Wholesale (P)	Single Family (P) Multiple Family (P) Farms (P) Keeping of Horses (P) Churches (SLU) Schools (SLU) Colleges (SLU)

DEVELOPMENT OPTIONS CONSIDERED

Our residential proposal has evolved over several months of study and refinement. This first began by considering a plan under the RM-2 zoning that included 504 dwelling units, but it was determined that density was too great for this area. A second plan was presented to the Master Plan Sub-Committee for discussion that included 187 units (SEE EXHIBIT 4). Based on comments from that meeting, as well as input from the Mayor and other city officials, we further revised our plans. A plan was presented at a Pre-Application Meeting that showed 123 dwelling units, fewer units per building and increased non-motorized amenities. Based on comments from City staff at that meeting, a final Zoning Plan was prepared that includes a lower density (4.11 du/ac) at a higher price point. Our final Development Concept Plan presents a moderate density (3.05 du/ac) that is far less than could be allowed on the site under the RM-1 zoning (5.4 to 10.9 du/ac). The City of Novi does not provide for a lower density multiple-family zoning, so the RM-1 zoning is the most appropriate for this site.

As explained, both commercial and industrial land uses were ruled out for this site due to factors such as environmental impact, and incompatibility with nearby land uses and development density. But the reasons why commercial is not suitable for this site extends well beyond the site's physical limitations (SEE ALSO EXHIBIT 10). The following factors were considered before a residential land use alternative was chosen:

- **Local Market.** Based on Ivanhoe Companies' conversations with commercial developers and representatives from major national retailers, existing commercial development near the site is under- or non-performing. Many retailers located on Wixom Road north of the site, who are typically expected to thrive as stand-alone developments, struggle in the area, even with the ancillary development that has

developed around it. The neighboring retail multitenant development to the north of the site is presently 80% vacant and commercial land directly east of the site is owned by the lender after foreclosure. We requested an opinion from the national retail market expert, The Chesapeake Group. They confirmed that this is not a preferable site for commercial.

- **Diluted Market.** Wixom Road terminates at 10 Mile Road, approximately 1.5 miles south of the site which limits traffic flow and, consequently, future retail success. Retailers see this site as a “commercial dead end.”
- **Commercial Preferences.** The Ivanhoe Companies has spent considerable effort attempting to obtain interest from a wide variety of commercial uses, ranging from pharmacies to big box retailers. As anticipated, commercial development investors prefer sites with greater visibility and direct access to I-96, such as the Lyon Town Center or former Ford Wixom Plant site, and are seeing the same declining retail market in the area around the subject site. These factors limit interest in this site for commercial.
- **Challenge to Extend Development.** Cross-access connections were considered to the retail strip mall to the north, but it was found that the site plan approved by the City of Wixom, which occurred when this site was part of a larger parcel, is not appropriate because a connection would require removal of Lilly Pond and surrounding wetlands.

PROPOSED DEVELOPMENT PLAN

PROJECT DESCRIPTION

Berkshire Pointe will result in development that is consistent with the character of surrounding development, at a density and type that is appropriate for this site. Under the requested RM-1 zoning, the site could accommodate 187 dwelling units or more (SEE EXHIBIT 4), but we are offering a Planned Rezoning Overlay to provide the City with a more clear understanding of the development that will result. We are offering conditions for inclusion in the PRO Development Agreement that would restrict development to a reasonable density and site layout, to ensure construction of high quality homes, and protect natural features that could be lost otherwise. We propose a maximum number of 116 homes on the site, as indicated on the Zoning Plan. Our Development Concept Plan showing 86 detached condominium homes (approximately 3.05 dwelling units per acre) for preliminary approval. Our proposal is consistent with the intent of the PRO, as stated in the Zoning Ordinance Article 34; Section 3401 & 3401, as quoted below:

The Planning Commission and City Council have recognized that, in certain instances,... it would be an advantage to both the City and to property owners seeking Rezoning if a site plan, along with conditions and limitations that may be relied upon by the City,... could be proposed as part of a petition for Rezoning... to accomplish, among other things, the objectives of the zoning ordinance through a land development project review process ...to achieve integration of the proposed land development project with the characteristics of the project area.

INFRASTRUCTURE

an initial engineering review was done to determine water, sewer and utility service to this project, and initial engineering plans provided for staff comment. At this time, we believe adequate utilities are available to serve the site.

Clearly, multiple-family development at the density proposed will generate less traffic than the commercial alternative. However, an initial traffic assessment was conducted that confirms the site is not expected to generate enough traffic to warrant a full traffic impact study. Instead, a traffic assessment was prepared under the direction of the City's traffic consultant. This assessment shows there are no significant impacts/issues at the signalized Wixom/Target intersection that would require any improvement. While there may be some changes to traffic using the outbound left turn lane at the Wixom/Costco-site intersection, the existing low traffic volumes and gaps created by downstream traffic signals should provide the necessary breaks in traffic to allow for left-turn movements. In short, no significant traffic impacts are expected. When compared to the Institute of Transportation Engineer's projected trips for a regional commercial shopping center use, per the City's Future Land Use Map, the proposed residential development (considering 116 dwelling units) will generate significantly fewer vehicle trips.

	As Zoned (B-2 & I-2)	As Planned (B-2)	As Proposed (RM-1)		
			Total	% of Zoned	% of Planned
Projected Daily Traffic	10,119	10,534	680	7%	6%
Projected AM Peak Traffic	779	429	51	7%	12%
Projected PM Peak Traffic	1063	944	60	6%	6%

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

The requested RM-1 zoning, with a PRO Development Agreement would be in the public's best interest when compared to development that could occur under the site's current zoning because of the following:

- **Limited Density.** Where the RM-1 allows a density up to 10.9 units per acre, our development will not exceed 4.11 units per acre.
- **Less Traffic.** When compared to the uses allowed either as zoned or as planned, and using trip generation information from the Institute of Transportation Engineers, the site is projected to generate

90% less traffic than could result from regional commercial shopping center or industrial uses.

- **Environmental Protection.** Residential development allows greater flexibility in site design, which means the majority of wetlands on the site do not have to be destroyed, and can instead be featured as a site amenity.
- **Fewer Access Points.** The commercial and industrial alternative to the proposed development would likely require more access points (driveways) than our proposal will. Providing fewer access points will reduce the potential for traffic crashes, improve pedestrian access along Wixom Road, and contribute less to congestion along Wixom Road.
- **Improved Aesthetics along Wixom Road.** Removal of an industrial use and redevelopment of the site into residential will improve the visual impact along Wixom Road for motorists, pedestrians and the adjacent school than commercial or industrial development alternatives.
- **Housing Options.** City staff noted that demographic analyses conclude the City needs a wider diversity of housing choices. The Development Concept Plan shows additional housing types that are not prevalent in Novi, which will help attract young professionals that desire a location near the I-96 corridor, starter families that would like to own a smaller home, and active seniors looking to downsize. This PRO has the opportunity to provide housing options that are not specifically provided for in the zoning ordinance.
- **Removal of Potentially Incompatible Land Uses.** Rezoning from B-2 and I-2 to RM-1 will eliminate potential industrial and commercial land uses, and will result in a more harmonious land use patterns.
- **Improved Non-Motorized Options.** Development of residential allows installation of additional internal sidewalks, the wood chipped Novi Nature Trail, and scenic overlook, rather than the minimal amenities that would likely result from commercial or industrial development.

PRO DEVELOPMENT CONDITIONS

Although current market conditions are strong, and support development of attached condominium homes, as shown, we believe there is an even stronger market for detached condominium homes. That will allow development of up to 116 attached or detached condominium units. The following conditions are offered as part of our PRO application:

- There will be a maximum of 116 dwelling units (a density of 4.11 units per acre)
- Land will be donated to complete the Wixom Road right-of-way along the frontage of the site
- Sidewalks will be installed along the Wixom Road frontage
- A wood chip trail (Novi Nature Trail) will be provided to connect the Wixom Road sidewalks with a scenic overlook of Lilly Pond
- A sidewalk connection will be provided to connect the internal sidewalks to the 12 Mile Road right-of-way
- Approximately 3 acres of wetlands will be protected
- Where a permanent connection is not feasible due to the presence of Lilly Pond and wetlands, an emergency access will be installed to provide a connection to the stub road and strip mall to the north
- Attached or detached units shall not be more than 4 units per building
- Units shall not be less than 28 feet wide
- Garages shall not protrude more than 6 feet from a unit
- Brick shall be installed on all 4 sides of buildings, to not less than knee wall height

ORDINANCE MODIFICATIONS

The following modifications are requested as part of this PRO application:

- Minimum building separation – modify from 50 -75 feet to 10 feet. This is requested to create a character that is more similar to a high density single-family neighborhood rather than a large multi-family complex.
- Minimum exterior setback – modify from 50 feet to 30 feet. A 50 foot exterior setback along the west and south property lines is not necessary to buffer the site from the adjacent high school (or vice versa), and the presence of existing vegetation will provide a significant natural buffer

- Minimum Interior front setback – modify from 50 feet to 20 feet. This is requested to create a character that is more similar to a high density single-family neighborhood rather than a large multi-family complex.
- Building orientation – modify from 45-degree to parallel or 90-degree. Our proposed layout, which simulates a single-family neighborhood design, is more conducive to front-facing homes.
- Greenbelt and buffer waivers along the north property line and along Wixom Road where existing natural vegetation can qualify. The presence of existing vegetation will provide a significant natural buffer along the west and south property lines, so a waiver of those buffers is also requested.
- Minimum foundation plantings – modify from 3 trees per first floor unit to 1 per unit. This type of requirement is more appropriate for apartment-style development, where several units are expected to be stacked atop one another. Berkshire Point will maintain side-by-side homes that does not require such strong foundations plantings. With the layout provided, planting one tree per unit is more appropriate.

WRITTEN RESPONSE TO STAFF COMMENTS

PROVIDED AT PRE-APPLICATION MEETING
JUNE 6, 2013

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
Planning Department Staff			
Master Plan	Community Commercial	The proposed multi-family zoning would not be In compliance with the current Master Plan.	The benefits of this proposal and its consistency with the overall tenor of the Master Plan outweigh the one fact that the proposed rezoning does not technically match the Future Land use Map. The proposed zoning and development is in keeping with many of the goals and policies endorsed in the Master Plan. The narrative on the previous pages contains additional support information.
Permitted Density (Sec. 2400)	7.3 units per acre (2 bedroom units as indicated by applicant)	In compliance	Revised plans show even greater reduction in density. This proposal offers to cap the maximum density of development to 4.11 dwellings per acre, but is planned be as low as 3.05 dwellings per acre.
Building Height (Sec. 2400)	35 ft. two stories Roof top appurtenances additional 5 ft.	Applicant should Indicate height of building.	The proposed condominium homes will not exceed the maximum height. Example elevations are provided for review. (SEE EXHIBITS 5 AND 6)
Unit Type (Sec. 2400)	Total number of rooms (not including kitchen, dining and sanitary facilities) shall not be more than the net site area of the parcel in square feet divided by two thousand (2,000) Not more than five percent of the units maybe of an efficiency apartment type; Not more than twenty (20) percent may be one (1) bedroom units with a living room; and the balance of the units must have at least two (2) bedrooms with a living room.		2 to 4 bedroom units are proposed.
Building Length (Sec. 2400 footnote e)	180ft. or up to 360 fl. if building setback increased 1 ft. for every 3 fl. Building length when bordering a residential district or major	Applicant should provide a scaled drawing Indicating proposed buildings so building length can be ascertained	Scaled drawings showing proposed building envelopes (as well as how a typical condominium would be located) is shown

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
	thoroughfare		on the Zoning Plan (SEE EXHIBIT 5) and Development Concept Plan (SEE EXHIBIT 6) included with this proposal.
Additional RM-1 (Sec. 2400, road footnote e)	1. Must front on public or private 2. Maximum 30% of setback areas for parking, drives & loading area 3. Building(s) must be oriented at a min. 45° angle at perimeter property lines 4. Off-street parking and related drives must be 25' from openings to living areas and a min. 8' from structures 5. Off-street parking must be 20' from public right-of-ways 6. Sidewalk connectivity 7. Minimum distance between buildings $S = LA + LB + 2(HA + HB) / 6$	Applicant should provide setback area and building orientation calculations and scaled plans Indicating proposed buildings The applicant has indicated a deviation from ordinance requirements regarding the building orientation and building separation will be needed. Applicant should provide an Internal sidewalk system connecting to sidewalks to be provided on public roads	This proposal shows the following: 1. The site fronts on Wixom Road 2. No parking is proposed in the Wixom Road frontage 3. A deviation from the 45° orientation is requested 4. These setback requirements will be met during site plan review 5. Parking for the optional proposed pool and cabana will be located off of a private road 6. Sidewalks are shown along Wixom Road, as well as connections to a nature path and a stub is provided from internal sidewalks to the northwest corner of the site (12 Mile Road). 7. A deviation from this requirement is requested. It is estimated that spacing between 30 feet and 65 feet would be required using the City's formula. Deviations Requested: <ul style="list-style-type: none"> ▪ 45° orientation ▪ 10' separation requested (30' required)
Lot Coverage (Sec. 2400, footnote e)	Maximum 25%	Applicant should provide a scaled drawing with lot coverage data and proposed buildings shown	Our final site plans will not exceed the maximum lot coverage. Conservative preliminary estimates indicate up to 21% of the site could be covered by buildings if the proposed footprints are built-out. However, in all likelihood, coverage will be less than 21%.
Front south (2400 & footnotes b, e & l)	50 fl. plus 1/3 ft. for every foot building length exceeding 180ft.	Applicant should provide a scaled drawing showing proposed buildings so building setbacks can be ascertained	The Zoning Plan and Development Plan show the typical building setbacks that will apply.
Side interior east (2400 & footnotes b, c, e & l)	75 ft. plus 1/3 ft. for every foot building length exceeding 180 ft.		

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
Side interior west (2400 & footnotes b, c, e & l)	75 fl. plus 1 /3 fl. For every foot building length exceeding 180ft.		<ul style="list-style-type: none"> ▪ 20' internal front setback (50' required) ▪ 30' exterior setback (75' required)
Rear north (2400 footnotes b, c, e & l)	75ft. plus 1 /3 fl. for every foot building length exceeding 180 ft.		
Front south (2400 footnote b)	75 ft. Must comply with building setback	Applicant should provide a scaled drawing showing proposed parking so parking setbacks can be ascertained	<p>Parking is proposed only for the optional pool and cabana, and it will meet all setbacks from the property line. No parking is proposed in the Wixom Road front yard.</p> <p>These amenities are optional, and can be removed from the plan if it is found that they cannot meet the zoning ordinance requirements.</p>
Side interior east (2400 footnote b)	20 ft.		
Side interior west (2400 footnote b)	20 ft.		
Rear north (2400 footnote b)	20ft.		
Dumpster (Chapter II Sec. 21-145 Section 2503.2.F)	Screen wall or fence required for all and dumpsters, must be at least five ft. in height, and provided on three sides. Enclosure to match building materials - Design must include protective features.	Applicant should indicate dumpster location	No shared or community dumpster is proposed. The condominium homes are expected to be served by individual curbside pick-up.
Roof top equipment and wall mounted utility equipment (Sec. 2503.2.E.(l))	All roof top equipment must be screened and all wall mounted utility equipment must be enclosed and integrated into the design and color of the building	Depict all rooftop and wall mounted equipment If any	No rooftop or wall mounted equipment is proposed.
Exterior lighting (Sec. 2511)	Photometric plan and exterior lighting details needed at time of Preliminary Site Plan submittal		The Master Deed and Homeowner Association Documents will require photosensitive porch lights instead of required street lights
Sidewalks (City Code Section II-276(b) and Non-motorized Plan)	A 6 ft. wide sidewalk shall be constructed along Wixom Rd. Building exits must be connected to sidewalk system or parking lot.	Applicant should provide the required sidewalk along Wixom Rd. and provide an Internal sidewalk system	Sidewalks are shown along Wixom Road, as well as connections to a nature path and a stub is provided from internal sidewalks to the northwest corner of the site (12 Mile Road).
Design and Construction Standards Manual	Land description, Sidwell number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).	Applicant should provide the required Information	This information has been added to the plans.
Development and Street Names	Development and street names must be approved by the Street Naming Committee before Preliminary Site Plan approval	Contact Richelle Leskun at 248-347-0579 to schedule a meeting with the Committee	Initial contacts have been made with the Street Naming Committee. This proposal will comply with the Committee's decisions.

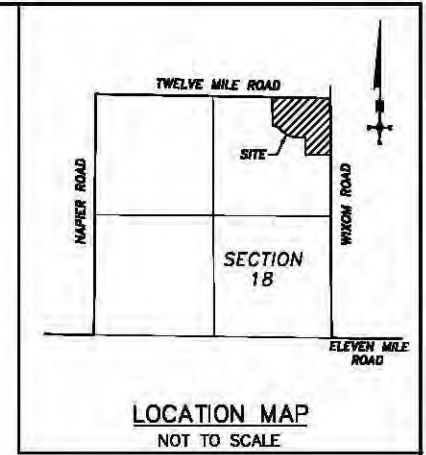
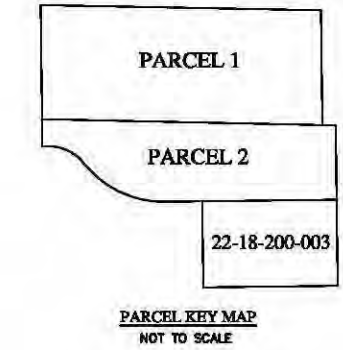
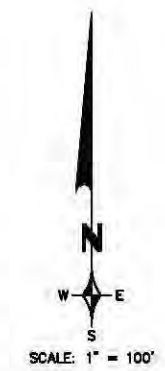
ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
Development/ Business Sign	Signage if proposed requires a permit.	For sign permit information contact Jeannie Niland at 248-735-5678.	Appropriate sign permits will be obtained prior to installation.
PRO Requirements (3402)	Describe each Zoning Ordinance deviation and why if the not granted would prohibit an enhancement of the development that would be in the public interest, and describe how the deviation would be consistent with the City's Master Plan and compatible with the surrounding area.	These conditions would apply should the applicant elect to pursue a PRO as opposed to a straight rezoning.	<p>This proposal is presented with the following requested deviations. Additional discussion of these is included in the cover letter and narrative:</p> <ul style="list-style-type: none"> ▪ Minimum building separation – modify from 30 -65 feet to 10 feet ▪ Minimum exterior setback – modify from 50 feet to 30 feet ▪ Minimum interior front setback – modify from 50 feet to 20 feet ▪ Building orientation – modify from 45-degree to parallel or 90-degree ▪ Greenbelt and buffer waivers along the north property line and along Wixom Road where existing natural vegetation can qualify ▪ Minimum foundation plantings – modify from 3 trees per first floor unit to 1 per unit
	Describe how an enhancement of the project area would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay. Describe benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof.		This proposal includes a project narrative that explains the public benefits provided and justification for the rezoning and requested deviations.
Woodland and Wetland Consultant – ECT letter dated June 4, 2013			
Wetlands		ECT recommends that we conduct a wetland and woodland field evaluation at the time of Preliminary Site Plan submittal in order to verify the existing on-site wetland boundaries and woodland information (tree sizes, species, conditions, etc.).	<p>The wetland consultant for Berkshire Pointe has met with City representatives on site to verify the wetland boundaries. Updated boundaries are shown on the Existing Conditions Map. SEE EXHIBIT7</p> <p>The checklist provided by ECT will be completed and submitted with the</p>

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
			Preliminary Site Plan, and field inspections coordinated appropriately.
Woodlands		<p>ECT recommends that we conduct a woodland field verification at the time of Preliminary Site Plan submittal in order to verify existing regulated tree locations and confirm any proposed tree replacement quantities (if applicable).</p> <p>The Applicant shall report the number of trees that are proposed to be removed.</p>	<p>A Tree Survey has been complete and is included with this proposal. It shows the proposed trees to be removed. It is expected that approximately 142 replacement trees will be required for this project.</p> <p>The checklist provided by ECT will be completed and submitted with the Preliminary Site Plan, and field inspections coordinated appropriately.</p>
Traffic Consultant – Clearzoning Letter dated June 5, 2013			
Wixom ROW		The applicant should be expected to dedicate a 60-ft half right-of-way for that portion of Wixom Road now having only a 33-ft half right-of-way.	The necessary right-of-way will be dedicated as noted.
Boulevard Design		<p>If the <i>boulevard</i> is retained in the preliminary site plan, its dimensions will have to be reduced to comply with Figure IX.3 of the City's Design and Construction Standards.</p> <p>Align the proposed boulevard entrance with the existing one serving Sam's Club across the road to avoid left-turn lock up.</p>	<p>The final design of the boulevard entrance will meet the City's requirements. We have offset the driveway to avoid left-turn conflicts along Wixom Road, as suggested by the City's consultant.</p> <p>Consideration for driveway alignments has been given and revised locations are shown on the Zoning Plan and Development Plan.</p>
Connection to North		A full-time connection to the neighboring property to the north, or preferably, directly to a new T intersection with 12 Mile Road.	<p>Due to the presence of wetlands and Lilly Pond, a permanent road connection to the strip mall to the north is not reasonable. However, an emergency connection has been provided in case it is needed. Achieving a connection to 12 Mile is also not feasible since the subject site does not have frontage on 12 Mile Road, nor is one desired.</p>
Traffic Impact Assessment		Given the daily trip generation potential and our concerns about access safety, we	A TIS will be provided with the Preliminary Site Plan. However, a Traffic Impact

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
		would expect the applicant to prepare and submit at least a Traffic Impact Assessment with the preliminary site plan.	Assessment is provided (SEE EXHIBIT 9). This initial traffic analysis suggests the current proposal will create little impacts on Wixom Road traffic.
Street Design		The internal network of streets and/or drives must comply with Sec 2514 of the Zoning Ordinance.	The street design has been modified as suggested. The final design will comply with the City's zoning ordinance.
Non-Motorized Path		Regardless of the manner in which the proposed development is connected to other facilities at its northwest corner, this connection should include a non-motorized path.	Sidewalks are provided along Wixom Road. Internal sidewalks are provided, as well as connection to the 12 Mile Road right-of-way. A wood chip Novi Nature Trail is provided as a benefit to the public that connects sidewalks on Wixom Road to Berkshire Park and a scenic overlook of Lilly Pond.
Engineering - Staff letter dated June 6, 2013			
General		<p>The site plan shall be designed in accordance with the Design and Construction Standards.</p> <p>Note whether the proposed streets will be public or private streets.</p> <p>A right-of-way permit will be required from the City of Novi.</p> <p>Borings identifying soil types, and groundwater elevation should be provided at the time of Preliminary Site plan.</p>	<p>Additional detailed engineering plans will be submitted during Site Plan review, which will be designed according to the City's Construction Standards and public street design requirements.</p> <p>Required permits will be obtained before any site work or construction begins.</p> <p>Soil borings will be provided with at Site Plan review.</p>
Stub Road Extensions		<p>Extend the streets to the property boundary at intervals not exceeding 1 ,300 feet of perimeter around the proposed</p> <p>development or provide a separate narrative listing the</p> <p>hardships/ impracticalities of extending the streets to the development boundaries at intervals along the</p>	Property to the west and south is owned by the Detroit Catholic Central High School, and is not likely to be developed as an extension of this site. Therefore, no stub roads are shown to the west or south. An emergency connection is provided to the north where a permanent road connection cannot be due to presence of natural features.

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
Utilities		<p>perimeter not exceeding 1 ,300 feet.</p> <p>Show the existing utilities on the plans and the proposed connection to each.</p> <p>Provide profiles for all proposed utilities by Final Site Plan submittal.</p> <p>Extend water main and sanitary sewer to and through the property as a public utility, providing stubs in the North West corner of the property adjacent to Twelve Mile Rd.</p>	<p>Water main and sanitary sewer extensions will be provided as required.</p> <p>Final utility plans have not been developed because the final site layout has not been established. Existing and proposed utilities will be shown on the Preliminary Site Plan, with utility profiles provided with the Final Site Plan.</p>
Paving and Grading		<p>Revise the plan set to include a five (5) foot pedestrian safety path along both sides of all local streets.</p> <p>Provide existing topography and 2-foot contours extending at least 100 feet past the site boundary. Any off-site drainage entering this site shall be identified.</p> <p>Provide a non-motorized connection from Twelve Mile Rd. to Wixom Rd in a public easement.</p>	<p>Five foot safety paths are shown along all internal roads as required.</p> <p>The Woodland and Wetland Map shows property contours at one-foot intervals.</p> <p>A non-motorized connection from Wixom Road to 12 Mile Road is provided via internal sidewalks and a stub connection to the 12 Mile Road right-of-way. An additional wood chip Novi Nature Trail will also be accessible from Wixom Road.</p>
Stormwater Management		<p>Provide a sheet or sheets titled "Storm Water Management Plan" (SWMP) that complies with the Storm Water Ordinance and Chapter 5 of the new Engineering Design Manual</p>	<p>Items listed in the City staff report will be provided with the Preliminary Site Plan. Details and items noted will be provided.</p>
Off-Site Easements		<p>Any off-site easements must be executed prior to final approval of the plans.</p>	<p>Off-site easements needed to serve the site will be obtained prior to final engineering approval.</p>
Landscaping - Staff letter dated June 7, 2013			
Landscape Plan	<p>Must meet Zoning Ordinance and Landscape Design Guidelines</p>		<p>Required landscaping is summarized in EXHIBIT 8. We anticipate our plans will meet the landscaping requirements, except where natural vegetation associated with the existing woodlands and wetlands will provide a better screen or buffer.</p>

ITEM	REQUIREMENT	CITY STAFF COMMENTS	IVANHOE COMPANIES' RESPONSE
			<p>We are requesting to plant one tree per unit instead of the three trees per first floor unit. We feel this is a more appropriate standard for the style and density development that we are proposing.</p>



WETLAND INFORMATION

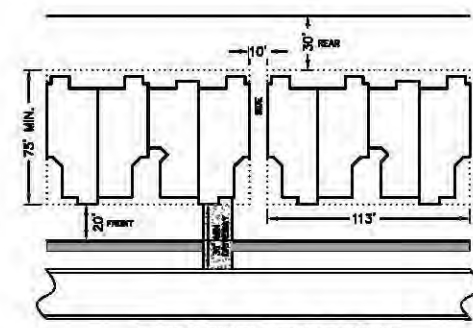
EXISTING WETLAND AREAS (PRE MITIGATION)

EXISTING WETLAND AREAS TO BE MITIGATED

WETLAND CD	0.70 ACRES
WETLAND E	2.20 ACRES
WETLAND F	0.04 ACRES
WETLAND T	0.40 ACRES
WETLAND U	0.05 ACRES
WETLAND Y	0.01 ACRES

LEGEND:

- OPEN WATER
- DETENTION
- POCKET PARK
- NOVI NATURE PATH
- SIDEWALK



TYPICAL ENVELOPE DIMENSIONS
MAX. 4 UNIT/BUILDING
SCALE: 1"=50'

NOTE

- CABANA, POOL AND ASSOCIATED PARKING ARE OPTIONAL.
- CABANA PARKING 9 FT. x 20 FT.

VARIATIONS, RM-1 ZONING

- BERMS AND SCREENING AS SHOWN ON PLAN AND 1 TREE PER UNIT.
- MINIMUM 10 FT. BUILDING SEPARATION (30' TO 65' REQUIRED IN RM-1 ZONING).
- MINIMUM 30 FT. EXTERIOR SETBACK (50' REQUIRED IN RM-1 ZONING).
- WAIVE 45 DEGREES TO EXTERIOR PROPERTY LINE.
- MINIMUM 20 FT. INTERIOR FRONT SET BACK.

ADDITIONAL AGREEMENT TERMS

- PROPOSED DEVELOPMENT AGREEMENT: NOT TO EXCEED 116 UNITS.
- MAXIMUM 4 UNITS PER BUILDING.
- MINIMUM 28.25 FT. WIDE UNITS.
- GARAGES SHALL NOT PROTRUDE MORE THAN 6 FT. FROM A UNIT.
- BRICK ON 4 SIDES TO KNEE WALL HEIGHT MINIMUM.

LEGAL DESCRIPTION PER VANGUARD TITLE INSURANCE AGENCY COMMITMENT NO. 46497, DATED 10/25/2012.

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF NOVI, COUNTY OF OAKLAND, STATE OF MICHIGAN AS FOLLOWS:

PARCEL 1:
PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT THE NORTHEAST SECTION CORNER; THENCE SOUTH 511.89 FEET; THENCE NORTH 88 DEGREES 08 MINUTES 07 SECONDS WEST 1311.60 FEET; THENCE NORTH 00 DEGREES 03 MINUTES 10 SECONDS WEST 508.74 FEET; THENCE SOUTH 88 DEGREES 18 MINUTES 23 SECONDS EAST 1311.97 FEET TO THE BEGINNING, EXCEPT THE EAST 60 FEET TAKEN FOR ROAD AS DISCLOSED IN WARRANTY DEED RECORDED IN LIBER 38788 PAGE 878, OAKLAND COUNTY REGISTER OF DEEDS.

TAX PARCEL NO. 22-18-200-002

PARCEL 2:
PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT DISTANT SOUTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 511.99 FEET FROM THE NORTHEAST SECTION CORNER; THENCE SOUTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 331.66 FEET; THENCE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 785 FEET; THENCE ALONG CURVE TO RIGHT, RADIUS 458.98 FEET, CHORD BEARS NORTH 84 DEGREES 14 MINUTES 50 SECONDS WEST 433.07 FEET, DISTANT OF 417.22 FEET, THENCE ALONG CURVE TO LEFT, RADIUS 200 FEET, CHORD BEARS NORTH 84 DEGREES 07 MINUTES 16 SECONDS WEST 171.64 FEET, DISTANT OF 177.40 FEET; THENCE NORTH 89 DEGREES 31 MINUTES 51 SECONDS WEST 29.92 FEET; THENCE NORTH 00 DEGREES 44 MINUTES 12 SECONDS WEST 121.28 FEET; THENCE SOUTH 88 DEGREES 48 MINUTES 44 SECONDS EAST 1311.60 FEET TO THE BEGINNING.

TAX PARCEL NO. 22-18-200-025

LEGAL DESCRIPTION PER SEAVER TITLE AGENCY FILE NO. 83-13293786-SGM, DATED 12/20/2012.

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF NOVI, COUNTY OF OAKLAND, STATE OF MICHIGAN AS FOLLOWS:

PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT POINT SOUTH 843.85 FEET FROM THE NORTHEAST SECTION CORNER; THENCE SOUTH 384 FEET; THENCE WEST 800 FEET; THENCE NORTH 384 FEET; THENCE EAST 600 FEET TO THE POINT OF BEGINNING.

TAX PARCEL NO. 22-18-200-003

UNITS	LOT COVERAGE
4 UNIT BUILDINGS = 29	29 UNITS @ 6,463 S.F. = 187,427 S.F.
TOTAL UNITS = 116	28.21 AC. = 1,228,827 S.F.
(MAXIMUM 116 UNITS)	LOT COVERAGE = 187,427
	1,228,827 = 15.2%

SITE DATA

GROSS AREA	29.20 ACRES
WIXOM ROAD R.O.W.	0.99 ACRES
RESIDENTIAL	28.21 ACRES
TOTAL NUMBER OF 4 UNIT BUILDINGS	29 BUILDINGS
TOTAL NUMBER OF UNITS @ 4 UNITS/BUILDING	116 UNITS
DENSITY (116 UNITS/28.21 ACRES)	4.11 UNITS/ACRE

ZONING PLAN

REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY

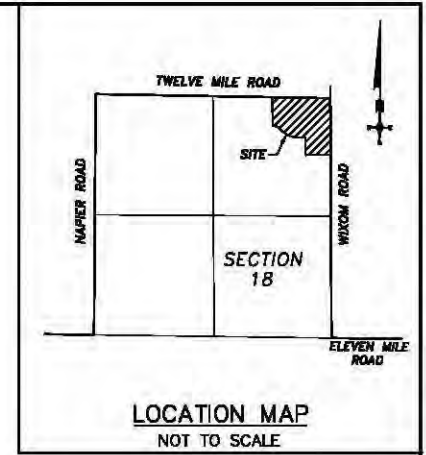
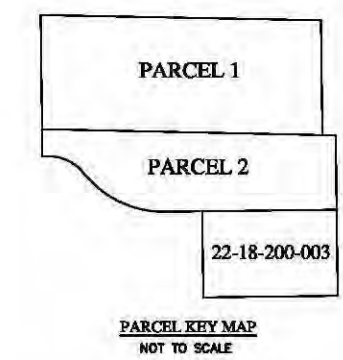
ZEIMET WOZNAK
Civil Engineers & Land Surveyors
5980 GRAND RIVER AVE, SUITE 100
NEW RUDSON, MICHIGAN 48165
P: (248) 437-5099 F: (248) 437-3222 www.zeimetwoznak.com

INSO DIGESTION INC.
1-800-483-7171

DEVELOPER:
IVANHOE COMPANIES
6689 ORCHARD LAKE ROAD, SUITE 314
WEST BLOOMFIELD, MI 48322 (248) 626-6114

BERKSHIRE POINTE
CONCEPTUAL SITE PLAN
CITY OF NOVI
MICHIGAN

DATE: 8-25-13
SCALE: HOR: 1" = 100'
VER: 1" = 100'
JOB NO. 06103
SHEET 1/1



SCALE: 1" = 100'

WETLAND INFORMATION

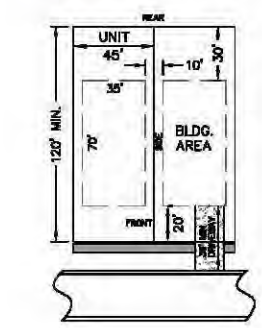
EXISTING WETLAND AREAS (PRE MITIGATION)

EXISTING WETLAND AREAS TO BE MITIGATED

WETLAND CD	0.70 ACRES
WETLAND E	2.20 ACRES
WETLAND F	0.04 ACRES
WETLAND T	0.40 ACRES
WETLAND U	0.05 ACRES
WETLAND Y	0.01 ACRES

LEGEND:

- OPEN WATER
- DETENTION
- POCKET PARK
- NOVI NATURE PATH
- SIDEWALK



TYPICAL ENVELOPE DIMENSIONS
SCALE: 1"=50'

VARIATIONS, RM-1 ZONING

- BERMS AND SCREENING AS SHOWN ON PLAN AND 1 TREE PER UNIT.
- MINIMUM 10 FT. BUILDING SEPARATION (30' TO 60' REQUIRED IN RM-1 ZONING).
- MINIMUM 30 FT. EXTERIOR SETBACK (50' REQUIRED IN RM-1 ZONING).
- WAVE 45 DEGREES TO EXTERIOR PROPERTY LINE.
- MINIMUM 20 FT. INTERIOR FRONT SET BACK.

ADDITIONAL AGREEMENT TERMS

- PROPOSED DEVELOPMENT AGREEMENT: NOT TO EXCEED 116 UNITS.
- GARAGES SHALL NOT PROTRUDE MORE THAN 6 FT. FROM A UNIT.
- BRICK ON 4 SIDES TO KNEE WALL HEIGHT MINIMUM.

LEGAL DESCRIPTION PER VANGUARD TITLE INSURANCE AGENCY COMMITMENT NO. 48487, DATED 10/25/2012.

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF NOV, COUNTY OF OAKLAND, STATE OF MICHIGAN AS FOLLOWS:

PARCEL 1:
PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOV, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT THE NORTHEAST SECTION CORNER; THENCE SOUTH 511.89 FEET; THENCE NORTH 88 DEGREES 08 MINUTES 07 SECONDS WEST 1311.60 FEET; THENCE NORTH 00 DEGREES 03 MINUTES 10 SECONDS EAST 508.74 FEET; THENCE SOUTH 88 DEGREES 16 MINUTES 23 SECONDS EAST 1311.97 FEET TO THE BEGINNING, EXCEPT THE EAST 60 FEET TAKEN FOR ROAD AS DISCLOSED IN WARRANTY DEED RECORDED IN LIBER 38788 PAGE 878, OAKLAND COUNTY REGISTER OF DEEDS.

TAX PARCEL NO. 22-18-200-002

PARCEL 2:
PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOV, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT DISTANT SOUTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 511.99 FEET FROM THE NORTHEAST SECTION CORNER; THENCE SOUTH 00 DEGREES 41 MINUTES 00 SECONDS EAST 331.66 FEET; THENCE SOUTH 89 DEGREES 19 MINUTES 00 SECONDS WEST 765 FEET; THENCE ALONG CURVE TO RIGHT, RADIUS 458.96 FEET, CHORD BEARS NORTH 84 DEGREES 14 MINUTES 50 SECONDS WEST 403.07 FEET, DISTANT OF 417.22 FEET, THENCE ALONG CURVE TO LEFT, RADIUS 200 FEET, CHORD BEARS NORTH 84 DEGREES 07 MINUTES 16 SECONDS WEST 171.64 FEET, DISTANT OF 177.40 FEET; THENCE NORTH 89 DEGREES 31 MINUTES 51 SECONDS WEST 29.92 FEET; THENCE NORTH 00 DEGREES 44 MINUTES 12 SECONDS WEST 121.28 FEET; THENCE SOUTH 88 DEGREES 48 MINUTES 44 SECONDS EAST 1311.60 FEET TO THE BEGINNING.

TAX PARCEL NO. 22-18-200-025

LEGAL DESCRIPTION PER SEAVER TITLE AGENCY FILE NO. 63-13293788-SGM, DATED 12/20/2012.

THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE CITY OF NOV, COUNTY OF OAKLAND, STATE OF MICHIGAN AS FOLLOWS:

PART OF THE NORTHEAST 1/4 OF SECTION 18, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOV, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT POINT SOUTH 843.65 FEET FROM THE NORTHEAST SECTION CORNER; THENCE SOUTH 384 FEET; THENCE WEST 600 FEET; THENCE NORTH 384 FEET; THENCE EAST 600 FEET TO THE POINT OF BEGINNING.

TAX PARCEL NO. 22-18-200-003

UNITS	LOT COVERAGE
TOTAL UNITS = 86	86 UNITS = 260,109 S.F.
(MAXIMUM UNITS 116)	28.21 AC. = 1,228,827 S.F.
	LOT COVERAGE = 260,109 / 1,228,827 = 21.2%

SITE DATA

GROSS AREA	29.20 ACRES
WIXOM ROAD R.O.W.	0.99 ACRES
RESIDENTIAL	28.21 ACRES

TOTAL NUMBER OF UNITS	86
DENSITY (86 UNITS/28.21 ACRES)	3.05 UNITS/ACRE

NOTE

- CABANA, POOL AND ASSOCIATED PARKING ARE OPTIONAL.
- CABANA PARKING 9 FT. x 20 FT.

DEVELOPMENT CONCEPT PLAN-DETACHED CONDOMINIUM HOMES

REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY	REVISIONS	DATE	BY

ZEMET WOZNAK
Civil Engineers & Land Surveyors
5980 GRAND RIVER AVE, SUITE 100
NEW HUDSON, MICHIGAN 48165
P: (248) 437-5099 F: (248) 437-3222 www.zemetwoznak.com

TRIGGER FULL WORKING DAYS BEFORE YOU DRAG, CALL THE MMS, DRG SYSTEM

DEVELOPER:
IVANHOE COMPANIES
6689 ORCHARD LAKE ROAD, SUITE 314
WEST BLOOMFIELD, MI 48322 (248) 626-6114

CITY OF NOV
BERKSHIRE POINTE
CONCEPTUAL SITE PLAN
MICHIGAN

DATE: 7-23-13 SCALE: HOR: 1" = 100' VER: 1" = 100'
DRAWN BY: AW JOB NO.: 06103
CHECKED BY: DAB SHEET: 1/1





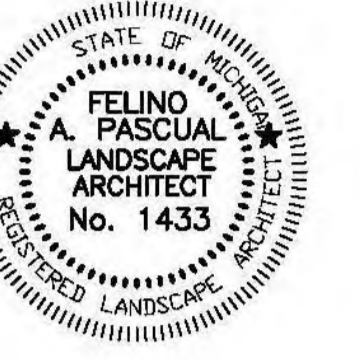
T. ZUTHOFF





T. ZUTHER

seal:



client:

IVANHOE COMPANIES
6689 Orchard Lake Road,
Suite 314
West Bloomfield, Michigan
48322
ph. (248) 626-6114

project:

**Berkshire
Pointe**

project location:

City of Novi
Wixom Road and 12-Mile
Road

sheet title:

**entry stone walls,
piers and signage
plan**

job no./issue/revision date:

LS13.039.07 Review: 7-22-2013
LS13.039.07 Review: 7-30-2013

drawn by:

JP, CZ

checked by:

FP

date:

4-5-2013

notice:

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permission of Felino Pascual and
Associates

Do Not scale drawings. Use figured
dimensions only

project no:

LS13.039.04

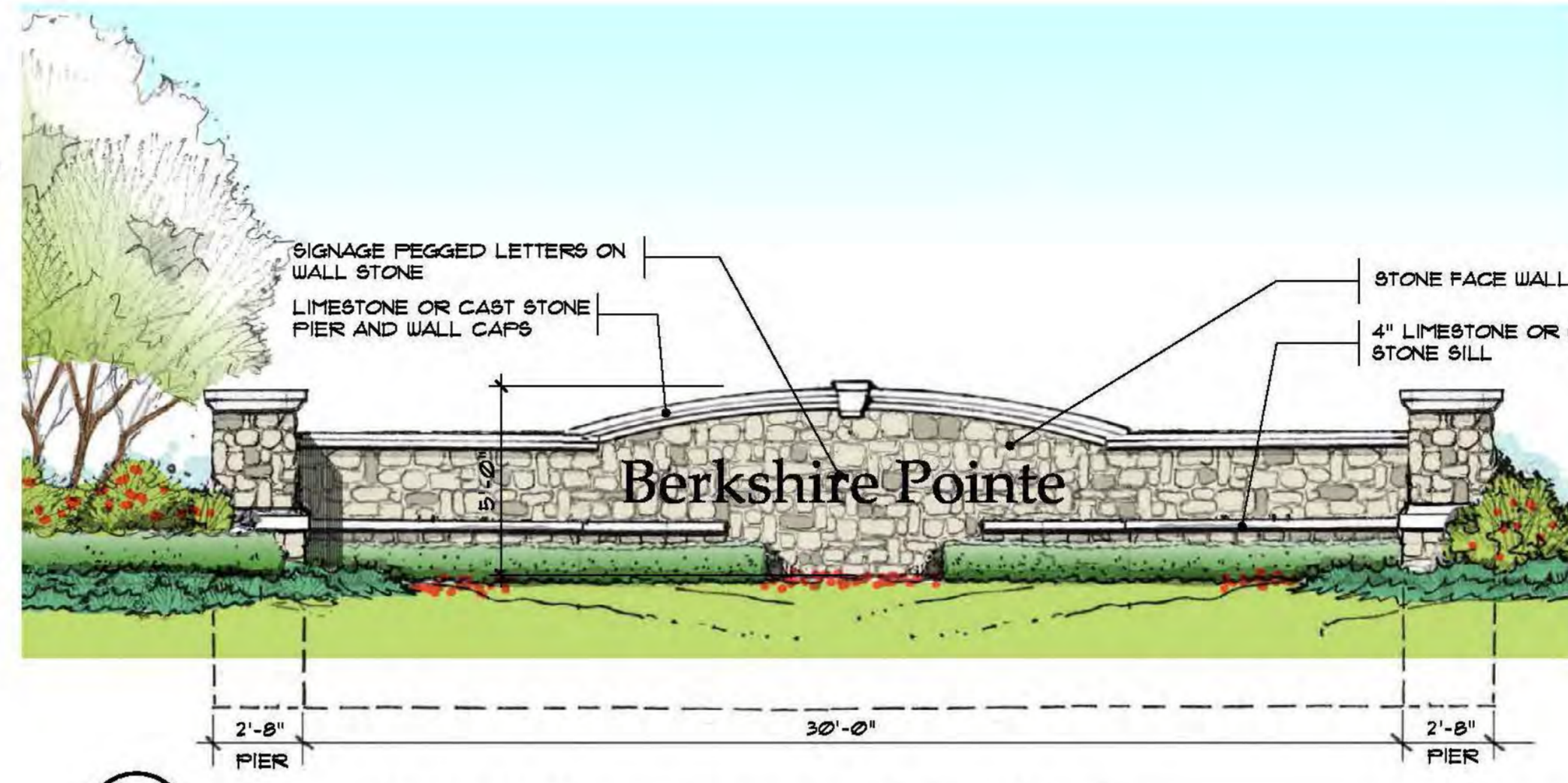
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LP-2 of 2

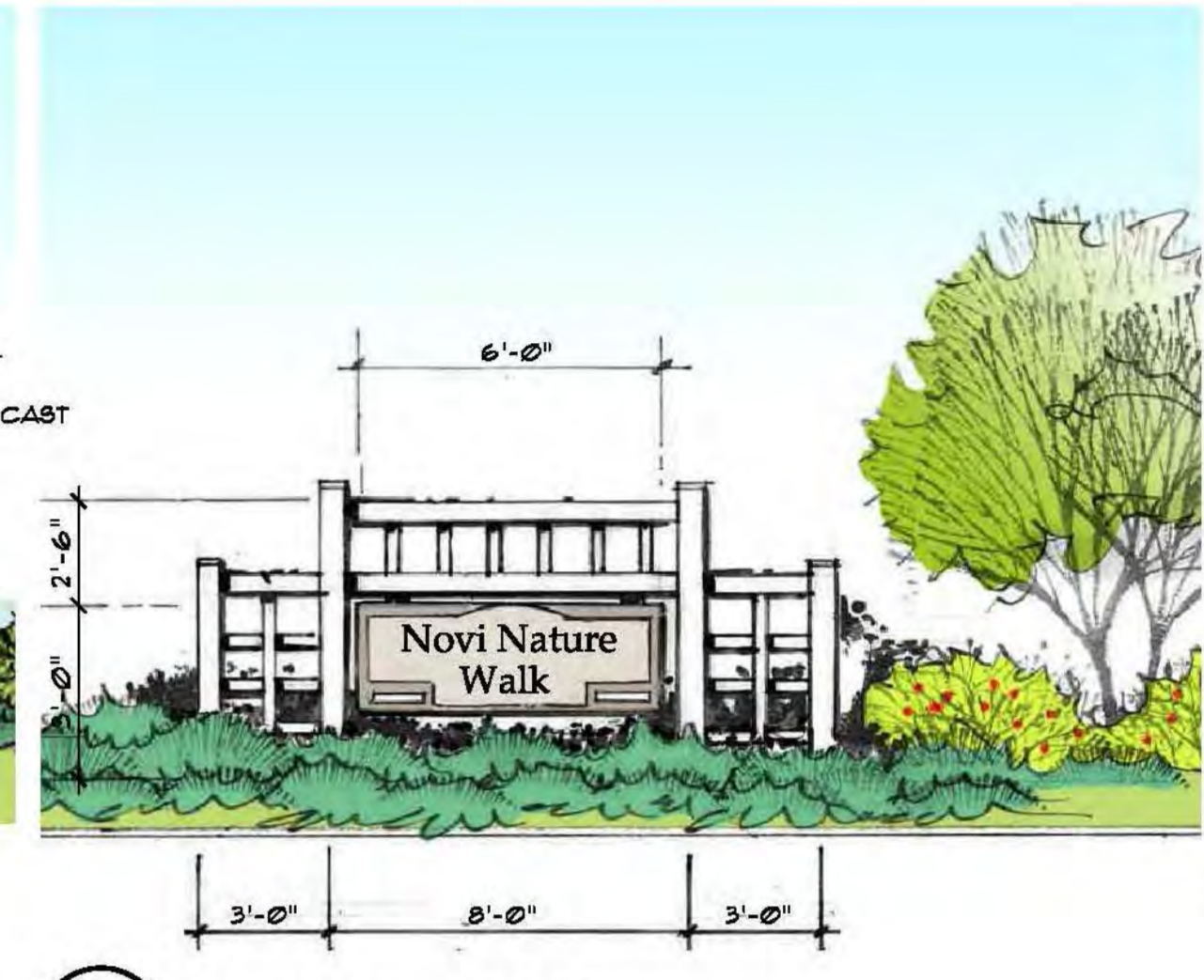
conceptual entrance monument view for:
“Berkshire Pointe”
a planned residential community
City of Novi, Michigan



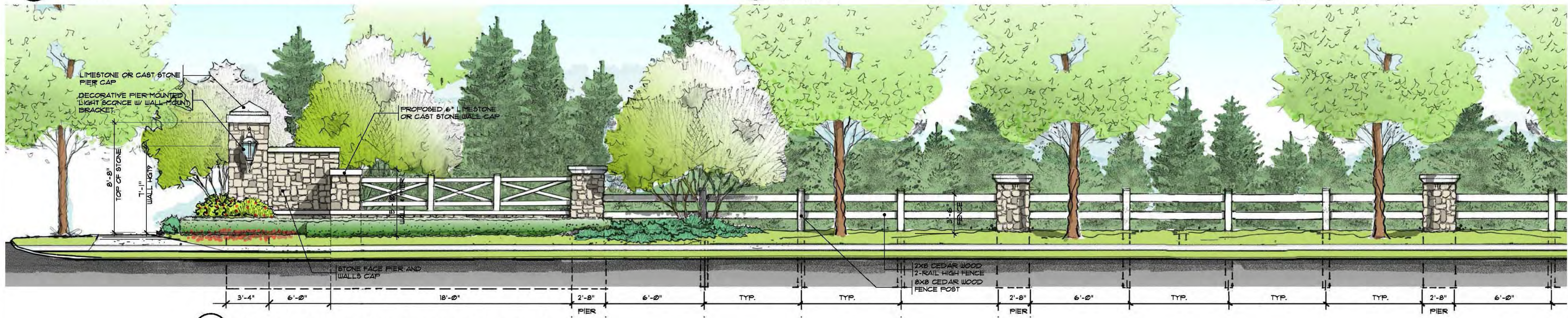
A Wixom Road (west entrance wall elevation view)
SCALE 1/4"=1'-0"



B boulevard island signage monument elevation view
SCALE 1/4"=1'-0"



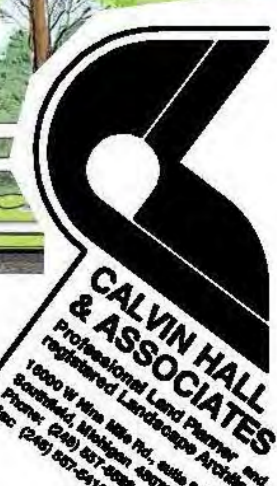
C Novi Nature Walk sign
SCALE 1/4"=1'-0"



D Wixom Road (east side entrance wall elevation view)
SCALE 1/4"=1'-0"



E Wixom Road (wall elevation view)
SCALE 1/4"=1'-0"



Detached single family & Multi-family landscape requirement comparison - City of Novi

	Single Family	Multi family	comments
Adjacent to R.O.W. (Wixom Road frontage)			
• Berm width	34' min.	20'(parking) or 34'(no parking)	can meet requirements may request a variance for detention pond and existing wetland/ wood frontage
• Berm Hgt.	4' high	34'(parking) or 4'(no parking)	
• Canopy tree	1 per 35'	1 per 35' or 45'(no parking)	
• Sub canopy tree	1 per 20'	1 per 20'	
• Shrubs	per city review	per city review	
Street Trees			
• Canopy tree	1 per 35'	1 per 35'(parking) or 45'(no parking)	can meet requirements
Detention			
• Shrubs	75%	75% (pond perimeter length)	can meet requirements
Building Foundation			
• Canopy tree	NA	3 Trees per 1st floor unit	can meet requirements may request a variance from 3-trees to 1-tree per unit
• Sub canopy tree	NA	60% bldg façade & per city review (less drive)	
Cul-de-sac and island			
• Plantings	75% coverage	75% coverage	can meet requirements

Buffer (to non residential)	Single Family	Multi family	comments
<ul style="list-style-type: none"> Plantings 	80% opacity (winter) 90% opacity (summer)	80% opacity (winter) 90% opacity (summer)	*does not meet requirements
<ul style="list-style-type: none"> Berm 	6'-8' high berm	6'-8' high berm	

* property backing Catholic Center and commercial/ retail will require a 40' wide buffer per ordinance. At 6' high berm with 1 on 3 slope and 4' wide crest will require 40' buffer (2 (3 x 6') + 4' crest = 40' (min. greenbelt width). The building envelops/setback will need to be increase to 40'min. to accommodate the requirements which will affect road alignment and drainage. We could request a waiver on units (1,2,3,18 to 37) since the units are abutting wetlands areas, but other units (4 to 17 & 38) will require a variance .

Transformers / utility boxes

<ul style="list-style-type: none"> Plantings 	screen from public view	screen from public view	can meet requirements
---	-------------------------	-------------------------	-----------------------

Tree Replacement

Total number of existing tree (8" or greater) to be removed _____ 136 (per Ziemet's plan)

- no. of exempt trees (dead or poor condition) _____ 53
- no. of regulated _____ 83

Total no of existing trees requiring replacement _____ 83

- no. trees removed between 8"-11" caliper _____ 28
- no. trees removed between 11"-20" caliper _____ 51
- no. trees removed between 20"-29" caliper _____ 4

Total no. of 2 1/2" BB replacement trees required _____ 142 trees

- 28 -(8"-11" caliper) x 1 tree replacement required= 28-replacement trees
- 51 -(11"-20" caliper) x 2 tree replacement required= 102-replacement trees
- 4 -(20"-29" caliper) x 3 tree replacement required=12-replacement trees

TRAFFIC IMPACT ASSESSMENT

INTRODUCTION

Wixom Road, south of I-96 and Grand River Avenue is primarily a two lane major arterial street. Recent traffic counts indicate the average daily traffic volume along Wixom Road near the site is just over 12,000 vehicles per day. Conversely, on the north side of I-96, traffic volumes are significantly higher, ranging from 29,400 (West Road) to 34,000 (Pontiac Trail) vehicles per day. The subject property is also near the intersection of Wixom Road with Grand River Avenue, which carries between 20,000 and 25,000 vehicles per day.

According to the SEMCOG regional travel demand model which provides a general assessment of traffic operations, Wixom Road currently functions at a level of service (LOS) A/C south of Grand River Avenue and LOS D north of I-96. To provide a more precise evaluation, counts were taken and LOS was calculated for the development access points along Wixom Road using the methodology in the Highway Capacity Manual, as described in the City of Novi Zoning Ordinance requirements for traffic studies.

EXISTING TRAFFIC CONDITIONS

On-site traffic counts were taken during AM and PM peak periods on a typical weekday. Counts were taken at both the intersection at Target and Detroit Catholic Central High School, as well as the entrance to Sam's Club, which aligns with the proposed developments northern access point. Not surprisingly, the heaviest levels at the Wixom/Target signalized intersection were in the PM peak with nearly 1,600 vehicles traveling through the intersection. The PM peak hour was 5:00pm to 6:00 PM. The AM peak was between 8:00AM to 9:00AM with around 1,100 vehicles traveling through the intersection.

It should be noted that these counts were completed in late June when the adjacent high school was on summer break but a summer camp was in session. To account for typical school traffic, ITE trip generation rates were used for the high school to illustrate typical volumes during a school day. This methodology was endorsed by the city's traffic consultant. The school had 1,075 students as of the 2012-2013 calendar school year. Based on the ITE rates, the school, when in session, should produce numbers at or near 849 trip ends in the AM peak period and 591 trip departing during the school's PM peak hour (most trips enter in the Am and depart in the PM).

The nearest signalized intersections to the project site serve the existing developments of Sam's Club, Target and Detroit Catholic Central High School. The high school, when in session, has classes starting at 7:15 am and concluding at 2:35 pm. This indicates that the school's peak traffic period would occur before the AM and PM peak hours of the street near the development. The Sam's Club does not open until 10 am, so it also does not impact the AM peak hour of Wixom Road, with the exception of minor employee traffic. Target opens at 8am, so it does slightly affect AM peak hour traffic flow.

TRIP GENERATION

The analysis was prepared for a proposed development of 123 attached condominium units. Based on the formula provided by the ITE Trip Generation manual, the development would likely produce 61 trips in the AM peak hour and 71 trips in the PM Peak hour. This is insignificant in context to the traffic that already travels along Wixom Road and through nearby intersections (less than 4%). Development of 116 attached condominium units or 86 detached condominium homes as currently proposed would have a similar low impact, especially compared to uses permitted under commercial and industrial zoning.

Please see the following table for the projected trip rates for each type of development:

	AM Peak	PM Peak	Daily
Existing Zoning			
Commercial	192	700	8013
Industrial	45	49	314
As Proposed			
123 MF Attached	61	71	770
116 MF Attached	58	67	726
86 SF Detached	70	92	914

Source: ITE Trip Generation Manual – 9th Edition (2012)

There are a few out lots still available in the commercial development with Target and Costco. Currently, there is not a time table of when they will be fully developed. We assume the condominium home development will be built out within three years, before the vacant commercial development occurs.

TRIP DISTRIBUTION

The expected travel patterns for the residential development should largely mimic the existing patterns with most traffic oriented to the I-96 interchange. Therefore, the directional distribution of the project-generated trips was based upon the current traffic patterns at existing access points and intersections along Wixom Road. Based upon that data, it is projected that approximately 77% of the development's traffic will be oriented to/from the north on Wixom Road and approximately 23% to/from the south on Wixom Road.

FUTURE TRAFFIC CONDITIONS

Intersection level of service (LOS) calculations were completed at the Target/DCCHS (signalized) and Sam's Club (unsignalized) intersections to evaluate the projected 2016 AM and PM peak hour conditions at the two study area intersections. The results of the level of service analyses are summarized in the table below. Copies of the computer analyses are included in the technical appendix.

	Current AM Peak Hour	Projected AM Peak Hour	Current PM Peak Hour	Projected PM Peak Hour
Signalized Wixom/Target-DCC				
EB	D	D	D	D
WB	D	D	D	D
NB	C	C	B	B
SB	B	B	C	C
Un-Signalized Wixom/Sam's Club (site's northern access points)				
EB	-	C	-	F
WB	C	C	B	C
NB	-	-	-	-
SB	-	-	-	-

Note: The analysis was conducted assuming all vehicles used the north driveway. We assume 20% or more would use the southern driveway due to proximity to their home or as a less congested option.

The results of the capacity analyses indicate that with the addition of traffic from the development, most of the movements at the two intersections will operate within acceptable levels (LOS D or better) with the exception of one movement that will operate at LOS F, which mostly affect vehicles exiting the development. This is mainly due to the

volumes on the southbound through movement and its single lane. It is expected that, due to the driveway's location between two signalized intersections, adequate gaps will be created to accommodate the low volume of current and future left-turn movements. These gaps in traffic created by the signals usually provide a better level of service than the computer model calculates. Potentially some of the motorists would actually re-route to exit from the southern access point where there may be more gaps and less delay in the "shadow" of the signal at the Target drive, since there is not an opposing access point.

SUMMARY

This traffic impact assessment shows the existing and projected future traffic conditions for Wixom Road within the immediate surrounding area of the proposed development site. Based upon the data collected on-site as well as the standard, recognized analysis parameters and source data, the results of this assessment show that traffic generated by the proposed development can be easily accommodated by the adjacent street system during both AM and PM peak hours with applicable driveway design parameters in place.

QUALIFICATIONS

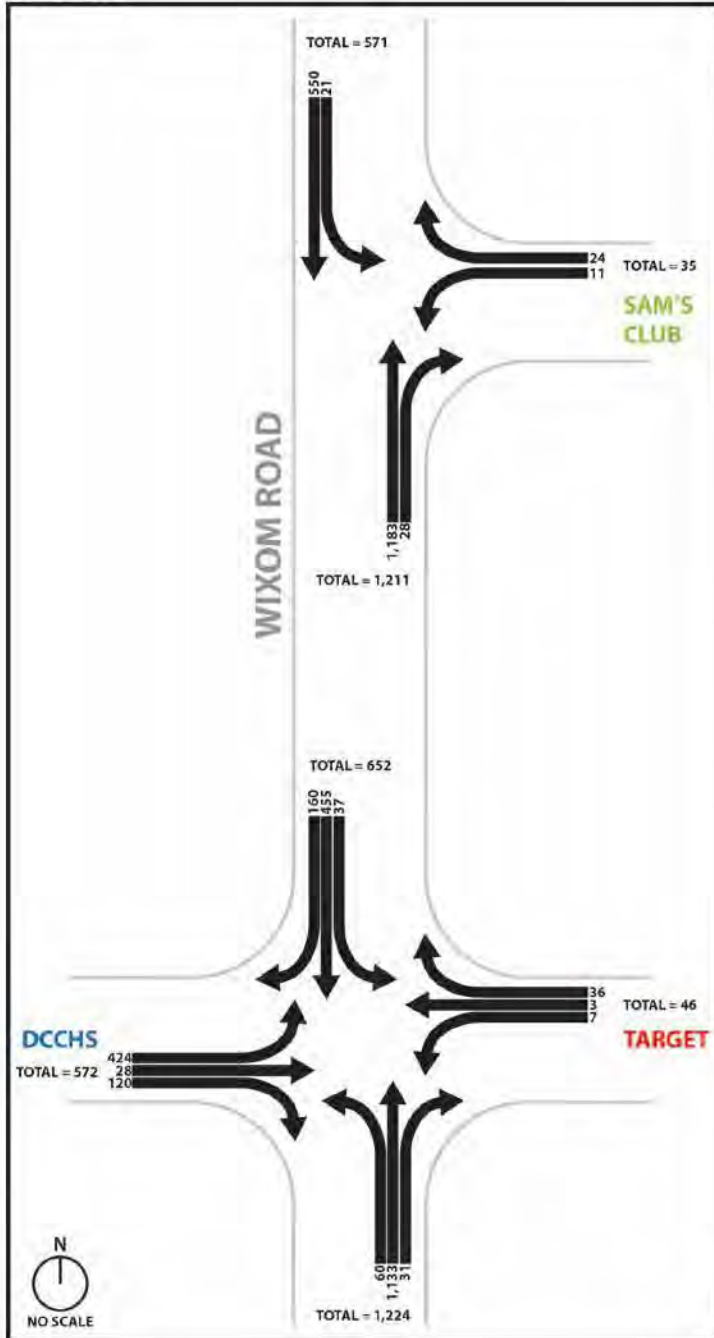
This traffic impact assessment was prepared by Brad Strader, a Professional Transportation Planner (PTP) as certified by the Institute of Transportation Engineers. Level of Service (LOS) calculations using the Highway Capacity Manual were prepared by Pete LaMourie, PTOE. Mr. Strader and Mr. LaMourie were the authors of the Michigan handbook "Preparing Traffic Impact Studies: A Guide for Michigan Communities", for MDOT and SEMCOG. Both have prepared and reviewed dozens of traffic studies in the past.

AM PEAK HOUR TRAFFIC VOLUMES

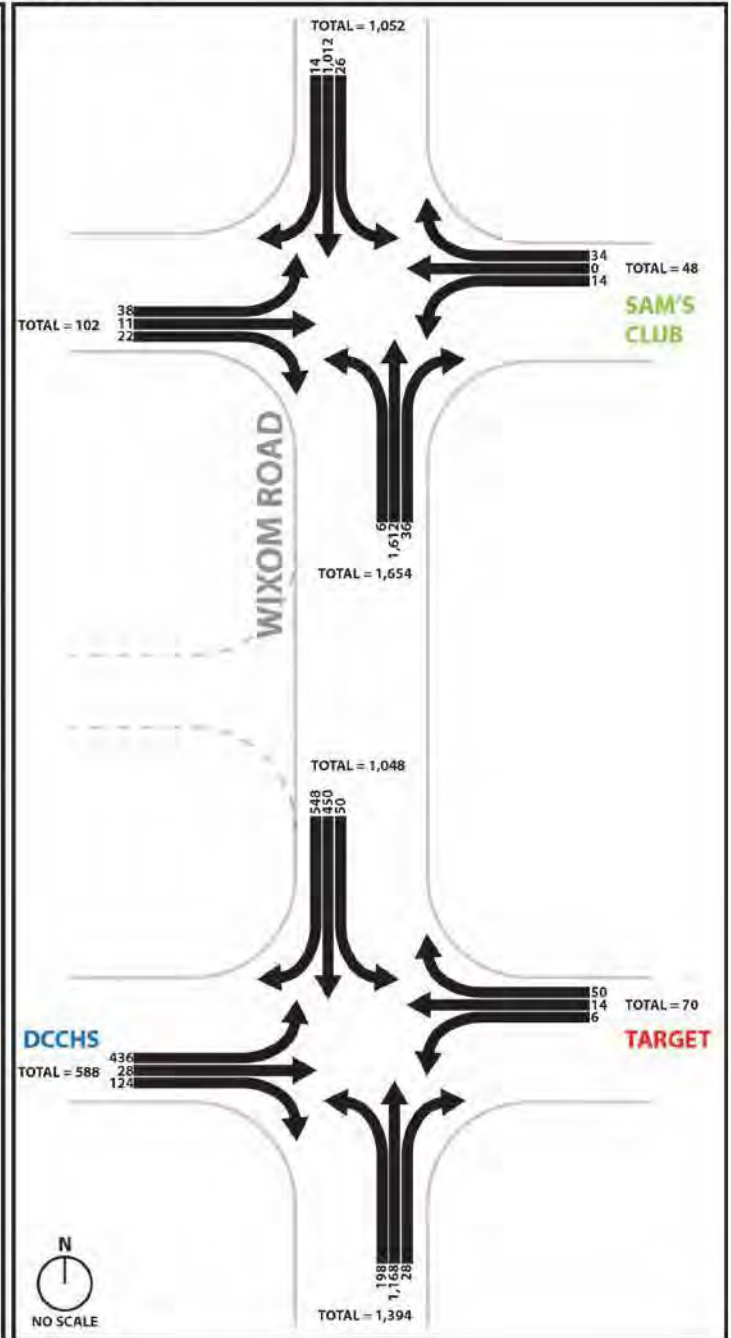
Note: Existing traffic volumes for EB movements (Detroit Catholic Central High School) were generated by using standard “school-day” rates from the ITE Trip Generation Manual – 9th Edition (2012). Actual volumes were recorded on-site during a summer sports camp, totaling 170 for the AM peak hour.

Note: Projected volumes for the proposed development were created using only the north access drive as a “worst-case scenario”, assuming the south access drive will accommodate approximately 1/6 of these movements.

EXISTING



PROJECTED

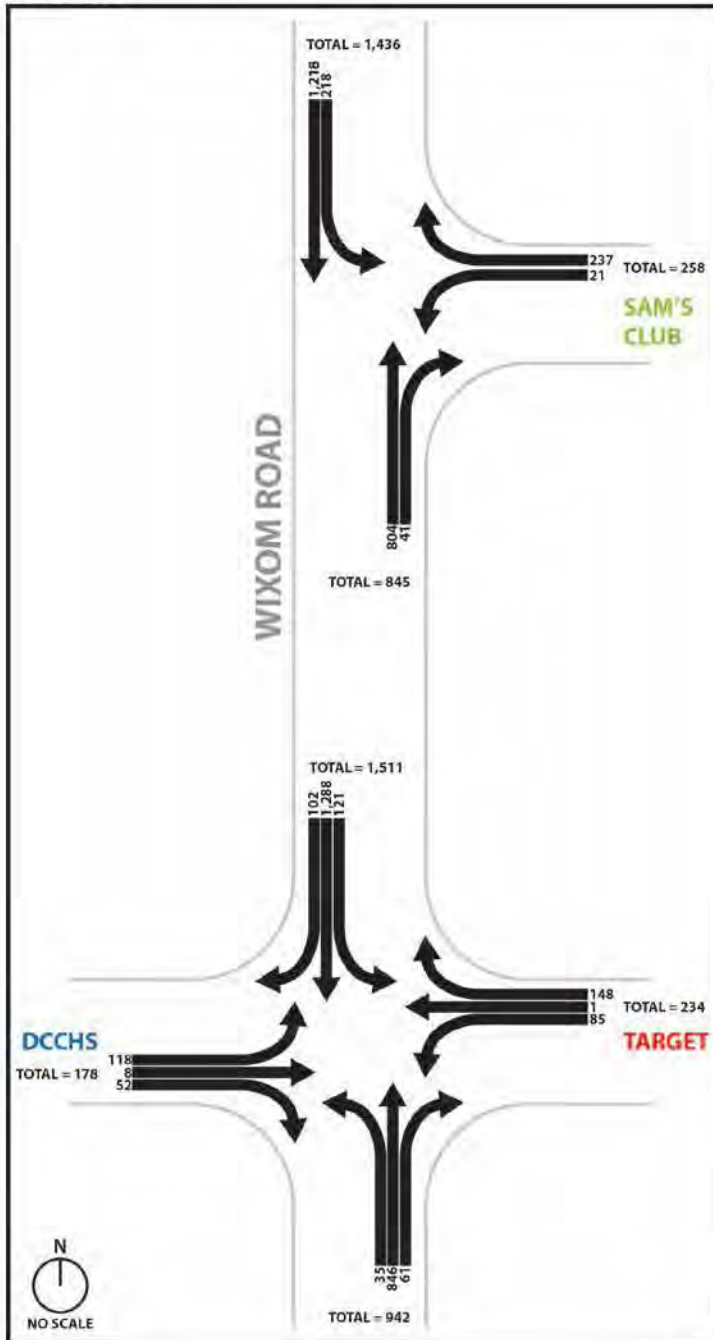


PM PEAK HOUR TRAFFIC VOLUMES

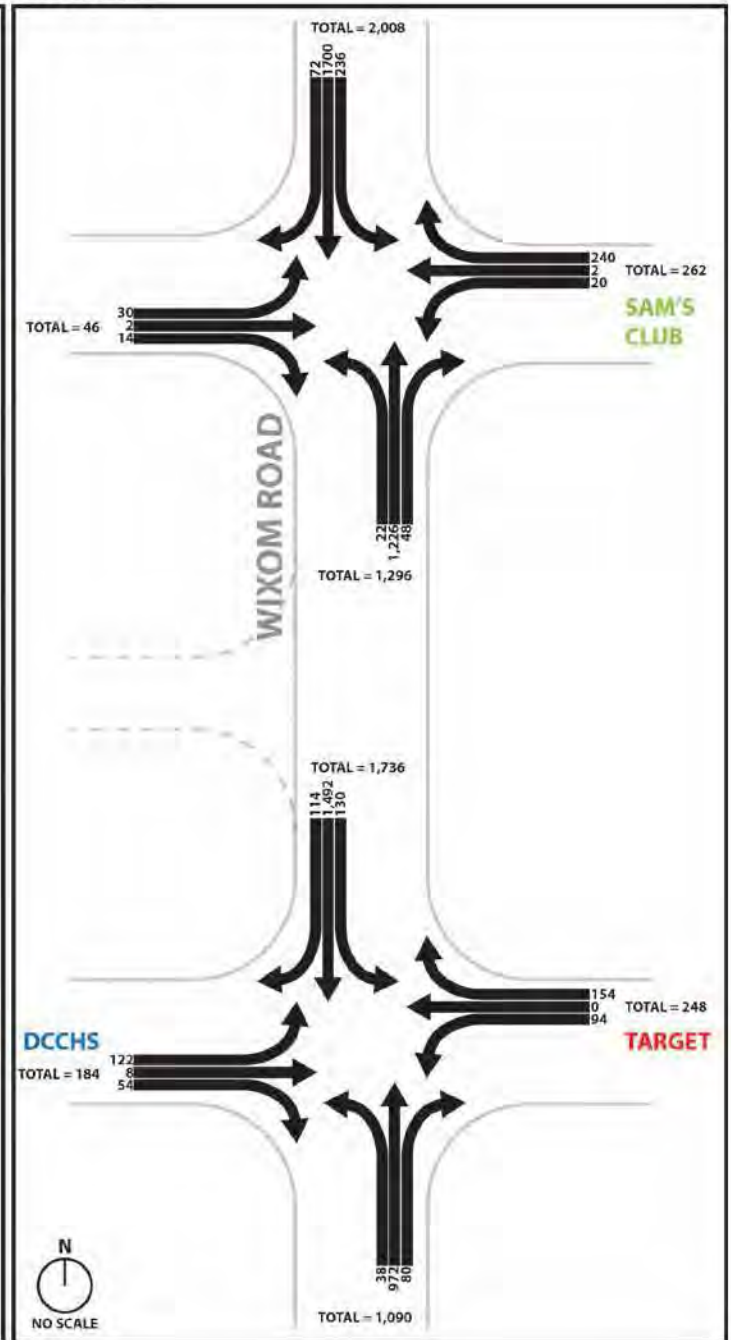
Note: Existing traffic volumes for EB movements (Detroit Catholic Central High School) were generated by using standard “school-day” rates from the ITE Trip Generation Manual – 9th Edition (2012). Actual volumes were recorded on-site during a summer sports camp, totaling 109 for the PM peak hour.

Note: Projected volumes for the proposed development were created using only the north access drive as a “worst-case scenario”, assuming the south access drive will accommodate approximately 1/6 of these movements.

EXISTING



PROJECTED



TECHNICAL APPENDIX

The following pages include a detailed table of on-site traffic counts that were taken at the Sam's Club and DCC-Target intersections as well as detailed tables of each HCM output.

		Wixom Rd @ Costco							
		7-7:14	7:15-7:29	7:30-7:44	7:45-7:59	8-8:14	8:15-8:29	8:30-8:44	8:45-8:59
NB Wixom	Thru	112	122	134	161	181	157	163	153
	RT	1	3	3	5	2	4	4	6
SB Wixom	Thru	56	49	64	72	77	74	87	71
	LT	2	3	0	2	4	3	4	3
WB Costco	RT	1	2	1	7	4	2	3	4
	LT	0	1	0	1	2	1	3	3

Total		172	180	202	248	270	241	264	240
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		4-4:14	4:15-:429	4:30-4:44	4:45-4:59	5-5:14	5:15-5:29	5:30-5:44	5:45-5:59
		NB Wixom	Thru	72	102	90	92	104	97
RT	5		4	4	5	3	9	6	5
SB Wixom	Thru	77	104	140	153	201	183	178	182
	LT	22	25	27	29	27	27	35	26
WB Costco	RT	13	19	42	46	26	25	30	36
	LT	2	3	2	4	2	2	3	3

Total		191	257	305	329	363	343	365	386
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		Wixom Rd @ DCC/Target							
		7-7:14	7:15-7:29	7:30-7:44	7:45-7:59	8-8:14	8:15-8:29	8:30-8:44	8:45-8:59
NB Wixom	Thru	99	146	157	167	159	141	131	133
	RT	5	2	3	7	2	4	3	5
	LT	5	16	2	1	0	1	6	29
SB Wixom	Thru	44	75	54	51	74	41	58	58
	RT	22	25	8	6	5	12	26	56
	LT	1	3	4	5	3	2	11	8
WB Target	Thru	0	0	0	0	0	0	1	2
	RT	3	3	3	3	4	8	6	6
	LT	0	2	0	2	0	1	0	2
EB DCC	Thru	1	1	0	0	0	0	0	4
	RT	2	19	1	0	0	0	3	16
	LT	17	31	8	1	2	2	18	44

Total		199	323	240	243	249	212	263	363
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		4-4:14	4:15-:429	4:30-4:44	4:45-4:59	5-5:14	5:15-5:29	5:30-5:44	5:45-5:59
		NB Wixom	Thru	78	106	83	118	124	107
RT	6		5	7	4	5	12	13	9
LT	1		2	0	1	0	3	11	17
SB Wixom	Thru	121	151	146	153	183	188	192	154
	RT	3	1	1	3	1	23	23	47
	LT	17	13	12	16	11	21	17	14
WB Target	Thru	0	0	0	1	0	0	0	0
	RT	22	24	17	10	16	18	17	24
	LT	10	10	8	11	12	13	7	14
EB DCC	Thru	1	1	1	0	0	0	0	3
	RT	17	1	0	1	1	2	3	11
	LT	21	5	2	1	0	3	14	21

Total		297	319	277	319	353	390	410	431
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TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Wixom/Costco-site			
Agency/Co.				Jurisdiction	Novi			
Date Performed	7/18/2013			Analysis Year	2013			
Analysis Time Period	Existing AM peak							
Project Description Wixom Rd townhouse dev								
East/West Street: Costco-site				North/South Street: Wixom Rd				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		783	17	13	491			
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	824	17	13	516	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	1	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				7		16		
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	7	0	16		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		13	7		16			
C (m) (veh/h)		803	137		588			
v/c		0.02	0.05		0.03			
95% queue length		0.05	0.16		0.08			
Control Delay (s/veh)		9.6	32.7		11.3			
LOS		A	D		B			
Approach Delay (s/veh)	--	--	17.8					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Wixom/Costco-site			
Agency/Co.				Jurisdiction	Novi			
Date Performed	7/18/2013			Analysis Year	2013			
Analysis Time Period	Existing PM peak							
Project Description Wixom Rd townhouse dev								
East/West Street: Costco-site				North/South Street: Wixom Rd				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)		595	23	115	825			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	595	23	115	825	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	2	0	1	1	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				10		117		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	117		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		115	10		117			
C (m) (veh/h)		972	79		693			
v/c		0.12	0.13		0.17			
95% queue length		0.40	0.41		0.60			
Control Delay (s/veh)		9.2	57.1		11.2			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	14.9					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Wixom/Costco-site			
Agency/Co.				Jurisdiction	Novi			
Date Performed	7/18/2013			Analysis Year	2013			
Analysis Time Period	2016 Future AM peak							
Project Description Wixom Rd townhouse dev								
East/West Street: Costco-site				North/South Street: Wixom Rd				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	3	806	18	13	506	7		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	3	806	18	13	506	7		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	1	2	0	1	1	1		
Configuration	L	T	TR	L	T	R		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	38	2	11	7	0	17		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	38	2	11	7	0	17		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L		TR	LT		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R	L		TR
v (veh/h)	3	13	7		17	38		13
C (m) (veh/h)	1063	815	104		595	212		372
v/c	0.00	0.02	0.07		0.03	0.18		0.03
95% queue length	0.01	0.05	0.21		0.09	0.64		0.11
Control Delay (s/veh)	8.4	9.5	42.1		11.2	25.7		15.0
LOS	A	A	E		B	D		C
Approach Delay (s/veh)	--	--	20.2			22.9		
Approach LOS	--	--	C			C		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Wixom/Costco-site			
Agency/Co.				Jurisdiction	Novi			
Date Performed	7/18/2013			Analysis Year	2013			
Analysis Time Period	2016 Future PM peak							
Project Description Wixom Rd townhouse dev								
East/West Street: Costco-site				North/South Street: Wixom Rd				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street		Northbound			Southbound			
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	11	613	24	118	850	36		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	11	613	24	118	850	36		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	1	2	0	1	1	1		
Configuration	L	T	TR	L	T	R		
Upstream Signal		0			0			
Minor Street		Eastbound			Westbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	15	1	7	10	1	120		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	15	1	7	10	1	120		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L		TR	LT		R		
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	LT		R	L		TR
v (veh/h)	11	118	11		120	15		8
C (m) (veh/h)	773	956	50		684	72		222
v/c	0.01	0.12	0.22		0.18	0.21		0.04
95% queue length	0.04	0.42	0.74		0.63	0.72		0.11
Control Delay (s/veh)	9.7	9.3	96.3		11.4	67.7		21.8
LOS	A	A	F		B	F		C
Approach Delay (s/veh)	--	--	18.5			51.7		
Approach LOS	--	--	C			F		

SHORT REPORT												
General Information						Site Information						
Analyst Agency or Co. <i>Novi</i> Date Performed <i>7/18/2013</i> Time Period <i>Existing AM peak</i>						Intersection <i>Wixom/Target-DCC</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2013</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	1	1	1	1	1	1	1
Lane Group	L	TR			LT	R	L	T	R	L	T	R
Volume (vph)	212	14	60	3	7	24	96	564	14	24	208	266
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3			3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	50
Lane Width	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	NS Perm	Excl. Left	07	08				
Timing	G = 20.0	G = 10.0	G =	G =	G = 48.5	G = 7.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5.5	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 105.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	249	87			12	28	113	664	16	28	245	254
Lane Group Capacity	332	307			172	149	720	849	721	392	849	721
v/c Ratio	0.75	0.28			0.07	0.19	0.16	0.78	0.02	0.07	0.29	0.35
Green Ratio	0.19	0.19			0.10	0.10	0.61	0.46	0.46	0.61	0.46	0.46
Uniform Delay d ₁	40.1	36.4			43.3	43.8	10.9	23.8	15.4	23.9	17.5	18.2
Delay Factor k	0.31	0.11			0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
Incremental Delay d ₂	9.2	0.5			0.2	0.6	0.1	7.1	0.1	0.1	0.9	1.4
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	49.3	36.9			43.4	44.4	11.0	30.9	15.4	24.0	18.4	19.5
Lane Group LOS	D	D			D	D	B	C	B	C	B	B
Approach Delay	46.1			44.1			27.8			19.2		
Approach LOS	D			D			C			B		
Intersection Delay	29.1			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst Agency or Co. <i>Novi</i> Date Performed <i>7/18/2013</i> Time Period <i>Existing PM peak</i>						Intersection <i>Wixom/Target-DCC</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2013</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	1	1	1	1	1	1	1
Lane Group	L	TR			LT	R	L	T	R	L	T	R
Volume (vph)	59	4	26	46	0	75	18	461	39	63	717	55
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3			3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	50
Lane Width	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	NS Perm	Excl. Left	07	08				
Timing	G = 10.0	G = 12.0	G =	G =	G = 56.5	G = 7.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5.5	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 105.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	69	36			54	88	21	542	46	74	844	6
Lane Group Capacity	166	152			200	178	358	988	840	573	988	840
v/c Ratio	0.42	0.24			0.27	0.49	0.06	0.55	0.05	0.13	0.85	0.01
Green Ratio	0.10	0.10			0.11	0.11	0.69	0.54	0.54	0.69	0.54	0.54
Uniform Delay d ₁	44.7	44.0			42.5	43.7	25.0	15.9	11.5	12.7	20.7	11.2
Delay Factor k	0.11	0.11			0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
Incremental Delay d ₂	1.7	0.8			0.7	2.2	0.1	2.2	0.1	0.1	9.3	0.0
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	46.4	44.8			43.2	45.8	25.1	18.1	11.7	12.8	30.1	11.3
Lane Group LOS	D	D			D	D	C	B	B	B	C	B
Approach Delay	45.9			44.8			17.8			28.6		
Approach LOS	D			D			B			C		
Intersection Delay	27.2			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst Agency or Co. <i>Novi</i> Date Performed <i>7/18/2013</i> Time Period <i>Future AM peak</i>						Intersection <i>Wixom/Target-DCC</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2013</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	1	1	1	1	1	1	1
Lane Group	L	TR			LT	R	L	T	R	L	T	R
Volume (vph)	218	14	62	3	7	25	99	584	14	25	225	274
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3			3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	50
Lane Width	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	NS Perm	Excl. Left	07	08				
Timing	G = 20.0	G = 10.0	G =	G =	G = 48.5	G = 7.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5.5	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 105.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	256	89			12	29	116	687	16	29	265	264
Lane Group Capacity	332	307			172	149	702	849	721	376	849	721
v/c Ratio	0.77	0.29			0.07	0.19	0.17	0.81	0.02	0.08	0.31	0.37
Green Ratio	0.19	0.19			0.10	0.10	0.61	0.46	0.46	0.61	0.46	0.46
Uniform Delay d ₁	40.3	36.4			43.3	43.8	11.4	24.3	15.4	25.2	17.8	18.3
Delay Factor k	0.32	0.11			0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
Incremental Delay d ₂	10.6	0.5			0.2	0.6	0.1	8.2	0.1	0.1	1.0	1.4
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	51.0	36.9			43.4	44.4	11.5	32.5	15.4	25.3	18.7	19.7
Lane Group LOS	D	D			D	D	B	C	B	C	B	B
Approach Delay	47.4			44.1			29.2			19.5		
Approach LOS	D			D			C			B		
Intersection Delay	30.0			Intersection LOS						C		

SHORT REPORT												
General Information						Site Information						
Analyst Agency or Co. <i>Novi</i> Date Performed <i>7/18/2013</i> Time Period <i>Future PM peak</i>						Intersection <i>Wixom/Target-DCC</i> Area Type <i>All other areas</i> Jurisdiction Analysis Year <i>2013</i>						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1	0	0	1	1	1	1	1	1	1	1
Lane Group	L	TR			LT	R	L	T	R	L	T	R
Volume (vph)	61	4	27	47	0	77	19	486	40	65	746	57
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed/Actuated (P/A)	A	A	A	A	A	A	A	P	P	A	P	P
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type	3	3			3	3	3	3	3	3	3	3
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0	0	0	0	0	0	0	50
Lane Width	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0	0	0	0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	
Phasing	EB Only	WB Only	03	04	NS Perm	Excl. Left	07	08				
Timing	G = 10.0	G = 12.0	G =	G =	G = 56.5	G = 7.0	G =	G =				
	Y = 5	Y = 5	Y =	Y =	Y = 5.5	Y = 4	Y =	Y =				
Duration of Analysis (hrs) = 0.25						Cycle Length C = 105.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate	72	37			55	91	22	572	47	76	878	8
Lane Group Capacity	166	152			200	178	334	988	840	551	988	840
v/c Ratio	0.43	0.24			0.28	0.51	0.07	0.58	0.06	0.14	0.89	0.01
Green Ratio	0.10	0.10			0.11	0.11	0.69	0.54	0.54	0.69	0.54	0.54
Uniform Delay d ₁	44.8	44.0			42.5	43.7	27.5	16.3	11.5	13.7	21.5	11.3
Delay Factor k	0.11	0.11			0.11	0.12	0.11	0.50	0.50	0.11	0.50	0.50
Incremental Delay d ₂	1.8	0.8			0.7	2.5	0.1	2.5	0.1	0.1	11.8	0.0
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Control Delay	46.6	44.8			43.3	46.2	27.6	18.7	11.7	13.8	33.2	11.3
Lane Group LOS	D	D			D	D	C	B	B	B	C	B
Approach Delay	46.0			45.1			18.5			31.5		
Approach LOS	D			D			B			C		
Intersection Delay	29.0			Intersection LOS						C		

July 8, 2013

Brad Strader
LSL Planning, Inc.
306 S. Washington, Suite 400
Royal Oak, Michigan 48067

**The
Chesapeake Group, Inc.**

Building A Foundation For The Future

8516 Green Lane, Baltimore Maryland 21244 800-745-0185/tcgroup@rcn.com/chesapeakegroup.com

Review of Development Site At Or Near Interchange of Grand River Avenue, 12 Mile Road and Wixom Road in Novi

Dear Brad Strader:

Per your request on behalf of Ivanhoe-Aberdeen Companies, Howard Kohn, the President of The Chesapeake Group, Inc., has reviewed the development options for the site at or near the interchange of Grand River Avenue, 12 Mile Road and Wixom Road in Novi from a market perspective.

The Chesapeake Group, Inc. is the premier economic analysis and development firm in the United States, having prepared more than 1,000 analyses since its inception. TCG was formed in 1974 and incorporated a year later. In addition to our home base in Maryland, we have satellite offices in Michigan and Florida. The Chesapeake Group (TCG) provides an integrated array of real estate and economic analyses and development services. Key services include: economic revitalization, including "Main Streets" and mixed-use development plans; economic and community development strategies; assessments of site specific opportunities; defining opportunities for emerging R & D related to technology, agricultural production, natural resources and higher education institutions; identifying technology application shifting; tourism development; business, developer, and investor recruitment; and transit-oriented development for local governments, Chambers of Commerce, and private sector interests.

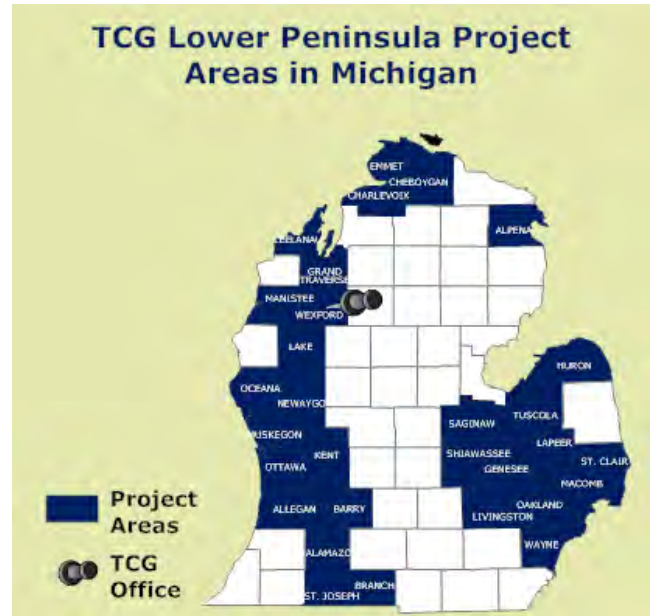


The Chesapeake Group (TCG) has been involved with more analyses of neighborhoods, downtowns, urban, suburban and rural communities defining opportunities for sustainable economic development activity than any other firm in the country. Our experience is unmatched in the industry. Howard Kohn has been the project Manager for the overwhelming majority of our efforts since the organization's inception. Howard has over 35 years of professional analysis and marketing experience in both the public and private sector. Before forming TCG, Howard pioneered the renowned revitalization efforts in Baltimore, beginning his career as the initiator, economic analyst, and project planner for those efforts. He later established the Baltimore County revitalization program.

The Chesapeake Group, Inc., 8516 Green Lane, Baltimore, MD 21244
410-265-1784/tcgroup@rcn.com/www.chesapeakegroup.com

During his public sector career, he prepared major components of four comprehensive city and county-wide plans, defined development opportunities for heavy and light rail transit station development, defined the successful approach aimed at attracting tourists to the Inner Harbor in Baltimore, and planned and implemented more than 23 neighborhood revitalization programs.

TCG has been involved with numerous projects in Michigan over the past 25 years. Included have been several projects in Novi for public sector interests and in neighboring Wixom. We have extensive experience with all facets of the commercial, residential, industrial and entertainment sectors of the economy in Michigan and the Novi area.



Location Factors Impacting Site Use

Local area conditions always impact development opportunities of sites. The site is located near but distanced from I-96 with no direct access. The properties north of I-96 are located in the City of Wixom. Included is substantial industrial activity containing significant under-utilized and vacant buildings and space. In the northwest quadrant of I-96 and Wixom Road in Wixom is the site of the former Ford assembly plant, for which demolition is rapidly moving forward. There are no development plans for the bulk of the large acreage “Ford” site with direct access to I-96 at this time. For a small portion of the former assembly site, a Menards has been proposed.

In the area of Grand River Avenue and Wixom Road to the south of the I-96 and Wixom Road interchange is significant retail dispersed along Grand River Avenue, particularly to the north of Grand River Avenue. The largest tenant in terms of space is Meijer. Substantial retail dissipates west of Meijer. To the east of Meijer on the north side and both east and west of Wixom Road, there is additional retail, with some presently vacant and under-utilized spaces.

12 Mile Road is disjointed in the area of the interchange with Wixom Road and in fact at present is a hindrance to both existing and any future commercial development of the site and area.

To the southeast of Wixom Road and Grand River Avenue is a Sam’s Club. Further off the intersection, having little or no visibility and not properly situated for retail, is a Target. Based on TCG’s experience, TCG strongly believes that the Target’s “life expectancy” at this location for the future is compromised by location and access disadvantages. Further to the east is Providence Hospital.

Most importantly, the proposed development site, located in the southwest quadrant of the intersection of Grand River and Wixom is surrounded by existing residential activity, proposed residential activity and a major private parochial education institution’s grounds and facilities.

Other Factors Impacting Site Development Opportunities

There are significant internal and external market factors that impact development opportunities for the site in addition to the noted location factors. The following is a synopsis of the primary market factors.

- ✓ While there is recovery underway from the “Great Recession” both nationally and in this area of Michigan, the recovery is anticipated to continue at a slow pace because of the slow growth in employment, existing public and private sector debt, and other factors. Discretionary spending associated with much retail and entertainment activity will continue to recover more slowly if at all in the foreseeable future.
- ✓ Retail was hit hard by the “Great Recession.” Even assuming future “roof top” growth, there is likely to be sufficient available vacant retail space in the area to accommodate the needs without addition to the inventory in the foreseeable future.
- ✓ Changes in technology have slowed the growth or diminished the needs for significant “bricks and mortar” spaces on a large scale. Online shopping has grown almost exponentially and is expected to continue to grow because of the created convenience. This further diminishes growth opportunities for “bricks and mortar” retail.
- ✓ Future changes in technology will have even a greater impact on retail than any previous changes including the internet. 3D printing will significantly contract demand for retail space as there will be much less need for inventories and building mass. Production of clothes and numerous other products “on demand” will cause a reconfiguration for even the largest space users. This will likely have a negative impact on suburban retail development and potential positive impact on traditional downtowns, if the latter is properly marketed.
- ✓ At the current time, the Providence Hospital is arguably the largest generator of office space demand in the area. Hospital trends indicate that medical office activity is increasingly generated “on-site” at the primary campuses or at outpatient and other care facilities dispersed in a larger geographic area than those near the primary campus.
- ✓ Future development of the former Ford assembly plant land is unknown. Ivanhoe-Aberdeen’s Novi site would most likely be non-competitive for office space with development of that parcel should office activity be a primary function for the “Ford” site in the future. The interstate location and potential scale would make it non-competitive. This would also likely be true for manufacturing related activity.
- ✓ The parochial education institution will be a driving force in the market in the area as well in the future. Detroit Catholic Central creates demand for housing for employees wishing to minimize commuting costs and for people who send youth to the facilities who want to live close by.
- ✓ Based on published information, the housing market in Novi, Wixom as well as the rest of the region is improving
- ✓ Studies performed by TCG and well as others indicate there is significant “latent” or pent-up demand for the full-range of senior housing throughout the region. As housing market conditions continue to improve, the “latent” demand will be exercised, stimulating not just demand for the full range of senior housing but all housing. (The primary factors preventing the movement to senior communities by residents wishing to do so were a combination of low housing prices and few buyers.)

- ✓ The continued expansion of medical services, inevitable based on the aging population, advances in technology and other factors, will result in increased growth in medical industry employment, with growth in demand for housing near medical facilities.

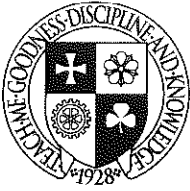
Market Based Conclusions Of Site Development Opportunities

Based on the defined current and anticipated future market conditions, including the current over-supply of retail and industrial space, potential non-competitive position for office and manufacturing space when compared to the former Ford assembly plant site, emerging technology, primary market generators associated with the education and medical industries, and surrounding conditions; The Chesapeake Group believes that the highest and best use and most probable marketable activity for most of the land associated with the Ivanhoe-Aberdeen site is residential development.

Respectfully Submitted,

Howard S. Kohn (Electronic Signature)

Howard S. Kohn
President



June 18, 2013

Novi Planning Commission
Novi City council

To Whom It May Concern:

This letter serves as a letter of support for the proposed Ivanhoe Companies submittal known as "Novi Pointe."

Over the last year we have been in communication with Mr. Shapiro of the Ivanhoe Companies informing us that it is his goal to eliminate the industrial zoning on the Cadillac Asphalt property and the remaining Pellerito owned property that abut our easterly property line. We fully support Mr. Shapiro's plan because it consolidates two incompatible zonings for commercial and industrial uses that we believe are an undesired use adjacent to our school complex and as a positive transition in a residential area. We are in general support of an attached condominium community of approximately 123 units which we feel is a more desirable transition from the educational use of the adjacent school property.

We appreciate the Ivanhoe Companies' stated intent to design a development compatible and beneficial to the adjoining property owners.

Sincerely,

Michael D. Wilson
Director of Finance
The Catholic Central High School of Detroit



BUILDING / DEVELOPMENT / PROPERTY MANAGEMENT / INVESTMENT

IVANHOE
COMPANIES

The Ivanhoe Companies are a building, development, property management, and investment company. They have earned and maintained their long-standing reputation for personal integrity and dependability in the construction of quality, well designed homes, communities and commercial properties. Their expert team of planners has decades of expertise and can navigate the political and technical processes of local municipalities.

Ivanhoe takes pride in having a full scope of knowledge in Real Estate Development, Building, and Land Economics. By being both a developer and builder, Ivanhoe integrates their designs by first developing a target market, product and price point, to complement the natural features of the developments by transforming challenging parcels of land into communities and home sites.

Under the leadership of Gary Shapiro, Ivanhoe has been nationally recognized for their environmental developments including the acquisition; planning; designing; development; building; marketing; and management of challenging projects from start to completion of over one hundred communities and/or mixed use properties. They have built and/or managed up to three thousand apartment units, as well as offices and neighborhood shopping centers and over ten thousand residential and multifamily units plus more than five thousand sites.

DEVELOPMENT

The Ivanhoe Companies are one of the largest privately owned land development companies and has earned and nurtured its reputation as one of the leading proponents of developing environmentally sensitive land planning.

Gary Shapiro was named "Developer of the Year" multiple times. Ivanhoe's communities continue to harmoniously integrate challenging features with woodlands, wetlands, creeks, or ponds. They have successfully embraced unique "Smart Growth" and "Infill" communities by comprehensively considering and addressing all of the needs factors of their surrounding area. The Ivanhoe Companies are proud to have been selected to work as the 'industry's task force' representative for both Governor Engler and Governor Granholm, solidifying their expertise in infill, redevelopment, environmentally sensitive developments and new industry trends.

BUILDING / RESIDENTIAL AND MULTIFAMILY COMMUNITIES

The Ivanhoe Companies have extensive experience and a strong track record of success in all aspects of the residential and multifamily building process. By working closely with municipalities throughout the entitlement process, Ivanhoe brings quality developments from conception to fruition. They have built single-family homes in a variety of architecture and price points. In addition, they have built numerous communities of townhomes, attached condominiums, detached condominiums, and apartments. The Ivanhoe Companies have won numerous, prestigious awards including being the only three-time winner of the Michigan Community of the Year Award. Other awards include the nationally acclaimed American Planning Association Award; Developer of The Year; Best in National Living; multiple SAM Awards; and a number of Management and Beautification awards. Ivanhoe Brokerage services have operated multiple acclaimed sales and marketing centers.





COMMERCIAL / OFFICE

The Ivanhoe Companies are uniquely qualified to develop commercial properties with innovative designs and techniques. They have successfully integrated commercial elements into their communities through creative zoning and fulfilling of target market needs.

They believe that aesthetics are as important as function and strive to achieve both. They acquire interesting, challenging parcels of land and build new communities and commercial buildings that have characteristics designed to appeal to consumers and business owners. Ivanhoe has designed, built and marketed complete master planned communities that include multiple housing price points, neighborhood anchored shopping centers, including out lot components.

ACQUISITIONS

The Ivanhoe Companies assemble, rezone and entitles large and small parcels of land. They acquire apartments, commercial, development and income producing properties by carefully studying each area and the needs of the marketplace with the goal of redeveloping, repositioning, and improving the value of the asset.

PROPERTY MANAGEMENT

The Ivanhoe Companies are leaders in real estate management and advisory services. They currently manage a portfolio of apartments, offices, and medical properties.

They take pride in their expense-side management, repositioning, and adding value through creative marketing. Ivanhoe has developed programs and procedures specifically designed to ensure that properties are well managed and well maintained from both a functional and financial perspective. Their years of experience in property management result in efficient and profitable property management and highest possible rate of return for its investors.



ADDINGTON CORNERS / Commerce Twp. / Michigan
Addington Corners, a suburban infill condominium project located on Pontiac Trail at Beck Road. Designed with complete privacy in mind, with attached garage.



CREATING COMMUNITIES IN HARMONY WITH NATURE



HARBOR VILLAGE /
Keego Harbor /
Michigan /

Harbor Village features a traditional neighborhood with classic American architecture. An emphasis was placed on a sense of community with parks, walking trails and gazebos with lots varying in size from 1,700 to 2,500 square feet.



WOODLAND PARK /
Howell /
Michigan /

Woodland Park offered single family homes on oversized homesites located outside the quaint city of Howell. This well planned development had numerous standard features with upgrades available.



TREYBORNE COVE /
Commerce Twp./
Michigan /

Treyborne Cove are attached condominium homes which quickly sold out. Treyborne provided residents a tranquil setting amid woodlands and nature areas.

IVANHOE
COMPANIES



WESTWIND LAKE VILLAGE / West Bloomfield / Michigan

Westwind Lake Village is a popular community and was built with the sense of creating a complete neighborhood, where residents can walk to shops, parks, enjoy open spaces, numerous play areas and a small lake for canoeing within the community.

STANDOUT COMMUNITIES DESIGNED FOR LIVING



BERKSHIRE CREEK /
Ann Arbor /
Michigan /

Berkshire Creek in bustling Ann Arbor; was designed with families in mind. There is a walkway within the community adjacent to retail, dining and shopping, making this a very convenient lifestyle in a natural setting



BRISTOL CORNERS /
Novi /
Michigan /

Bristol Corners offers many highly desired amenities as standard features such as three car garages, 4 bedrooms and 2+ baths. The close proximity to Walled Lake allows community members the ability of a stroll along the pathway surrounding the lake.



MISSION SPRINGS
West Bloomfield /
Michigan /

With the development of 100 acres in Michigan, this community changed the ordinance of saving trees and giving the developer's the option to save trees in the right-of-ways. A spectacular lake-front development tucked away within the city of West Bloomfield

IVANHOE
COMPANIES



CHELSEA PARK / West Bloomfield / Michigan
 Chelsea Park in West Bloomfield has garnered many awards for its uniquely designed one-of-a-kind and environmentally sound community. When designing the entranceway and landscaped areas we as developers wanted this community to have a timeless appeal. This community encompasses over one mile and contains six distinct villages within.

LIVING THE GOOD LIFE IN COMMUNITY NEIGHBORHOODS



CHELSEA PARK / West Bloomfield / Michigan /

At Chelsea Park we took advantage of the surrounding woodlands and wetlands in developing timeless home designs that complemented the site and maximized the wonderful views.



POINTE ON PLEASANT LAKE / West Bloomfield / Michigan /

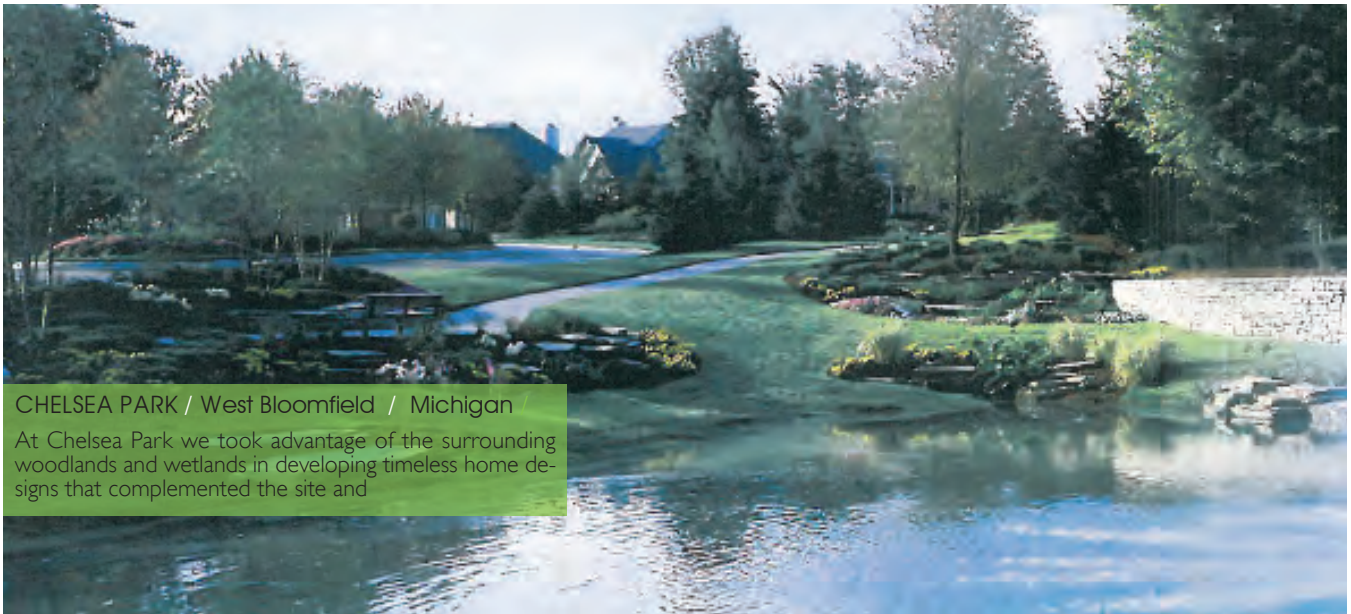
Homes built with lake living in mind. These site condominiums offered people the feeling of exclusive lake living, but only minutes away from shopping, dining and medical services. This small intimate community was a favorite for its residents



WOODLAND RIDGE / West Bloomfield / Michigan /

A master planned community offering a choice of homes from four different square footages as well as different price points. This community is close to schools and shopping in the heart of West Bloomfield.





CHELSEA PARK / West Bloomfield / Michigan
At Chelsea Park we took advantage of the surrounding woodlands and wetlands in developing timeless home designs that complemented the site and

LIVING LIFE IN COMMUNITIES THAT HAVE IT ALL



HARBOR VILLAGES / Keego Harbor / Michigan /

The charming homes of Harbor Village are architecturally unique and designed in the "New Americana" style of architecture embracing turn of the century attention to detail with state-of-the-art construction design.



BRISTOL / Walled Lake / Michigan /

This development consists of estate size homes with three car side entry garages. This lush community with many amenities also allows its residents the ability to stroll along the nearby lake.



PEMBROOKE / West Bloomfield / Michigan /

Located in the heart of West Bloomfield, these extraordinary detached ranch condominiums required the assembly of seventeen different parcels with the result being an award winning, premier community, showcasing European-inspired architecture.





POINT ON PLEASANT LAKE / West Bloomfield / Michigan

The Pointe on Pleasant Lake is the result of positive interaction between building and environment. These detached site condominium homes were designed for the active adult and is nestled on a ridge overlooking the quaint quiet Pleasant Lake.

CREATING COMMUNITIES AND LIFESTYLES



CHELSEA PARK / West Bloomfield / Michigan

Chelsea Park located in West Bloomfield was a single-family luxury community with five miles of nature corridors. It's conveniently located close to the bustling downtown West Bloomfield with it's great shopping & dining.



CHERRY HILL AND HARBOR VILLAGE / Canton-West Bloomfield / Michigan

Cherry Hill and Harbor Village were Michigan's first new traditional and quaint neighborhood developments, revisiting the charm of days gone by.



TORREY RIDGE PARK / West Bloomfield / Michigan

The beautiful and private homes in Torrey Ridge Park range in size from 2 bedrooms to 5 bedrooms with different floor styles such as, colonial, cape cod, and ranch homes available.





GOLFVIEW POINTE AT COPPERCREEK /
Farmington Hills / Michigan /
Golfview Pointe is a master planned community surrounding the highly acclaimed Copper Creek Golf course. This community provided condominiums as well as single family homes, with different price points.

DAZZLING HOMES THAT MAKE A STATEMENT



WESTBROOKE /
West Bloomfield /
Michigan /

Westbrooke is an infill community, nestled on a bluff in the heart of West Bloomfield. Community amenities include a pool, tennis courts and a pocket parks.



TORREY RIDGE /
West Bloomfield /
Michigan /

The acclaimed Torrey subdivision has received numerous accolades for it's success in situating it's homes while maintaining the wooded environment



WOODBURY PARK /
West Bloomfield /
Michigan /

Located in the heart of desirable city of Livonia, Woodbury Park a master planned community offered it's homeowners two very distinctive price points.

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COMPANIES



TOWN CENTRE / Waterford Twp / Michigan /
 Providing urban living on an adjacent commercial neighborhood center with retail, restaurants, and other amenities. With a brick facade this timeless classic architecture fit right into an urban lifestyle.

UNIQUE PLANNING AND ATTENTION TO **DETAIL**



CARRINGTON PARK/
 West Bloomfield / Michigan /
 Estate sized homes located adjacent to and with pedestrian access to the new state-of-the-art Henry Ford Medical Center



LAKERIDGE OF WABEEK AND CAMEO LAKE OF WABEEK/
 West Bloomfield / Michigan /
 One of numerous enclaves within the WabEEK master planned community. The majority of the homes backed up to the golf course, woods or ponds.



COMMERCE LAKE WOODS/
 Commerce Twp. / Michigan /
 Commerce Lake Woods provided the much demanded starter homes in area.





WOODBURY PARK / Livonia / Michigan /
 Located in the heart of desirable city of Livonia, Woodbury Park a master planned community offered it's homeowners two very distinctive price points.

UNCOMPRISING QUALITY AND DESIGN



HARBOR VILLAGE / Keego Harbor / Michigan /
 Harbor Village very reminiscent of small town America, with several pocket parks, walking trails and a community gazebo, with shops and dining within walking distance of the neighborhood



OAKHURST / Clarkston / Michigan /
 A prestigious golf course community Oakhurst boasts successful variation of architecture and landscaping designs



HARRISON COVE / Harrison Twp. / Michigan /
 Harrison Cove with it's state-of-the-art clubhouse provide It's residents with olympic sized pool work-out center and business center. Starter home condominiums with one-car attached garages.





NEWBURGH PARK / Livonia / Michigan
 Townhouse and first floor master in-town community strategically situated adjacent to the city of Livonia new business center.

DESIGNING COMMUNITIES THAT COMPLEMENT IT'S SURROUNDING



HARBOR VILLAGE / Keego / Michigan

located in Keego Harbor, featuring Neo-Traditional community design a concept that reflects the characteristic of 20th century American neighborhood architecture.



WESTWIND LAKE / West Bloomfield / Michigan

Commercial residential, single family master planned community. Five distinctive house price points pedestrian and vehicle access to shopping, dining and



SPRING MEADOW BIRCHWOOD PARK / West Bloomfield / Michigan

Multiple priced single family master planned community offering unique family style homes. Ponds, woods trails and multiple community amenities





WINDSOR WOODS / Canton / Michigan
 Windsor Woods Apartments and townhomes located in the vibrant community of Canton, Michigan only precast concrete construction providing the highly desired uncontrolled soundproofing for the residents

THE GOOD LIFE APARTMENT STYLE



GREEN LAKES /
 Clarkston /
 Michigan /
 Near the quaint village of Clarkston, these are some of the largest apartments in suburban metro area. Located with over 1000 ft. of frontage on Greens Lake and the Clinton River these apartments appeal to the active lifestyle.



CLAYMOOR /
 Southfield /
 Michigan /
 Midrise apartments with convenient commercial amenities on the main floor: Clubhouse, pool and covered garage. Southfield's soundproof premier apartment community.



WARREN VILLAGE /
 Warren /
 Michigan /
 Warren Village is a mixed used commercial and multi family apartment complex. With its niche apartment style and individual entranceway these were designed for the corporate auto executive.





CARNEGIE PARK / Southfield / Michigan

Five star apartment living in the heart of Southfield. This prime location has access to all the major freeways and minutes from Downtown Detroit. With an indoor heated swimming pool and spa, Carnegie Park Apartments was built for those that want the good life without the hassle of upkeep.

APARTMENT **LIFESTYLE**
IT'S EASY IT'S FUN
IT'S ALL HERE



CARNEGIE PARK / Southfield / Michigan

Carnegie Park was built as a high-end multi-family complex consisting of 241 rental apartment units. Amenities included a private elevator access to the third floor penthouse suites, a first in architectural design, as well as an indoor heated pool.



GREEN LAKE / Clarkston / Michigan

Residents of Greens Lake, enjoy a private beach with beautiful views. These apartments have huge floorplans, large door walls and spectacular-sized rooms. Residents enjoy docking privileges which was a big plus when building this community.



BOTSFORD / Farmington Hills / Michigan

Located in Prestigious Farmington Hills within the Medical campus of Botsford Hospital which is a general medical and surgical hospital and is nationally ranked U.S. News Best Hospitals.





POINTE ON PLEASANT LAKE / West Bloomfield / Michigan /
 Lake living inspired these site condominiums when designing these model homes. Large picture windows with sweeping window treatments helped highlighted quaint Pleasant Lake

DECORATED MODEL SALES CENTERS WITH FLAIR



PEMBROOKE /
 West Bloomfield /
 Michigan /

Master suite bedrooms in the model homes were designed and decorated with beautiful accents, showing off pan ceilings as well as the attached luxurious master baths.



CHELSEA PARK /
 West Bloomfield /
 Michigan /

The spacious decorated model homes were designed by professional interior designers. The high vaulted ceilings showed off the beautiful landscaped surroundings.



CRANBERRY ESTATES /
 Commerce twp /
 Michigan /

Kitchens were decorated in the sales model homes, to show perspective buyers how the space was utilized for maximum capacity.





BUILDING / DEVELOPMENT / PROPERTY MANAGEMENT / INVESTMENT

IVANHOE
COMPANIES

6689 ORCHARD LAKE RD. / SUITE 314 / WEST BLOOMFIELD, MI / 248-626-6114 / THEIVANHOECOMPANIES.COM



PROJECT AND STREET NAME REQUEST FORM
 City of Novi Community Development Department
 45175 W. Ten Mile, Novi, MI 48375
 248-347-0475; 248-735-5633 fax

Berkshire Pointe	
Project Name (working title)	Site Plan Number, If known

APPLICANT	Ivanhoe Companies		Gary Shapiro
	Company		Primary Contact
	248-626-6114	248-626-6102	gshapiro@ivanhoe-aberdeen.com
	Phone Number	Fax Number	E-mail address

PROJECT	No address issued yet		South of Grand River	East side of Wixom Road
	Property Address, if known		North or South of which road?	East or West of which road?
	22-18-200-022;...003; ...025	18		
	Parcel Number(s) (Contact Assessing Dept. if unknown)	Section	Post Office providing mail service to this location	

Please note that requests for certain project or street names may be denied in accordance with Chapter 31, Article IV of the Novi Code of Ordinances. In order to expedite the approval of your desired project and/or street names, avoid using any of the following words in your choices:

- | | |
|--|--|
| Water names (e.g., Brook, Creek, River, Lake) | Tree Names (e.g., Forest, Maple, Oak, Pine, Timber, Wood) |
| Nature terms (e.g., Cove, Crest, Pebble, Rock) | Generic Descriptors (e.g., Village, Bridge, Summit, Park) |
| Letters of the Alphabet | Presidents' names |
| Directionals (e.g, East Maple, Novi South Condos) | |
| Meadowbrook or Novi , when used generically (e.g, Novi Business Park) | |

Have you previously submitted project or street names for this site plan? Yes No

If yes, what was the previously approved project name? _____

What street/project name(s) do you want replaced? _____

PROJECT NAME REQUESTS (in order of preference)

- | | |
|----------------------|----------------------|
| 1. Berkshire Pointe | 2. Brookdale Commons |
| 3. Lakestone Village | 4. Stonechase |
| 5. _____ | 6. _____ |

How many street names do you need? Two

STREET NAME REQUESTS (in order of preference)

- | | |
|----------------------|-----------------------|
| 1. Berkshire Drive | 2. Berkshire Circle |
| 3. Brookdale Drive | 4. Brookdale Circle |
| 5. Harrier Place | 6. Harrier Circle |
| 7. Hummingbird Drive | 8. Hummingbird Circle |
| 9. _____ | 10. _____ |
| 11. _____ | 12. _____ |
| 13. _____ | 14. _____ |
| 15. _____ | 16. _____ |
| 17. _____ | 18. _____ |

Please contact the Community Development Department at 248-347-0475 in advance of your submittal to check for similar names on the list of approved and reserved street and project name list.

Approved names will be reserved for a period of two years after Final Site Plan approval. After two years, the applicant must re-submit their names for approval by the Project and Street Naming Committee.

The Ivanhoe Companies

August 21, 2013

Ms. Kristen Kapelanski, Planner
City of Novi Department of Community Development
45175 West Ten Mile Road
Novi, Michigan 48375

Re: Berkshire Pointe

Dear Ms. Kapelanski:

Thank you for your Plan Review Center Report and the accompanying letters regarding the rezoning with a PRO for Berkshire Pointe. We appreciate the staff and consultants collaborative effort over the last year as we analyzed and developed an exciting, appropriate use, and proposed community for the site.

We have reviewed the review comments provided to us and per your request we have enclosed:

- 1) A combined PDF of the original PRO submittal along with 7 hard paper copies.
- 2) A PDF and 7 copies of letters from Zeimet-Wozniak, LSL Planning, and TR Design Group responding to staff and consultant comments.

The following elements of the plan are still being refined and clarified per your review letters:

- 1) **Traffic review.** We have redesigned the entry per the city's consultants comments and will work with them and our traffic engineer to update the traffic analysis for submittal prior to the City Council meeting on this request.
- 2) **Wetland and Woodland review.** Additional information, verification and clarification will be submitted with the Preliminary Site Plan.
- 3) **Facade review.** Address applicable similar/dissimilar ordinance; additional elevations and material criteria are in process.
- 4) **Landscape review.** Per direction from city staff and officials, a new 'Novi Welcomes You' sign and easement is now included in our plans in lieu of the trail. We will show relocated pedestrian access along the north property line on the Preliminary Site Plan.

We look forward to your comments, and again, appreciate the collaborative efforts throughout this process.

Sincerely,

Gary Shapiro

ZEIMET **W**OZNIAK & ASSOCIATES

Civil Engineers & Land Surveyors

55800 Grand River Avenue, Suite 100
New Hudson, Michigan 48165-9318
248.437.5099 · 248.437.5222 fax
www.zeimetwozniak.com

August 21, 2013

Ms. Kristen Kapelanski, Planner
City of Novi
Community Development
45175 West Ten Mile Road
Novi, Michigan 48375

RE: Berkshire Pointe, Rezoning with a PRO
Response to City staff and consultants review letters

Dear Ms. Kapelanski:

We are pleased to receive a favorable response from the staff and consultants. We have reviewed the Plan Review Center Report, dated August 19, 2013, and offer the following responses to the staff and consultant review letters;

Engineering Review

Rezoning Impact on Public Utilities

We appreciate the comments of the engineering staff and agree that the proposed development will have "negligible impact on the utilities". Specific comments pertain to the water system and sanitary sewer connections and extensions. The water system will be extended to and through the development, leaving a stub adjacent to Twelve Mile Road to allow for future connections. We are planning to extend the existing sanitary sewer, which is located in the Wixom Road public right-of-way just north of the Catholic Central southern entrance, to service this project.

Engineering Concept Review

We appreciate the engineering staff conceptual review which provided some general comments. We will incorporate these comments in the Preliminary Site Plan package. It should be noted that we are proposing public roads located within a 60' wide right-of-way. This will allow for a minimum driveway length of 36.5' which will provide better curb appeal.

Wetland and Woodland Review

We appreciate the consultant's recommendation of the Concept Plan approval to the Planning Commission and will incorporate the review comments in the Preliminary Site Plan package. Specifically, the existing wetland conditions will be updated to reflect revisions made in the field; the impact to the existing wetlands and natural features buffer will be determined and mitigated at a ratio of 1.5 acres of proposed wetland mitigation for every 1 acre of proposed wetland impact.

Landscape Review

As noted, a Landscape Plan was not submitted for review at this time. We will incorporate the Ordinance Considerations, noted in the review, in the Preliminary Site Plan package. We are requesting waivers for the required berms along the north, south and west property lines as part of the PRO agreement.

Fire Department Review

We appreciate the review from the Fire Department. We will include roadway and water main details in the Preliminary Site Plan package.

Again, we appreciate your support on this project. Should you need any additional information please don't hesitate to contact us.

Very truly yours,

A handwritten signature in blue ink, appearing to read "Andrew J. Wozniak".

Andrew J. Wozniak



LSL Planning, Inc.

Community Planning Consultants

August 21, 2013

Ms. Kristen Kapelanski, Planner
City of Novi Department of Community Development
45175 West Ten Mile Road
Novi, Michigan 48375

RE: Berkshire Pointe
Rezoning to RM-1 with a Planned Rezoning Overlay
Response to City staff and consultants review letters

Dear Ms. Kapelanski:

We are pleased to hear the Berkshire Pointe development proposal has received preliminary support from city staff and consultants. In response to the Plan Review Center Report dated August 19, 2013, we are happy to provide the following responses for the Planning Commission's consideration at their August 28, 2013 meeting.

Planning Review. We agree with Community Development staff that this site will provide a reasonable transitional use for this site that sits in an area that contains multiple uses. We appreciate staff's comments and will address relevant comments in the Preliminary Site Plan package. At the suggestion of the staff and other Novi officials, we are proposing to install a "Welcome to Novi" sign at the northeast corner of the property adjacent to Wixom Road and eliminate the proposed nature path along the north property line. In addition, we will adjust the layout of the lots to stay out of the wetland and buffer areas or mitigate these areas.

We will incorporate all deviations, including those mentioned in the Planning Review report, in the final PRO Agreement. We will be presenting a revised Development Concept Plan that includes these changes, and additional wetland detail, for consideration by the City Council.

Traffic Review. We appreciate Clearzoning's comments regarding the submitted Traffic Impact Assessment. Members of our development team have contacted the consultant and are working with them to address items 23-30 in their report. We will continue to work with the city's consultant and our traffic engineer to update the Traffic Impact Study for resubmittal prior to City Council review.

Thank you again for your considerate comments. We look forward to reviewing these and any other comments with the Planning Commission. Please let us know if you need any additional information.

Sincerely,

LSL PLANNING, INC.

A handwritten signature in blue ink that reads "Sherrin S. Hood". The signature is written in a cursive, flowing style.

Sherrin S. Hood, AICP
Senior Planner



6001 N. Adams, Suite 202
Bloomfield Hills, MI 48304
248-792-3256
248-792-3380 Fax
www.tr-designgroup.com

August 21, 2013

Ms. Kristen Kapelanski, Planner
City of Novi Department of Community Development
45175 West Ten Mile Road
Novi, Michigan 48375

Re: Berkshire Pointe

Dear Ms. Kapelanski:

The TR Design Group is pleased to be working with the Ivanhoe Companies on architectural design and concepts and creative neighborhood design for the proposed Berkshire Pointe community. We have partnered with the Ivanhoe Companies and Mr. Shapiro in multiple award winning communities over the past 20 years.

We are happy to respond to Mr. Necci's letter and are in the process of revising our architectural scheme to address the comments received. To clarify, the elevations contained in the original submittal are designed for 35 foot wide homes representing options of a typical theme we selected for the development. A community of this type typically has three models with not less than nine elevations at inception and usually contain up to 16 elevations or more as the community progresses.

In our recent sessions in design development, we have advised the developer and he has agreed to delete the brick on four sides, as criteria for the community. In our experience with communities of this nature, we believe that brick on four sides is a non-beneficial cost and constraint. It is better that the 8-12 inches of space utilized for material such as brick or stone, is better utilized within the plan, and most importantly adds to better function and better diversity from the width gained in the floor plan space. We have been informed that Ivanhoe has elected to offer less density in favor of public roads which adds an additional 16 ½ feet of driveway, allowing the home designs to be further from the street, to offer more green space, and better visual impact on the front of the homes.

It is Ivanhoe's intention to diversify the architecture, and subsequent architectural control criteria to be a part of the community restrictions, to reflect the general intent of the Similar/Dissimilar Ordinances, as well as create a competitive price point to the consumer. In our most recent meetings with Ivanhoe, we were instructed to proceed with six more elevation sketches to augment the four that were submitted to date; to better represent the range of diversity planned for Berkshire Pointe.

Respectfully,

A handwritten signature in black ink, appearing to read 'J.R. Ruthig', written in a cursive style.

J.R. Ruthig
Principal

TR Design Group, LLC