



**CITY OF NOVI CITY COUNCIL
JUNE 15, 2020**

SUBJECT: Consideration for tentative approval of the request of BC Novaplex, LLC, for Novaplex, JZ19-37, to rezone from OST, Office Service Technology to RM-2, High-Density Multiple Family Residential on land located on the west side of Haggerty Road, north of Twelve Mile Road in Section 12. The applicant is proposing to develop a 270-unit multiple-family residential development on approximately 22 acres of land.

SUBMITTING DEPARTMENT: Community Development Department - Planning

BACKGROUND INFORMATION: The petitioner is requesting a Zoning Map amendment for approximately 22 acres of property on the west side of Haggerty Road, north of Twelve Mile Road (Section 12). The applicant is proposing to rezone property from Office Service Technology (OST) to High-Density Multiple Family (RM-2) using the City's Planned Rezoning Overlay (PRO) option. The PRO Concept Plan proposes a 272-unit multiple-family residential development.

The applicant is proposing a development consisting of two attached townhouse-style buildings and eight apartment-style buildings with a community clubhouse and associated site improvements with frontage and access to Haggerty Road. The PRO Concept Plan shows two detention ponds on either side of the proposed entrance boulevard. The detention ponds also serve as a buffer from Haggerty Road. The concept plan includes the required open spaces for active and passive recreation, although programming details are not provided for all areas included. All proposed internal roads are private.

The RM-2 (High-Density Multiple Family Residential) district is being requested in order to allow the construction of low-rise attached townhomes and 3-4 story apartment buildings with an overall density of 12.4 dwelling units per acre (DUA), which is less than the maximum density allowed in the RM-2 District (15.6 DUA). The height of the buildings proposed is closer to the RM-1 District standards; however the maximum density permitted in that district is 5.6 DUA. As this is a Planned Rezoning Overlay request, the applicant has agreed to include the proposed density, maximum building height, and the total number of units as conditions of the agreement.

The concept plan as evolved over the last several months, as noted in the Planning Review letter. The total number of units has been reduced from 332 to 270. The percentage of one bedroom units is reduced from 39% to 36%. The total number of rooms is reduced from 902 to 734. The layout was revised to avoid significant impacts to

the regulated woodland boundary to the west and north. The number of deviations requested has also been reduced from 22 to 15.

The PRO option creates a “floating district” with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from OST to RM-2) and the applicant enters into a PRO agreement with the City, whereby the City and the applicant agree to a conceptual plan for development of the site. Following final approval of the PRO concept plan, conditions for the development, and a PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires and the agreement becomes void.

Planning Commission Action

The Planning Commission held a Public Hearing on March 25, 2020 to consider the rezoning and PRO Concept Plan, but postponed making a recommendation in order to allow the applicant additional time to make modifications to the plans, provide additional information, and reduce the number of deviations requested.

The applicant responded to those requests with a revised submittal and on May 20, 2020, the Planning Commission unanimously recommended approval of the project to City Council, based on the motion listed in the attached draft meeting minutes.

One remaining deviation that was highlighted by staff at the Planning Commission meeting relates to a wetland mitigation deviation to allow mitigation requirements to be met through the purchase of credits in an EGLE-approved wetland mitigation bank. See deviation 15 as provided in the suggested motion, which received favorable consideration as a condition of development by the Planning Commission.

Staff also highlighted the need to consider whether the public benefits of the proposed PRO rezoning would clearly outweigh the detriments as required by the PRO ordinance.

Master Plan for Land Use

The Future Land Use Map identifies this property and all adjacent land for Office Service and Technology uses. However, the proposed development follows objectives listed in the 2016 Master Plan for Land Use update as listed below. Staff comments are underlined.

1. General Goal: Quality and Variety of Housing

- a. Provide residential developments that support healthy lifestyles. Ensure the provision of neighborhood open space within residential developments. The development proposes internal sidewalk system, a clubhouse and a pool. Completion of nearby gaps in the existing sidewalk system are also proposed.
- b. Safe housing and neighborhoods. Enhance the City of Novi's identity as an attractive community in which to live by maintaining structurally safe and attractive housing choices and safe neighborhoods.

- c. Provide a wide range of housing options. 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. The applicant is proposing a rental development with a mix of apartment style units and attached townhouse style units, located in proximity to local employers that could be attractive to many different demographic groups.

2. General Goal: Community Identity

- a. Maintain quality architecture and design throughout the City. The applicant indicates that the percentage of brick material on the buildings will be increased to a minimum of 40%. Please refer to the façade review letter for opportunities to maintain quality architecture.

3. General Goal: Environmental Stewardship

- a. Protect and maintain the City's woodlands, wetlands, water features, and open space. The concept plan proposes additional removal of regulated woodlands. The applicant has modified the plans to preserve the remaining regulated woodlands on the site.
- b. Increase recreational opportunities in the City. The Concept plan proposes recreational opportunities for the residents in the development. They also propose to fill two off-site gaps totaling 600 feet as a benefit to the public. This would complete the sidewalk loop between Lewis Drive, Cabot Drive Twelve Mile Road and Haggerty Road.
- c. Encourage energy-efficient and environmentally sustainable development through raising awareness and standards that support best practices. The applicant proposes to implement energy-efficient design in building materials and construction, with a commitment to seek LEED Certified status.

4. General Goal: Infrastructure

- a. Provide and maintain adequate water and sewer service for the City's needs. Engineering review indicates the utility infrastructure is adequate to maintain service.
- b. Provide and maintain adequate transportation facilities for the City's needs. Address vehicular and non-motorized transportation facilities. Please refer to comment for item b under General Goal 3. Applicant has proposed required improvements along Haggerty Road, i.e. left turn lane.

5. General Goal: Economic Development / Community Identity

- a. Ensure compatibility between residential and non-residential developments. The applicant indicates this development provides a necessary transition between single family residential to the east of Haggerty Road (City of Farmington Hills), and the office development surrounding on the other sides of the property.

Ordinance Deviations Requested

Section 7.13.2.D.i.c(2) permits deviations from the strict interpretation of the Zoning Ordinance within a PRO agreement. These deviations must be accompanied by a finding by City Council that "each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas." Such deviations must be considered by City Council, who will make a finding of whether to include those deviations in a proposed PRO agreement. The proposed PRO agreement would be considered by City Council after tentative approval of the proposed concept plan and rezoning.

The concept plan submitted with an application for a rezoning with a PRO is not required to contain the same level of detail as a preliminary site plan. Staff has reviewed the concept plan in as much detail as possible to determine what deviations from the Zoning Ordinance are currently shown. The applicant has chosen to proceed with the plan as submitted with the understanding that any additional deviations would have to be approved by City Council in a proposed PRO agreement. The deviations from the Zoning Ordinance and other applicable ordinances requested by the applicant and supplemented by staff and consultant recommendations are listed in the proposed Recommended Action below.

Public Benefit under PRO Ordinance

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and the public benefits of the proposed PRO rezoning would clearly outweigh the detriments. The list of benefits as stated by the applicant are:

1. The applicant shall provide an easement at the southeast corner of the Property in order to facilitate the extension of Heatherbrook Drive, resulting in the orderly entry into both the Property and the Infinity Medical Building.
2. The applicant shall be responsible for the design and construction of two off-site sidewalk gaps, totaling approximately 600 feet, as a benefit to the public, up to a cost of \$60,000. This will complete sidewalk coverage between 13 Mile Road, Cabot Drive Twelve Mile Road and Haggerty Road.
3. The applicant shall increase the amount of brick or stone on the building exterior to a total of no less than 40% of the building façades, per the applicable definitions provided for in the Novi Zoning Ordinance.
4. The applicant shall design the Project in such a way so that the project can achieve the level of LEED Certified following the construction process. Prior to the issuance of Building Permits, Applicant will provide a review from a 3rd party consultant indicating that the Project, as designed, has a preliminary rating that would allow the Project to achieve LEED Certified status.

The proposed benefits should be weighed against the proposal to determine if they clearly outweigh any detriments of the proposed rezoning.

PRO Conditions

The applicant is required to submit a conceptual plan and a list of terms that they are willing to include with the PRO agreement. The applicant has submitted a conceptual plan showing the general layout of the site, the location of proposed detention ponds, and location of other proposed improvements. The proposed terms and conditions are listed in the proposed Recommended Action below.

City Council Action

If the City Council is inclined to approve the rezoning request with PRO at this time, the City Council's motion would be to indicate its tentative approval and direct the City Attorney to prepare a PRO Agreement to be brought back before the City Council for approval with specified PRO Conditions. Tentative approval does not guarantee final approval of either the PRO Plan or a PRO Agreement.

RECOMMENDED ACTION: Tentative indication that Council **may approve** the request of BC Novaplex, LLC for Novaplex, JZ19-37, with Zoning Map Amendment 18.733, to rezone property from Office Service Technology (OST) to High-Density Multiple Family (RM-2), subject to a Planned Rezoning Overlay (PRO) Agreement and corresponding PRO Concept Plan, based on the following findings, City Council deviations and considerations, with the direction that the applicant shall work with the City Attorney's Office to prepare the required Planned Rezoning Overlay Agreement, and return to the City Council for Final Approval:

Part A: The PRO Agreement shall contain the following Ordinance deviations, for which the City Council makes the finding, for the reasons stated, that *each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with surrounding areas:*

1. Planning deviation from section 3.8.2.C. for exceeding the maximum allowable length of buildings (180 feet, maximum allowed, a range of 185 feet to 295 feet proposed) *as the buildings meet the qualifying criteria for City Council's approval for this deviation per section 3.8.2.C.*
2. Planning Deviation from section 3.8.2.D for not meeting the minimum orientation for all buildings along an outer perimeter property line (45 degrees required, 0 degrees proposed), *as all buildings are abutting non-residential districts and orientation is compatible to existing office development.*
3. Planning Deviation from section 5.16. for not meeting the minimum width requirements for the access path to bike parking (six feet required, 5 feet proposed), *as the plan maintains a consistent five foot width for all internal sidewalks and because it is a residential development.*
4. Landscape deviation from Sec. 5.5.3.B.ii and iii for lack of berms between the site and the properties on the north, south and west, *as the existing woodlands and proposed landscaping provides sufficient screening.*

5. Landscape deviation from 5.5.3.F.ii 5.5.3.B.ii and iii for lack of required street trees along Haggerty Road, *due to conflict with the existing overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible.*
6. Landscape deviation from 5.5.3.F.ii to allow the usage of sub-canopy trees for up to 25% of the required multifamily unit trees, *as the mix of trees proposed is acceptable.*
7. Planning deviation from Section 5.2.12.A & B for a 30 percent reduction in the minimum requirements for parking. A minimum of 619 spaces required, 433 proposed. The current plan proposes a total of 433 spread across the site, including attached/detached garages and surface parking. Following comments are provided in this regard:
 - a. An additional 120 apron spaces in front of attached garages will be provided to count towards the minimum required. Apron spaces may provide additional guest parking for certain units with access to garage parking, but not necessarily required parking for others. The apron spaces are reserved for people renting the garage, as will be stated in the lease agreement. The applicant indicates this will be enforced by towing vehicles that are parked illegally and/or in someone's assigned spaces.
 - b. The applicant has provided a parking study of existing parking demand calculations from similar development in similar cities, which show other developments have found a lesser number of parking spaces to be sufficient.
 - c. The required parking calculation includes 68 spaces for the clubhouse/pool as a "private club." As this amenity is internal to the development for the residents, it is anticipated most residents would walk from their unit to the pool/clubhouse and not require separate parking spaces.
8. Traffic deviation from section 5.10 for not meeting the minimum width requirements for a major road (minimum of 28 feet required, 24 feet proposed), *as stop signs and pedestrian crossings will be provided at key points in the major drive loops to encourage slower speeds. The applicant shall work with the City to ensure traffic calming measures are adequate during Site Plan review.*
9. Traffic deviation from section 5.10 for allowing angled and perpendicular parking on a major drive, *as stop signs and pedestrian crossings will be provided at key points in the major drive loops to encourage slower speeds. The applicant shall work with the City to ensure traffic calming measures are adequate during Site Plan review.*
10. Traffic deviation from section 5.10 for not meeting the minimum requirements for major drive centerline radius, *as stop signs and pedestrian crossings will be provided at key points in the major drive loops to encourage slower speeds. The applicant shall work with the City to ensure traffic calming measures are adequate during Site Plan review.*

11. Planning deviation from section 4.19.1.J for exceeding the maximum number of accessory buildings for properties more than 21,780 square feet (*a maximum of two are permitted; six garages and 20 carports are proposed*).
12. A section 9 waiver for not meeting the minimum requirement of 30 percent brick for the carports on the long side, *as the proposed design will include brick on the end walls as has been supported for other projects in the City*.
13. Planning deviation from section 3.8.1.A.ii.b for exceeding the maximum percentage of one bedroom units (maximum of 20% is allowed, 36% is proposed), *as the mix of units fits the target renters who would be young professionals, as shown in the market study provided by the applicant*.
14. Planning deviation from section 3.8.1.B for exceeding the maximum allowable number of rooms for this development (maximum of 458 rooms is allowed, 734 rooms are proposed) *because the overall room count is still below the total number permitted in the RM-2 District*.
15. Deviation from Section 12-176 of the Code of Ordinances to allow the developer to mitigate wetland impacts in part through the purchase of credits in an EGLE-approved wetland mitigation bank, because mitigation alternatives meeting the requirements have been explored and have been found to be cost-prohibitive for this project, subject to the conditions listed in the Wetland Review letter.

Part B: *The following PRO Conditions shall be requirements of the Planned Rezoning Overlay Agreement:*

1. *The applicant shall provide the following:*

- A. The applicant shall provide an easement at the southeast corner of the Property in order to facilitate the extension of Heatherbrook Drive, resulting in the orderly entry into both the Property and the Infinity Medical Building.
- B. The applicant shall be responsible for the design and construction of two off-site sidewalk gaps, totaling approximately 600 feet, as a benefit to the public, up to a cost of \$60,000. This will complete sidewalk coverage between 13 Mile Road, Cabot Drive Twelve Mile Road and Haggerty Road.
- C. The applicant shall increase the amount of brick or stone on the building exterior to a total of no less than 40% of the building façades, per the applicable definitions provided for in the Novi Zoning Ordinance.
- D. The applicant shall design the Project in such a way so that the project can achieve the level of LEED Certified following the construction process. Prior to the issuance of Building Permits, Applicant will provide a review from a 3rd party consultant indicating that the Project, as designed, has a preliminary rating that would allow the Project to achieve LEED Certified status.

2. Developer shall develop the Land in accordance with all applicable laws, ordinances, and regulations, including all applicable setback requirements of the Zoning Ordinance under the Proposed Classification, except as expressly authorized herein, and all storm water and soil erosion requirements and measures throughout the site during the design and construction phases of the Development, and during the subsequent use of the Land as contemplated in this Agreement.
3. The applicant shall meet or exceed the Open Space requirement for the RM-2 District per the Exhibits provided in the applicant's submission. A minimum of 54,400 square feet of open space is required.
4. The number of parking spaces provided shall be no less than 570 (as shown on the PRO Concept Plan). This includes surface parking (covered and uncovered), garage parking (attached and detached) and driveway apron parking.
5. The applicant shall provide on-site wetland mitigation to the extent feasible as determined by the City, with any remaining mitigation areas will be provided offsite in the form of a wetland bank contribution as determined by the City; the applicant shall also provide a wetland conservation easement over any areas of on-site wetland mitigation;
6. The applicant will provide a woodland conservation easement over any existing regulated woodlands and any replacement trees that result from disturbing existing regulated woodlands;
7. The carport design shall provide for side paneling that shall include a brick surface, consistent with the examples provided as exhibits to the Planning Commission.
8. The height of the buildings shall not exceed four stories, as shown in the PRO Concept Plan submittal;
9. The architectural design of the buildings, including material selections, shall be as shown in the PRO Concept Plan submittal;
10. The overall density of the development shall not exceed 12.40 dwelling units per gross acre (13.95 dwelling units per net acre);
11. The number of dwelling units shall not exceed 272 units;
12. Consistent with Section 6.1.C of the Zoning Ordinance, minor modifications to the approved PRO Concept Plan can be approved administratively upon determination by the City Planner that the modifications are minor, do not deviate from the general intent of the approved PRO Concept Plan and result in reduced impacts on the surrounding development and existing infrastructure;

Part C: *This motion is made because:*

1. The applicant has presented a reasonable alternative to the Master Plan for Land Use with the proposed the High-Density Residential (RM-2) zoning district, and because, as stated by the applicant:
 - a. Designing the higher density residential use next to existing OST uses allows for a unified appearance and implementation of proper safeguards between the neighboring uses:
 - I. Building styles will be compatible with the existing office buildings;
 - II. Apartment residents will move in with the full knowledge of the neighboring uses;
 - III. The residential site is higher than much of the surrounding area;
 - IV. Wooded areas on this site and adjacent sites provide a great buffer;
 - V. Setback plus proposed landscaping will be used to enhance the buffering of uses;
 - VI. The higher density residential use will act as a transition between the single family uses to the east and the Office Service Technology uses to the north and west.
 - b. The project is consistent with the Master Plan goal to enhance Novi's reputation as an attractive community in which to live;
 - c. The project is consistent with the Master Plan goal to protect Novi's remaining woodlands and wetlands;
 - d. The project is consistent with the Master Plan goal to maintain adequate infrastructure in an environment of limited federal and state funding;
 - e. The project is consistent with the Master Plan goal to promote interconnectivity between neighborhoods to reduce vehicle trips on main roads;
 - f. The project is consistent with the Master Plan goal to promote active living and healthy lifestyles in the City of Novi
 - g. The project is consistent with the Master Plan goal to ensure that Novi continues to be a desirable place for business investment;
2. Submittal of a Concept Plan and any resulting PRO Agreement provides assurance to the City of the manner in which the property will be developed, and offers benefits that would not be likely to be offered under standard development options.
3. This tentative approval does not guarantee final PRO Plan approval or approval of a PRO agreement.

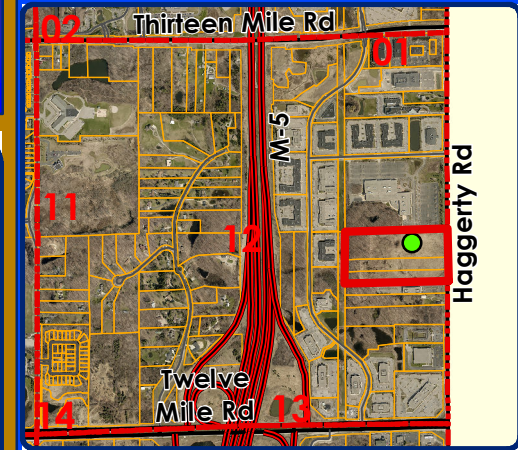
MAPS
Location
Zoning
Future Land Use
Natural Features

JZ 19-37 NOVAPLEX

Location

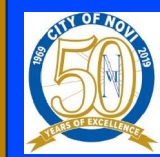


**Subject
Property**



LEGEND

 Sections



City of Novi

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

Map Author: Sri Komaragiri
Date: 08/23/19
Version #: 1



1 inch = 287 feet

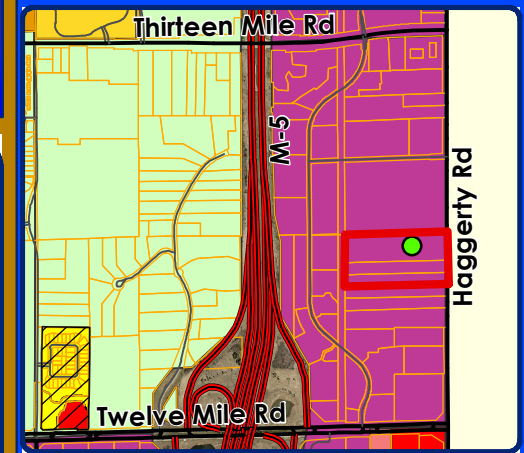
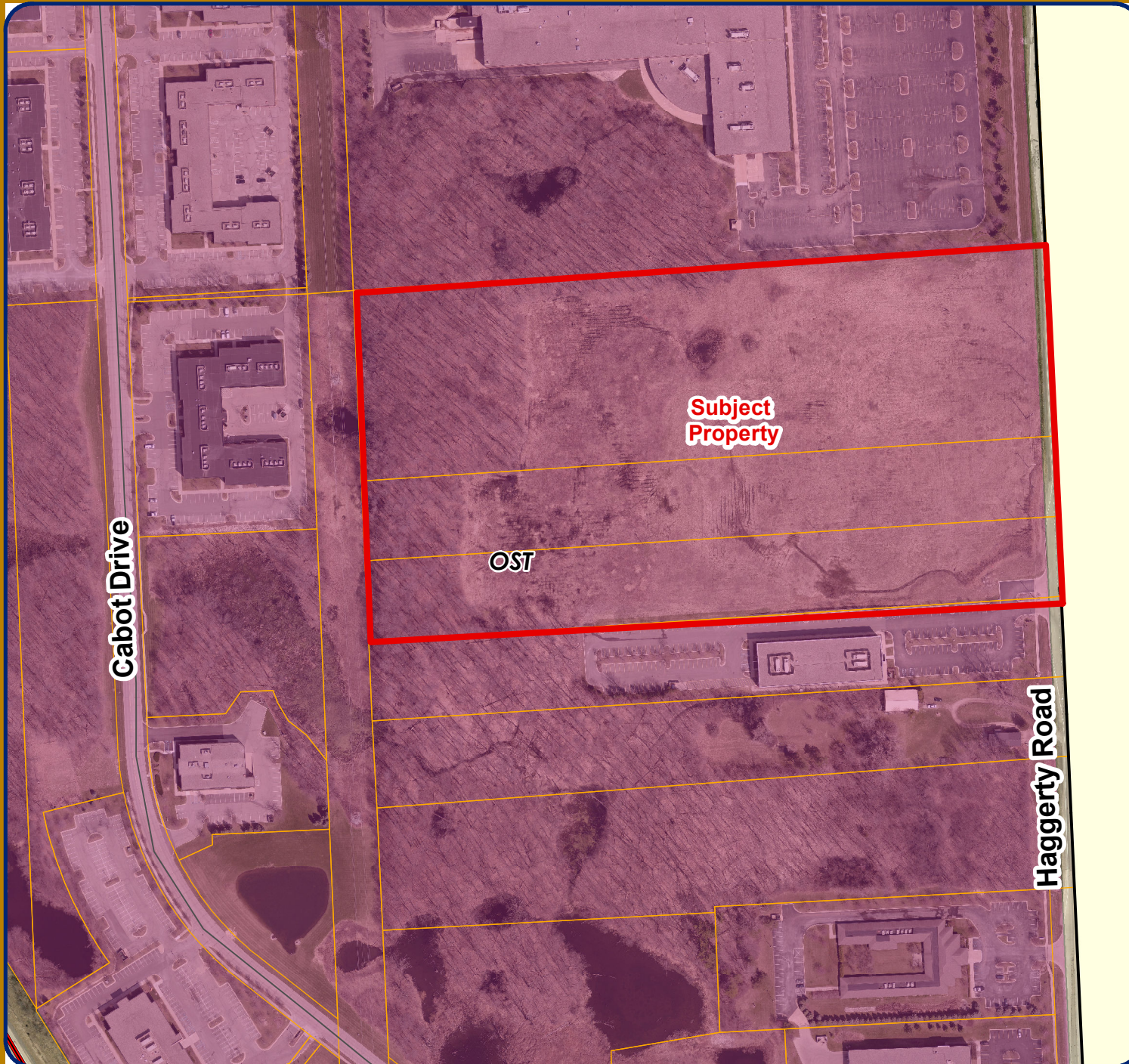


MAP INTERPRETATION NOTICE

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

JZ 19-37 NOVAPLEX









Zoning

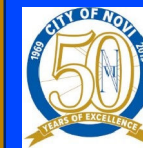


LEGEND

Zoning Overlay

Overlay Name

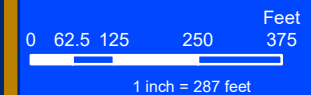
-  Planned Rezoning (PRO)
-  R-A: Residential Acreage
-  R-4: One-Family Residential District
-  RM-1: Low-Density Multiple Family
-  MH: Mobile Home District
-  B-2: Community Business District
-  B-3: General Business District
-  OST: Office Service Technology



City of Novi

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

Map Author: Sri Komaragiri
Date: 08/23/19
Version #: 1

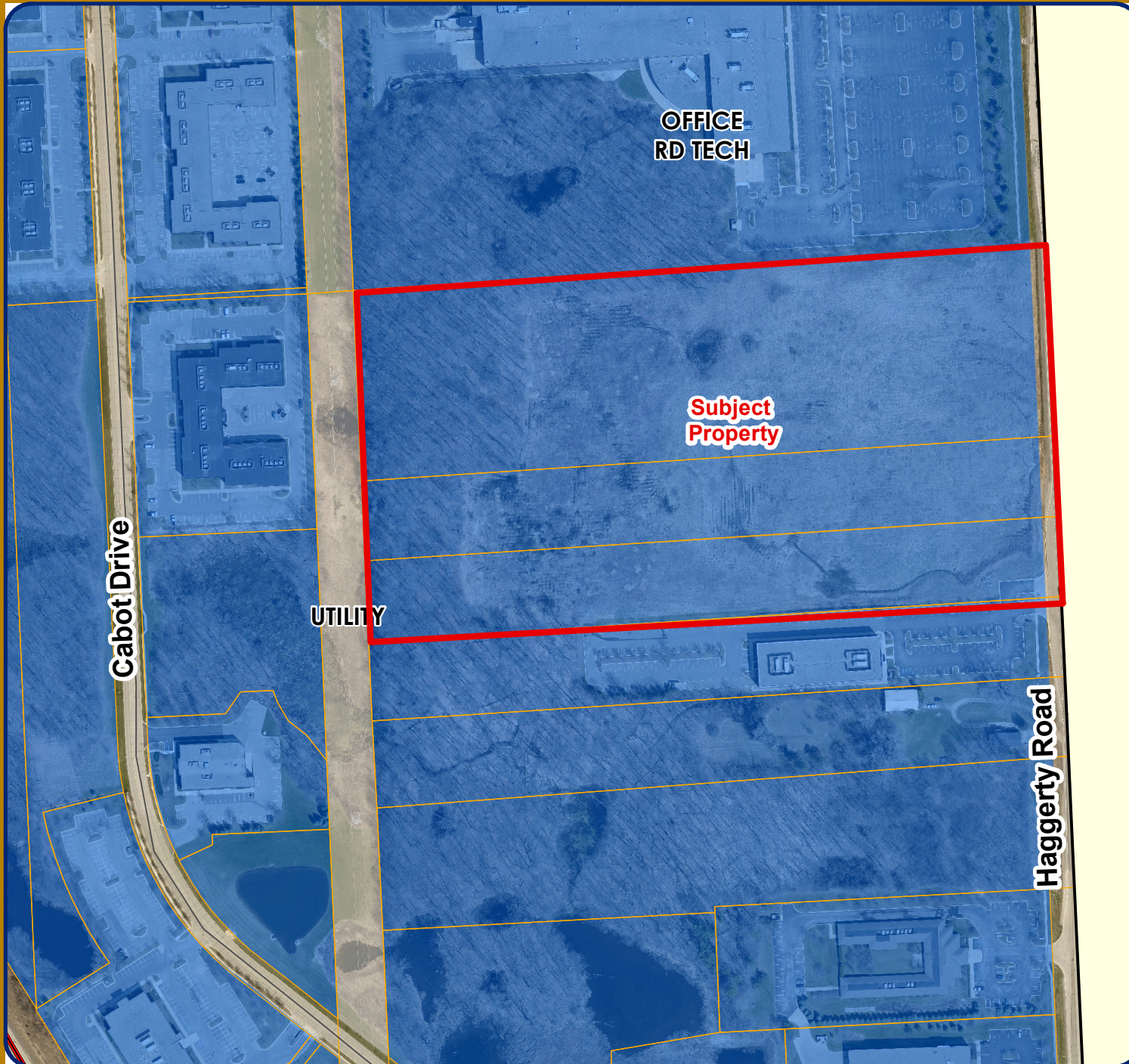


MAP INTERPRETATION NOTICE

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

JZ 19-37 NOVAPLEX

Future Land Use



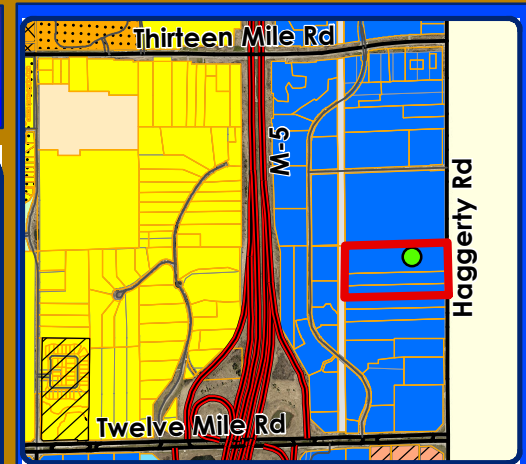
OFFICE
RD TECH

Subject
Property

Cabot Drive

UTILITY

Haggerty Road




LEGEND

Zoning Overlay

Overlay Name


 Planned Rezoning (PRO)


FUTURE LAND USE


 Single Family


 PUD

 PD1

 Mobile Home Park

 Office RD Tech

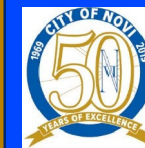
 Community Commercial

 Educational Facility

 Public

 Private Park

 Utility



City of Novi

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

Map Author: Sri Komaragiri
Date: 08/23/19
Version #: 1



1 inch = 287 feet

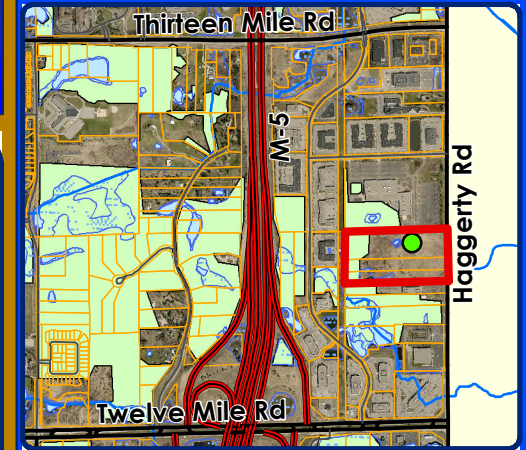
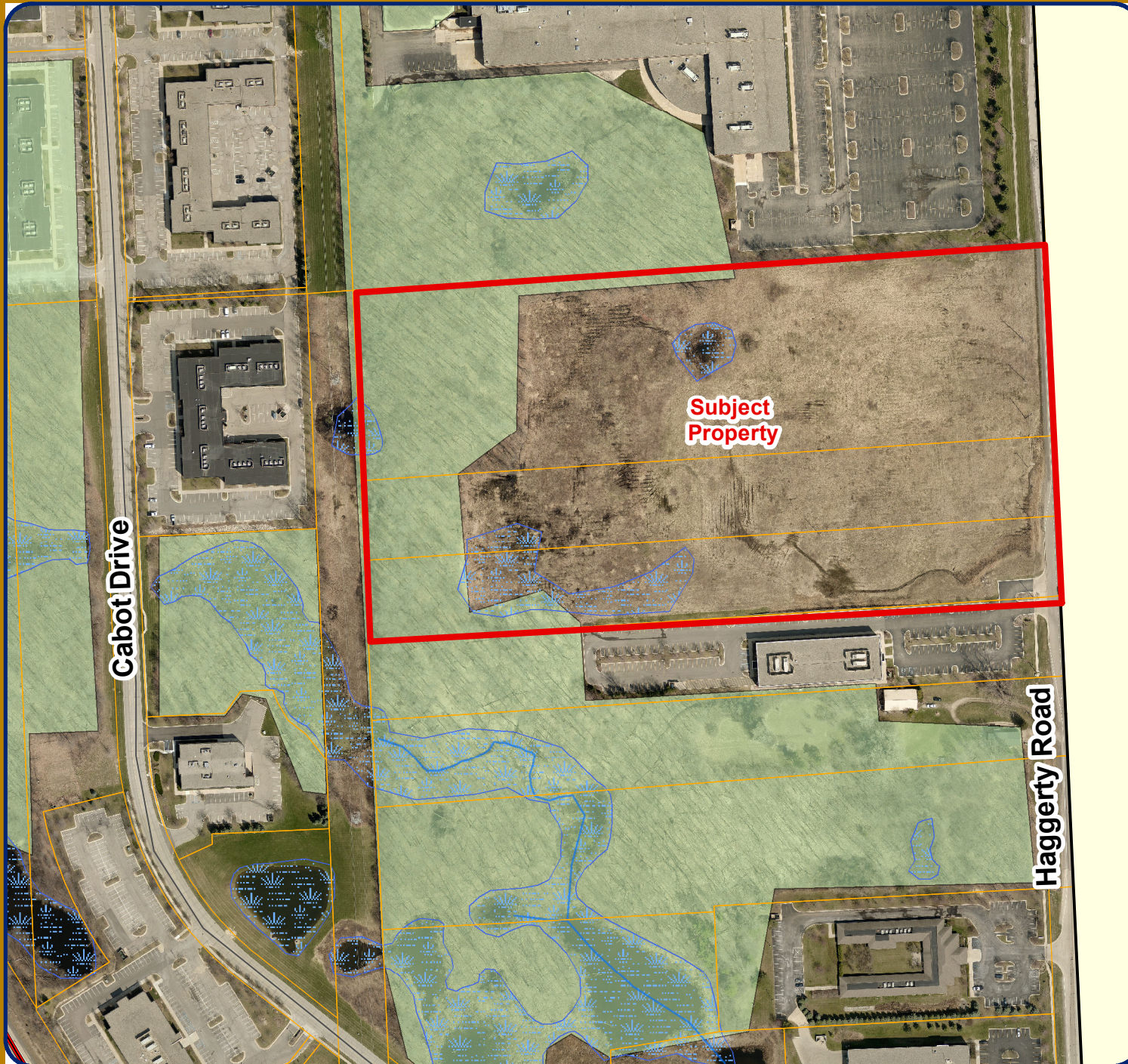


MAP INTERPRETATION NOTICE



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

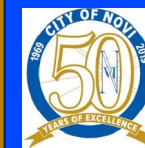
JZ 19-37 NOVAPLEX

Natural Features



LEGEND

-  WETLANDS
-  WOODLANDS



City of Novi

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

Map Author: Sri Komaragiri
Date: 08/23/19
Version #: 1



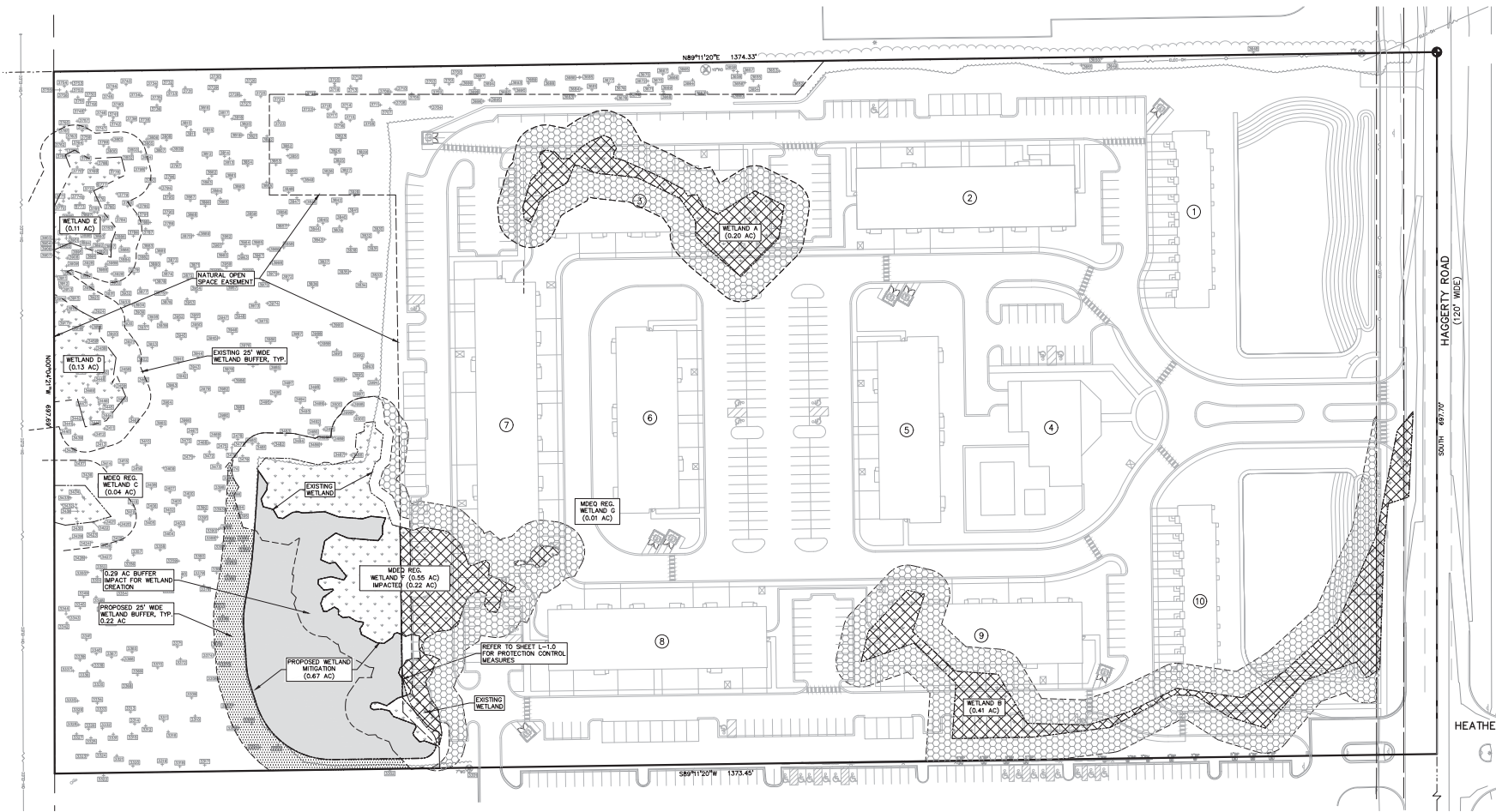
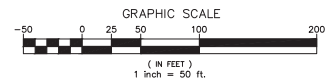
1 inch = 287 feet



MAP INTERPRETATION NOTICE

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

PRO CONCEPT PLAN
(3rd Revision)
APRIL 20, 2020



NO.	DATE	BY	DESCRIPTION
1	07/26/2019	MSD	ISSUED FOR PERMIT
2	07/26/2019	MSD	REVISIONS
3	07/26/2019	MSD	REVISIONS
4	07/26/2019	MSD	REVISIONS
5	07/26/2019	MSD	REVISIONS
6	07/26/2019	MSD	REVISIONS
7	07/26/2019	MSD	REVISIONS
8	07/26/2019	MSD	REVISIONS
9	07/26/2019	MSD	REVISIONS
10	07/26/2019	MSD	REVISIONS

CAUTION!
 Construction activities may impact wetlands and water resources. Wetlands are critical habitat for many species and provide important ecosystem services. Wetlands also provide flood protection and water quality benefits. Wetlands are a valuable resource and should be protected. Wetlands are a critical habitat for many species and provide important ecosystem services. Wetlands also provide flood protection and water quality benefits. Wetlands are a valuable resource and should be protected.

3 FULL WORKING DAYS BEFORE YOU DIG CALL
811
 Know what's below
 Call before you dig
 MSS Systems, Inc.
 1-800-482-7171 www.mssdig.org

PEA
PEA, Inc.
 2430 Rochester Ct., Ste. 100
 Troy, MI 48063-1872
 T: 248-689-9090
 F: 248-689-1044
 www.peainc.com

BETAK COMPANIES
 3100 PARKINGTON HILLS, MI 48334
WETLAND & BUFFER IMPACT PLAN
 NOVAPLEX
 PART OF THE SE 1/4 OF SECTION 12, T. 0 N., R. 6 E.,
 CITY OF NOVI, OAKLAND COUNTY, MICHIGAN
 EGIS: EGIS
 15 PROJECTS/2019/NOVAPLEX_WETLAND_BUFFER_IMPACT_PLAN_20190726

ORIGINAL ISSUE DATE:
 JULY 26, 2019
 PEA JOB NO. 2015-296
 SCALE: 1" = 50'
 DRAWING NUMBER:
C-2.3

- NOTES**
1. PROPOSED WETLAND CREATION WILL BE EMERGENT/ WET MEADOW TO MATCH THE TYPE OF WETLANDS IMPACTED.
 2. WETLAND MITIGATION PLANS WILL MEET CITY OF NOVI AND EGLE PERMIT REQUIREMENTS INCLUDING MONITORING. PLANS WILL BE DEVELOPED AT SITE PLAN PHASE ONCE FINAL ENGINEERING IS DESIGNED.
 3. EGLE PERMIT APPLICATION WILL BE SUBMITTED VIA MIWATERS DURING SITE PLAN PHASE.

WETLAND CREATION/MITIGATION CHART

Novi Required Wetland Mitigation	1.5 x 0.84 AC	1.26 AC
Proposed On-Site Emergent Wetland Creation for Mitigation		0.67 AC
Proposed Off-Site Wetland Bank OR Pay into City Fund		0.59 AC
EGLE Required Wetland Mitigation	1.5 x 0.23 AC	0.35 AC
Proposed On-Site Emergent Wetland		0.35 AC
Proposed Off-Site Wetland Bank		NONE

WETLAND BUFFER IMPACT CHART

Wetland	Area (AC)	Impact - (AC)		Qty.	Regulatory Status
		Fill	Cut		
A	0.47	0.47		4,700	NOVI
B	0.83	0.83		7,500	NOVI
C	0.10	None	None		NOVI & EGLE
D	0.16	None	None		NOVI
E	0.18	None	None		NOVI
F	0.76	0.26	0.50	850	NOVI & EGLE
G	0.09	0.09	0.00	300	NOVI & EGLE
SUM		1.30	0.35		
TOTAL*		1.65			NOVI

*EGLE DOES NOT REGULATE WETLAND BUFFERS

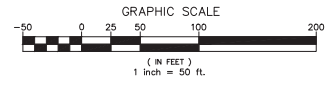
WETLAND IMPACT CHART

Wetland	Area (AC)	Impact - (AC)		Qty.	Regulatory Status
		Fill	Cut		
A	0.20	0.20		1,370	NOVI
B	0.41	0.41		1,650	NOVI
C	0.04	None	None		NOVI & EGLE
D	0.13	None	None		NOVI
E	0.11	None	None		NOVI
F	0.55	0.22	0.33	14	NOVI & EGLE
G	0.01	0.01	0.00	15	NOVI & EGLE
SUM		0.61	0.23		
TOTAL		0.84			NOVI & EGLE
EGLE ONLY		0.23			

HATCH LEGEND

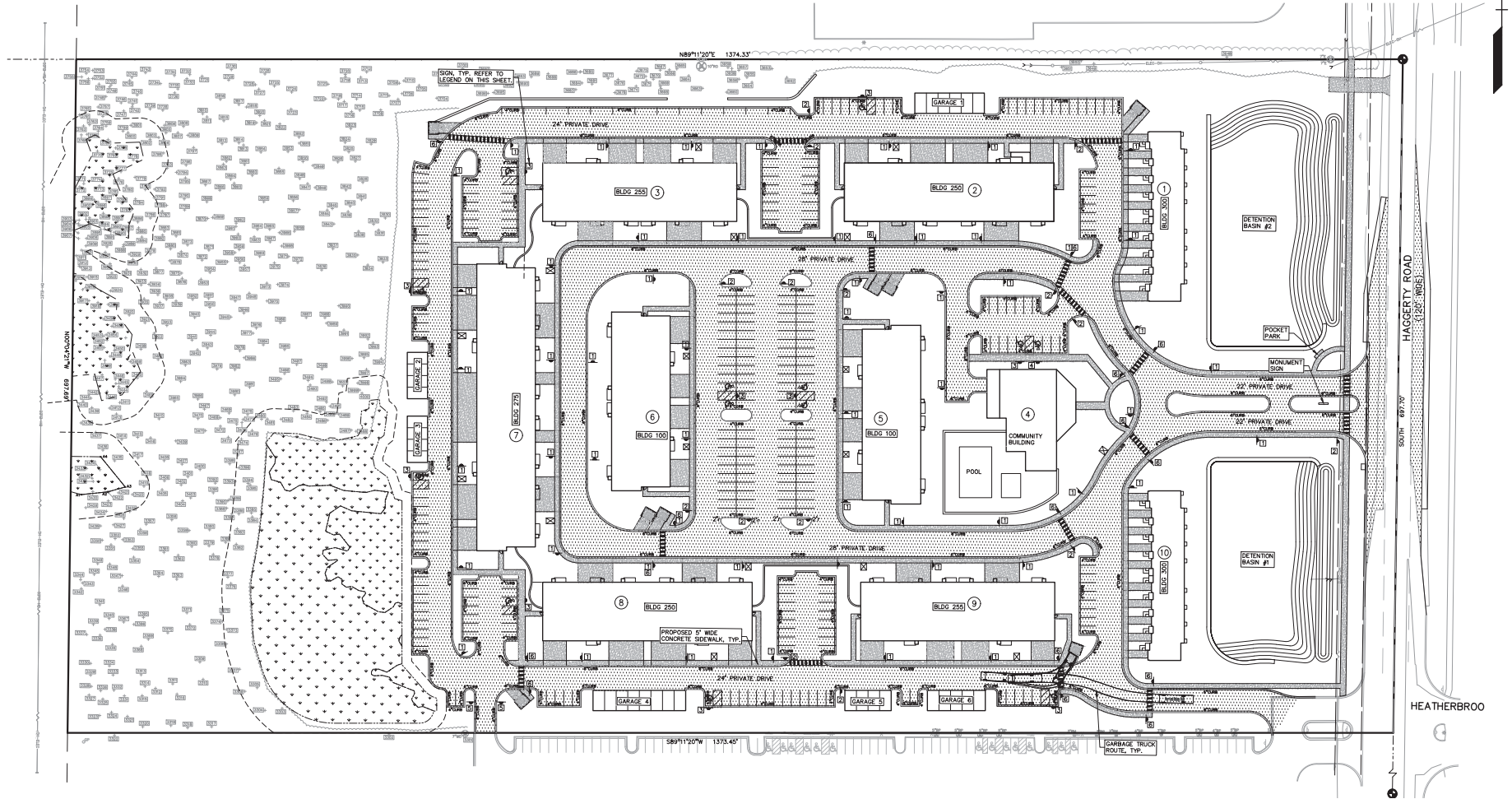
EXISTING WETLANDS	
WETLAND IMPACT	
WETLAND BUFFER IMPACT	
WETLAND CREATION	
WETLAND BUFFER CREATION	

NOT FOR CONSTRUCTION



- LEGEND**
- BORN FOUND
 - ⊠ SIGN SET
 - ⊠ HOLE FOUND
 - ⊠ HOLE & CAP SET
 - ⊠ BRASS PLUG SET
 - ⊠ MONUMENT FOUND
 - ⊠ MONUMENT SET
 - ⊠ REC. CORNER FOUND
 - ⊠ RECORDED
 - ⊠ MEASURED
 - ⊠ CALCULATED
- NOTES**
- O-ELEC-OH-C- ELECT. PHONE OR CABLE IN OIL LINE, POLE & SIX WIRE
 - U-CATV- UNDERGROUND CABLE TV, CABLE PRESTRA.
 - U-PL-PH-C- TELEPHONE OR CABLE PRESTRA. & BARRIER
 - U-ELEC- ELECTRIC LI. CABLE, BARRIER, METERS & BARRIER
 - U-ELEC- GAS METER VALVE & GAS LINE BARRIER
 - U-ELEC- NATURAL GAS, GAS VALVE, TYPING SIDE & VALVE
 - U-ELEC- SWEETWATER, CLEANWATER & BARRIER
 - U-ELEC- STONE SINK, CLEANWATER & BARRIER
 - U-ELEC- COMING SINK & BARRIER
 - U-ELEC- SIGNAL, PHONE & BARRIER (SEE SIGN, THIS SIGN POST INDICATOR VALVE)
 - U-ELEC- WITH VALVE BARRIER VALVE BOX, SPURCE SHUTOFF
 - U-ELEC- BARRIER, TRANSFORMER, SIGNAL CONTROL VALVE
 - U-ELEC- UNIDENTIFIED STRUCTURE
 - U-ELEC- SPOT ELEVATION
 - U-ELEC- CONTOUR LINE
 - U-ELEC- FENCE
 - U-ELEC- DRIVE PAV.
 - U-ELEC- STREET LIGHT
 - U-ELEC- SIGN
- REMARKS**
- ①
 - ②
 - ③
 - ④
 - ⑤
 - ⑥
 - ⑦
 - ⑧
 - ⑨
 - ⑩
 - ⑪
 - ⑫
 - ⑬
 - ⑭
 - ⑮
 - ⑯
 - ⑰
 - ⑱
 - ⑲
 - ⑳
 - ㉑
 - ㉒
 - ㉓
 - ㉔
 - ㉕
 - ㉖
 - ㉗
 - ㉘
 - ㉙
 - ㉚
 - ㉛
 - ㉜
 - ㉝
 - ㉞
 - ㉟
 - ㊱
 - ㊲
 - ㊳
 - ㊴
 - ㊵
 - ㊶
 - ㊷
 - ㊸
 - ㊹
 - ㊺
 - ㊻
 - ㊼
 - ㊽
 - ㊾
 - ㊿

- SIGN LEGEND:**
- "NO PARKING FIRE LANE" SIGN [1]
 - "STOP" SIGN [2]
 - "BARRIER FREE PARKING" SIGN [3]
 - "VAN ACCESSIBLE" SIGN [4]
 - "EMERGENCY VEHICLES ONLY" SIGN [5]
 - "CROSSWALK" SIGN [6]
 - REFER TO DETAIL SHEET FOR SIGN DETAILS



REVISIONS

NO.	DATE	DESCRIPTION
1		PROJECT COMMENCEMENT
2		PRELIMINARY DESIGN
3		FINAL DESIGN
4		CONSTRUCTION
5		AS-BUILT

CAUTION!
 This drawing is the property of the engineer and is not to be used for any other project without the written consent of the engineer. The engineer is not responsible for any errors or omissions in this drawing. The user of this drawing is advised to verify all dimensions and locations before construction.

3 FULL WORKING DAYS BEFORE YOU DIG CALL
811
 Know what's below
 Call before you dig
 MISS DIG System, Inc.
 1-800-482-7171 www.missdig.org

PEA
PEA, Inc.
 2430 Rochester Ct., Ste. 100
 Troy, MI 48063-1872
 T: 248 688 9090
 F: 248 688 1044
 www.peainc.com

BESTAK COMPANIES
 3105 PARMINGTON HILLS MI 48334
SIGN PLAN / CURB HEIGHTS
 PART OF THE SE 1/4 OF SECTION 12, T. 0 N., R. 6 E.,
 CITY OF NOVI, OAKLAND COUNTY, MICHIGAN
 EX-105 EX-106 EX-107 EX-108 EX-109 EX-110 EX-111 EX-112 EX-113 EX-114 EX-115 EX-116 EX-117 EX-118 EX-119 EX-120 EX-121 EX-122 EX-123 EX-124 EX-125 EX-126 EX-127 EX-128 EX-129 EX-130 EX-131 EX-132 EX-133 EX-134 EX-135 EX-136 EX-137 EX-138 EX-139 EX-140 EX-141 EX-142 EX-143 EX-144 EX-145 EX-146 EX-147 EX-148 EX-149 EX-150 EX-151 EX-152 EX-153 EX-154 EX-155 EX-156 EX-157 EX-158 EX-159 EX-160 EX-161 EX-162 EX-163 EX-164 EX-165 EX-166 EX-167 EX-168 EX-169 EX-170 EX-171 EX-172 EX-173 EX-174 EX-175 EX-176 EX-177 EX-178 EX-179 EX-180 EX-181 EX-182 EX-183 EX-184 EX-185 EX-186 EX-187 EX-188 EX-189 EX-190 EX-191 EX-192 EX-193 EX-194 EX-195 EX-196 EX-197 EX-198 EX-199 EX-200

ORIGINAL ISSUE DATE:
 JULY 26, 2019
 PEA JOB NO. 2015-296
 SCALE: 1" = 50'
 DRAWING NUMBER:
C-3.0

NOT FOR CONSTRUCTION

NO MORE THAN 20% OF ONE GENUS AND NO MORE THAN 10% OF ONE SPECIES

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENT	REPLACE	SPECIES %	GENUS %
37	ARK	Red Maple	Acer rubrum	7" Cal.	85%	Native	No	6%	
1	AS3	Sugar Maple	Acer saccharum	7" Cal.	85%	Native	No	1%	1%
18	B44	Yellow Birch	Betula alleghaniensis	8-10" Hl.	85%	Native	No	4%	4%
4	CC1	American Hornbeam	Carpinus caroliniana	7" Cal.	85%	Native	No	1%	1%
18	CB2	Colonial Hornbeam	Carpinus betulus 'Flamingo'	7" Cal.	85%	Non-Native	No	4%	4%
14	F03	American Beech	Fagus grandifolia	7" Cal.	85%	Native	No	2%	2%
6	GB3	Gringo	Gleditsia triacanthos - rose only	7" Cal.	85%	Non-Native	No	2%	2%
23	G75	Skyline Honeylocust	Gleditsia inopetula	7" Cal.	85%	Native	No	7%	7%
23	L33	Sweetgum	Liquidambar styraciflua	7" Cal.	85%	Native	No	3%	3%
20	L71	Tulip Tree	Liquidambar styraciflua	7" Cal.	85%	Native	No	4%	4%
13	N03	Taxus	Taxus virginiana	7" Cal.	85%	Native	No	2%	2%
5	PD1	American Sycamore	Platanus occidentalis	7" Cal.	85%	Native	No	1%	1%
28	DR3	Red Oak	Quercus rubra	7" Cal.	85%	Native	No	8%	8%
18	T01	American White Oak	Quercus alba	7" Cal.	85%	Native	No	2%	2%
7	OW1	Southern White Oak	Quercus bicolor	7" Cal.	85%	Native	No	2%	1%
18	T03	American Blackwood	Tilia americana	7" Cal.	85%	Native	No	2%	2%
23	UA1	American Elm	Ulmus americana	7" Cal.	85%	Native	No	2%	2%

EVERGREEN PLANT LIST

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENT	REPLACE	SPECIES %	GENUS %
18	AC3	Concolor Fir	Abies concolor	7" Hl.	85%	Non-Native	No	4%	4%
20	PO3	White Spruce	Picea glauca	7" Hl.	85%	Native	No	6%	6%
14	TSB	Blue Cypress	Taxodium distichum	7" Hl.	85%	Native	No	2%	2%
26	TC3	Canada Hemlock	Tsuga canadensis	7" Hl.	85%	Native	No	2%	2%

SHRUB PLANT LIST

QTY	SYM	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENT	REPLACE	SPECIES %	GENUS %
7	AM08	Black Chokeberry	Aronia melanocarpa (greenleaf)	36" Hl.	Cont.	Native	No		
53	CS34	Red Twig Dogwood	Cornus sericea	36" Hl.	Cont.	Native	No		
48	SV19	Variegated Weigela	Weigela variegata	36" Hl.	Cont.	Native	No		
68	SV16	Common Lilac	Syringa vulgaris	36" Hl.	Cont.	Native	No		
7	PO16	Winecreek	Physocarpus opulifolius	36" Hl.	Cont.	Native	No		
18	RA18	Fraser Spinecane	Rhus aromatica	36" Hl.	Cont.	Native	No		
41	V036	Arsenwood Viburnum	Viburnum dentatum	36" Hl.	Cont.	Native	No		

NOTES

1. SEE SHEET L-1.1 FOR LANDSCAPE CALCULATION AND LANDSCAPE CALCULATION AREA PLAN.

2. PLANT MATERIAL SHALL BE PLANTED A MINIMUM OF 4' OFF OF PROPERTY LINES.

3. ALL TREES ARE TO BE A MINIMUM OF 10' FROM HYDRANTS AND UTILITY STRUCTURES.

4. \$400 CREDIT WILL BE PAID INTO THE TREE FUND FOR EACH TREE CREDIT THAT CANNOT BE REPLACED ON SITE.

5. WOODLAND CONSERVATION EASEMENT NOTES: REPLACEMENT TREES GUARANTEED TO BE PREVIOUSLY PLANTED WITHIN CONSERVATION EASEMENT OF LANDSCAPE EASEMENT TO BE GRANTED TO THE CITY.

6. REPLACEMENT MATERIAL SHOULD NOT BE WITHIN 10' OF BUILT STRUCTURES OR UTILITY EASEMENTS AND OVER UNDERGROUND STRUCTURES/UTILITY EASEMENTS.

7. 16" GAS MAIN BETWEEN SIDEWALK AND CURB. NO TREE PLANTINGS WITHIN 20' REQUESTING WAIVER TO OMIT REQUIRED ROW TREES BETWEEN SIDEWALK AND CURB.

8. PLANT MATERIAL SHALL NOT BE PLANTED WITHIN PROTECTION FENCE AREAS UNLESS SPECIFICALLY NOTED OTHERWISE.

9. PROVIDE TREE PROTECTION FENCE AROUND EXISTING TREES TO REMAIN.

10. NON IRRIGATED SEED LAWN. TYP. CONTRACTOR TO VERIFY LIMITS OF CONSTRUCTION.

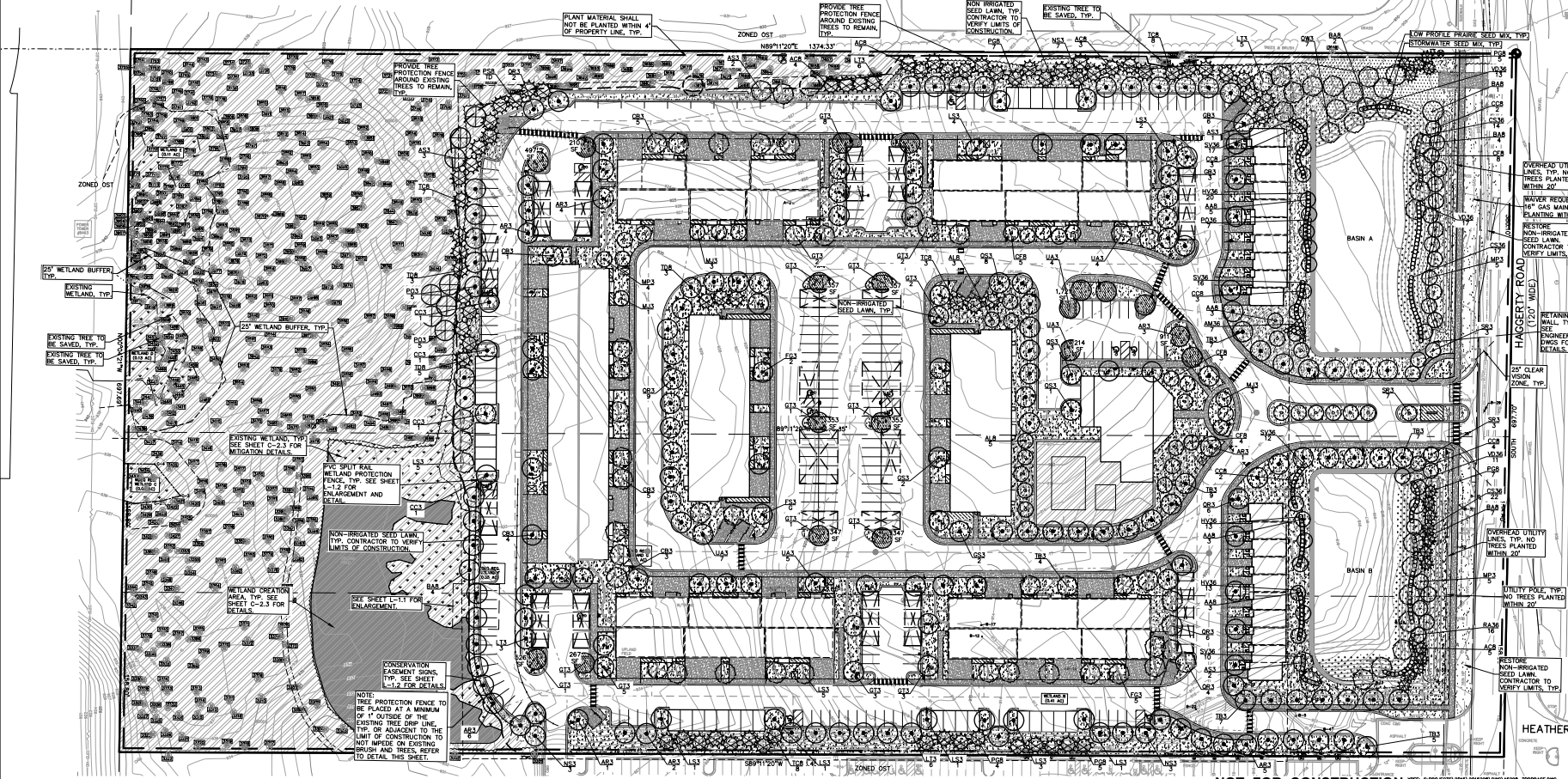
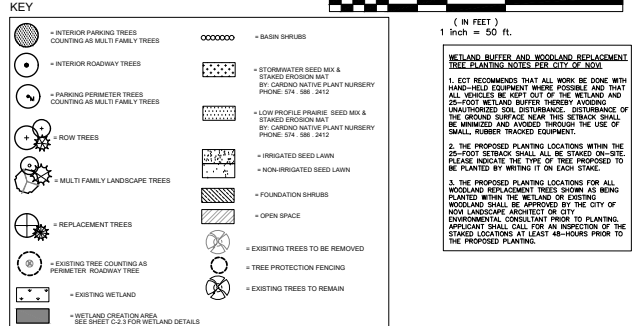
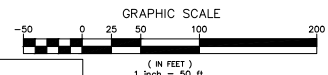
11. EXISTING TREE TO BE SAVED. TYP.

12. EXISTING TREE COUNTING AS PERMITS. ROADWAY TREE.

13. EXISTING WETLAND.

14. WETLAND CREATION AREA. SEE SHEET C-3 FOR WETLAND DETAILS.

15. BASKIN TRAIL (L-14-1)



REVISIONS

NO.	DATE	DESCRIPTION
1	10/03/2019	ISSUED FOR PERMITS
2	03/07/2020	ISSUED FOR PERMITS
3	03/07/2020	ISSUED FOR PERMITS
4	03/07/2020	ISSUED FOR PERMITS
5	03/07/2020	ISSUED FOR PERMITS
6	03/07/2020	ISSUED FOR PERMITS
7	03/07/2020	ISSUED FOR PERMITS
8	03/07/2020	ISSUED FOR PERMITS
9	03/07/2020	ISSUED FOR PERMITS
10	03/07/2020	ISSUED FOR PERMITS
11	03/07/2020	ISSUED FOR PERMITS
12	03/07/2020	ISSUED FOR PERMITS
13	03/07/2020	ISSUED FOR PERMITS
14	03/07/2020	ISSUED FOR PERMITS
15	03/07/2020	ISSUED FOR PERMITS
16	03/07/2020	ISSUED FOR PERMITS
17	03/07/2020	ISSUED FOR PERMITS
18	03/07/2020	ISSUED FOR PERMITS
19	03/07/2020	ISSUED FOR PERMITS
20	03/07/2020	ISSUED FOR PERMITS
21	03/07/2020	ISSUED FOR PERMITS
22	03/07/2020	ISSUED FOR PERMITS
23	03/07/2020	ISSUED FOR PERMITS
24	03/07/2020	ISSUED FOR PERMITS
25	03/07/2020	ISSUED FOR PERMITS

CAUTION!

3 FULL WORKING DAYS BEFORE YOU DIG CALL

811

Know what's below
Call before you dig
MSS I System Inc.
1-800-482-7171 www.missidig.org

PEA

PEA, Inc.
2430 Rochester Ct. Ste. 100
Troy, MI 48063-1872
T: 248.688.9090
F: 248.688.1044
www.peainc.com

BEZAK COMPANIES
31731 NORTHWESTERN HWY., SUITE 200W
FARMINGDALE, IL 60136
PRELIMINARY LANDSCAPE PLAN
PART OF THE NOVAPLEX
CONTRACTOR TO VERIFY LIMITS, TYP.

HEATHERBRO

ORIGINAL ISSUE DATE: JULY 26, 2019
PEA JOB NO. 2019-298
SCALE: 1" = 50'
DRAWING NUMBER:
L-1.0

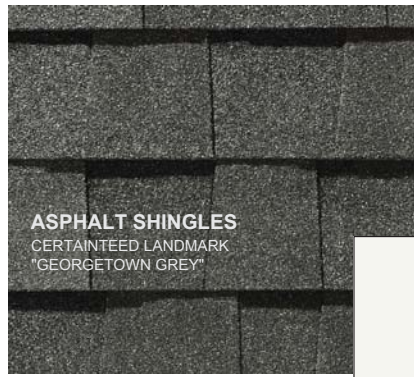
NOT FOR CONSTRUCTION

PROPOSED CONCEPTUAL ELEVATIONS





SIDING (HORIZONTAL / VERTICAL)
 WOOD-GRAIN TEXTURED FIBROUS
 CONCRETE SIDING
 SHERWIN WILLIAMS SW 6236
 "GRAYS HARBOR"
 NOTE: TOWNHOUSES ONLY



ASPHALT SHINGLES
 CERTAINTEED LANDMARK
 "GEORGETOWN GREY"

**METAL-FACED CANTILEVERED
 BALCONY FRAME**
GARAGE DOORS
SIDING (HORIZONTAL / VERTICAL)
 WOOD-GRAIN TEXTURED FIBROUS
 CONCRETE SIDING
 SHERWIN WILLIAMS SW 7757 "HIGH
 REFLECTIVE WHITE"

SIDING (HORIZONTAL / VERTICAL)
 WOOD-GRAIN TEXTURED FIBROUS
 CONCRETE SIDING
 SHERWIN WILLIAMS SW 6248 "JUBILEE"

PAINT on
 CARPORTS
 to MATCH

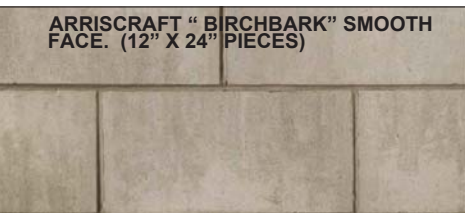
**OPEN METAL FRAMEWORK at
 STAIRS**
**METAL-FACED ROOF OVERHANG
 at STAIR ENTRANCES**
WINDOW / DOOR FRAMES
METAL RAILING
 "BLACK"



BRICK at APARTMENTS and TOWNHOUSES
 GENERAL SHALE BOWERSTON
 "DESERT SAGE VELVET"

BRICK PANELS at CARPORTS to MATCH BRICK

ALL MATERIALS TO BE SIMILAR OR
 EQUIVALENT TO THOSE SHOWN.



**ARRISCRAFT "BIRCHBARK" SMOOTH
 FACE. (12" X 24" PIECES)**



Alexander V. Bogert + Associates, P.C. • Architecture • Planning • Interior Design

2445 Franklin Road
 Bloomfield Hills, MI 48302
 248.334.5000

CLIENT PROJECT
 NOVAPLEX
 BEZTAK PROPERTIES
 NOVI, MICHIGAN

DESIGNED BY
 ALEXANDER V. BOGERT + ASSOC.

PRELIMINARY
 07-24-19

REVISIONS
 PRO SUBMITTAL
 01-31-20
 CITY SUBMITTAL
 05-14-20
 06-01-20

DRAWN BY
 AMM

CAD FILENAME
 BEZTAK-NOV...

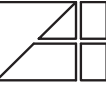
CHECKED BY

JOB NUMBER
 1909

DATE

SHEET NUMBER
 M1

STATE OF MICHIGAN
 ALEXANDER V. BOGERT
 ARCHITECT
 No. 1301025132
 LICENSED ARCHITECT



Interior Design
2445 Franklin Road
Bloomfield Hills, MI 48302
248-334-5000

REAR ELEVATION

NOVAPLEX
BEZTAK PROPERTIES
NOVI, MICHIGAN

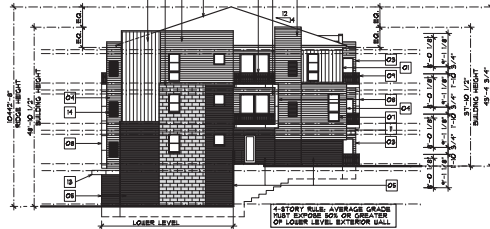
DATE: 07-24-19
DESIGNER: AMM
CHECKED BY: BEZTAK-NOV.
DATE: 05-14-20

NOVAPLEX
BEZTAK PROPERTIES
NOVI, MICHIGAN

ALEXANDER V. BOGARDTS + ASSOCIATES, P.C.
ARCHITECTURE • PLANNING • INTERIOR DESIGN

COLOR AND MATERIAL KEYNOTES

- 1 VERTICAL SIDING, WOOD-GRAIN
TEXTURED FINISH & COORDINATE SIDING
REFLECTIVE WHITE*
- 2 VERTICAL SIDING, WOOD-GRAIN
TEXTURED FINISH & COORDINATE SIDING
REFLECTIVE WHITE*
- 3 HORIZONTAL SIDING, WOOD-GRAIN
TEXTURED FINISH & COORDINATE SIDING
REFLECTIVE WHITE*
- 4 HORIZONTAL SIDING, WOOD-GRAIN
TEXTURED FINISH & COORDINATE SIDING
REFLECTIVE WHITE*
- 5 BRICK - GENERAL SHALE BOURBON
CREMANT BRICK VENEER
- 6 ASPHALT SHINGLES
PERMANENT LANDMARK
GEORGETOWN GRAY*
- 7 WINDOW/DOOR FRAMES
BLACK
- 8 METAL-FACED CANTILEVERED
BALCONY FRAMES - BRUSHED METAL
FINISH
- 9 METAL RAILING
BLACK
- 10 GARAGE DOOR - BRUSHED METAL
FINISH
- 11 METAL-FACED CANTILEVERED ENTRY
CANOPY - BLACK
- 12 OPEN METAL FRAMEWORK AT STAIR -
BLACK
- 13 METAL-FACED ROOF OVERHANG AT
STAIR - BRUSHED METAL FINISH
- 14 MECHANICAL VENT
WHITE
- 15 VERTICAL SIDING, WOOD-GRAIN
TEXTURED FINISH & COORDINATE SIDING
REFLECTIVE WHITE*
- 16 HORIZONTAL SIDING, WOOD-GRAIN
TEXTURED FINISH & COORDINATE SIDING
REFLECTIVE WHITE*
- 17 4"x8" SMOOTH BLOCK



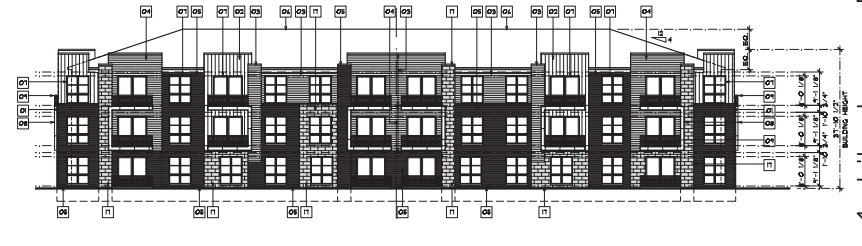
LEFT SIDE ELEVATION BLDG 250
RIGHT SIDE SIM. / OPP. HAND
SCALE: 1/16" = 1'-0"



LEFT SIDE ELEVATION BLDG 100
RIGHT SIDE SIM./OPP. HAND
SCALE: 1/16" = 1'-0"



REAR ELEVATION BUILDING 250
BUILDINGS WILL STEP TO FOLLOW FINAL GRADE - SEE CIVIL DRAWINGS
SCALE: 1/16" = 1'-0"



REAR ELEVATION BUILDING 100
SCALE: 1/16" = 1'-0"



FRONT ELEVATION BUILDING 250
BUILDINGS WILL STEP TO FOLLOW FINAL GRADE - SEE CIVIL DRAWINGS
SCALE: 1/16" = 1'-0"



FRONT ELEVATION BUILDING 100
SCALE: 1/16" = 1'-0"

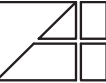
MATERIALS	1/2 REAR	1 SIDE	1/2 FRONT	BUILDING 250 AVERAGED
B R I C K 30% to 100% *SIDING, VERTICAL 25% MAX SIDING, HORIZONTAL 50% MAX ASPHALT SHINGLES 50% MAX METAL 50% MAX	1540 40% 415 13% 888 23% 800 21% 14 3%	1130 43% 332 13% 603 18% 191 8% 104 4%	1930 40% 548 11% 603 18% 130 22% 81 3%	4% B R I C K 14% *SIDING, VERTICAL 24% SIDING, HORIZONTAL 18% ASPHALT SHINGLES 3% METAL
	3819 100%	2589 100%	3318 100%	100%

*SIDING, VERTICAL = PATTERNED ACCENT

MATERIALS	1/2 REAR	1 SIDE	1/2 FRONT	BUILDING 100 AVERAGED
B R I C K 30% to 100% *SIDING, VERTICAL 25% MAX SIDING, HORIZONTAL 50% MAX ASPHALT SHINGLES 50% MAX METAL 50% MAX	1114 43% 224 8% 510 20% 599 23% 18 3%	911 40% 441 20% 585 24% 193 9% 18 3%	1938 41% 425 14% 425 22% 540 20% 88 3%	4% B R I C K 14% *SIDING, VERTICAL 23% SIDING, HORIZONTAL 18% ASPHALT SHINGLES 4% METAL
	2549 100%	2251 100%	2811 100%	100%

*SIDING, VERTICAL = PATTERNED ACCENT





Alexander V. Bogaerts + Associates, P.C. • Interior Design
 2445 Franklin Road
 Bloomfield Hills, MI 48302
 248 • 334 • 5000

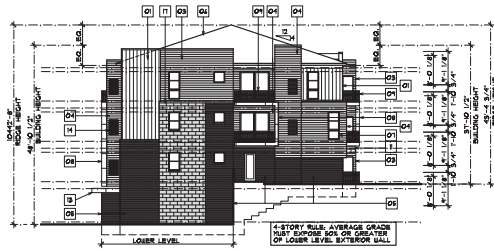
NOVAPLEX
 BEZTAK PROPERTIES
 NOV. MICHIGAN

NOVAPLEX
 BEZTAK PROPERTIES
 NOV. MICHIGAN

COPYRIGHT 2017
 NOVAPLEX
 BEZTAK PROPERTIES

REVISIONS
 PRO SUBMITTAL 07-24-19
 QTR SUBMITTAL 05-14-20

DESIGNED BY
 ALEXANDER V. BOGAERTS
 ARCHITECT
 No. 1301025132
 LICENSED ARCHITECT



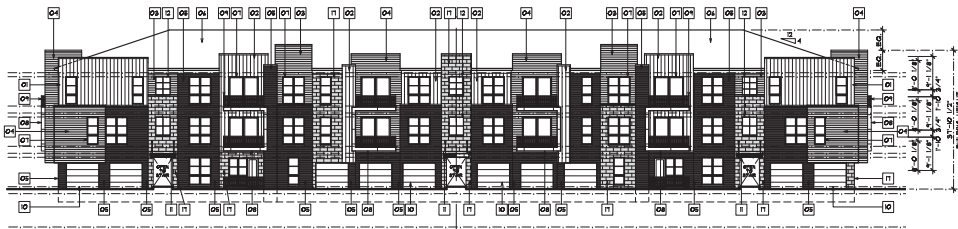
LEFT SIDE ELEVATION BLDG 255 SIMILAR TO BLDG. 250
 RIGHT SIDE SIM. / OPP. HAND SCALE: 1/16" = 1'-0"

COLOR AND MATERIAL KEYNOTES

- (1) VERTICAL SIDING, WOOD-GRAIN, BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE
- (2) VERTICAL SIDING, WOOD-GRAIN, BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE
- (3) HORIZONTAL SIDING, WOOD-GRAIN, BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE, 1ST FLOOR
- (4) HORIZONTAL SIDING, WOOD-GRAIN, BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE, 1ST FLOOR
- (5) BRICK - GENERAL SHALE BOWERSTON, CHESTNUT SAGE VELVET
- (6) ASPHALT SHINGLES, PATTERNED ACCENT, GEORGETOWN GREY
- (7) WINDOW/DOOR FRAMES, BLACK
- (8) METAL-FACED CANTILEVERED BALCONY FRAMES - BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE
- (9) METAL RAILING, BLACK
- (10) GARAGE DOOR - BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE
- (11) METAL-FACED CANTILEVERED ENTRY CANOPY - BLACK
- (12) OPEN METAL FRAMEWORK AT STAIR - BLACK
- (13) METAL-FACED ROOF OVERHANG AT 1ST FLOOR - BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE
- (14) MECHANICAL UNIT
- (15) VERTICAL SIDING, WOOD-GRAIN, BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE, 1ST FLOOR
- (16) HORIZONTAL SIDING, WOOD-GRAIN, BEHIND ILLUMINATED CONCRETE SIDING, REFLECTIVE WHITE, 1ST FLOOR
- (17) 4-1/2" x 2-1/2" SMOOTH BLOCK



REAR ELEVATION BUILDING 255 SIMILAR TO BLDG. 250
 BUILDINGS WILL STEP TO FOLLOW FINAL GRADE - SEE CIVIL DRAWINGS SCALE: 1/16" = 1'-0"



FRONT ELEVATION BUILDING 255 SIMILAR TO BLDG. 250
 BUILDINGS WILL STEP TO FOLLOW FINAL GRADE - SEE CIVIL DRAWINGS SCALE: 1/16" = 1'-0"

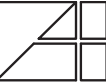
MATERIALS	1/2 REAR	1 SIDE	1/2 FRONT	BUILDING 250 AVERAGED
B R I C K 30% to 100%	1540 40%	1130 43%	1330 40%	4% B R I C K
*SIDING, VERTICAL 25% MAX	415 13%	332 13%	548 17%	14% *SIDING, VERTICAL
SIDING, HORIZONTAL 50% MAX	888 23%	830 32%	403 18%	24% SIDING, HORIZONTAL
ASPHALT SHINGLES 50% MAX	800 21%	191 8%	130 22%	18% ASPHALT SHINGLES
METAL 50% MAX	14 3%	104 4%	81 3%	3% METAL
	3819 100%	2589 100%	3318 100%	100%

*SIDING, VERTICAL = PATTERNED ACCENT

NOTE:
 BUILDING 250 SHOWN FOR REFERENCE - 255 TO BE SIMILAR



A4



Alexander V. Bogaerts + Associates, P.C. • Interior Design
 2445 Franklin Road
 Bloomfield Hills, MI 48302
 248-334-5000

NOVAPLEX
 BEZTAK PROPERTIES
 NOV. MICHIGAN

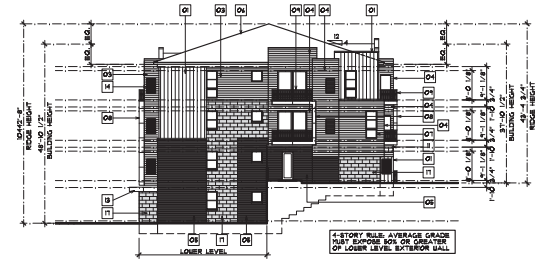
NOVAPLEX
 BEZTAK PROPERTIES
 NOV. MICHIGAN

NOVAPLEX
 BEZTAK PROPERTIES
 NOV. MICHIGAN

NOVAPLEX
 BEZTAK PROPERTIES
 NOV. MICHIGAN

COLOR AND MATERIAL KEYNOTES

- Q1 VERTICAL SIDING, WOOD-GRAN
 TEXTURED PERGOLA CONCRETE SIDING
 SHERWIN WILLIAMS SS 1281 "HIGH
 REFLECTIVE WHITE"
- Q2 VERTICAL SIDING, WOOD-GRAN
 TEXTURED PERGOLA CONCRETE SIDING
 SHERWIN WILLIAMS SS 1248 "JASLE"
- Q3 HORIZONTAL SIDING, WOOD-GRAN
 TEXTURED PERGOLA CONCRETE SIDING
 SHERWIN WILLIAMS SS 1281 "HIGH
 REFLECTIVE WHITE"
- Q4 HORIZONTAL SIDING, WOOD-GRAN
 TEXTURED PERGOLA CONCRETE SIDING
 SHERWIN WILLIAMS SS 1248 "JASLE"
- Q5 BRICK - GENERAL BRICKS BOUBREYTON
 ROBERT SAGE YELLOW
- Q6 ASPHALT SHINGLES
 GRANITE LAMINAR
 TYPICAL SHIRT
- Q7 WINDOW/DOOR FRAMES
 "BLACK"
- Q8 METAL-FACED CANTILEVERED
 BALCONY FRAMES - SHERWIN WILLIAMS
 SS 1281 "HIGH REFLECTIVE WHITE"
- Q9 METAL RAILING
 "BLACK"
- Q10 GARAGE DOOR - SHERWIN WILLIAMS SS
 1281 "HIGH REFLECTIVE WHITE"
- Q11 METAL-FACED CANTILEVERED ENTRY
 CANOPY "BLACK"
- Q12 OPEN METAL FRAMEWORK AT STAIR -
 "BLACK"
- Q13 METAL-FACED ROOF OVERHANG AT
 VESTIBULE - SHERWIN WILLIAMS SS 1281
 "HIGH REFLECTIVE WHITE"
- Q14 MECHANICAL VENT
- Q15 VERTICAL SIDING, WOOD-GRAN
 TEXTURED PERGOLA CONCRETE SIDING
 SHERWIN WILLIAMS SS 1248 "JASLE"
 HARBOR (TOWNHOUSES ONLY)
- Q16 HORIZONTAL SIDING, WOOD-GRAN
 TEXTURED PERGOLA CONCRETE SIDING
 SHERWIN WILLIAMS SS 1248 "JASLE"
 HARBOR (TOWNHOUSES ONLY)
- Q17 4"x8"x4" SMOOTH BLOCK



LEFT SIDE ELEVATION BLDG 275
 RIGHT SIDE SIM. / OPP. HAND
 SCALE: 1/16" = 1'-0"



REAR ELEVATION
 BUILDING 275
 SCALE: 1/16" = 1'-0"



FRONT ELEVATION
 BUILDING 275
 SCALE: 1/16" = 1'-0"

MATERIALS	1/2 REAR	1 SIDE	1/2 FRONT	BUILDING 275 AVERAGED
B R I C K 30% to 100%	2070 40%	1044 41%	1740 40%	40% B R I C K
*SIDING, VERTICAL 25% MAX	400 12%	388 15%	430 14%	14% *SIDING, VERTICAL
SIDING, HORIZONTAL 50% MAX	1040 20%	152 30%	860 20%	22% SIDING, HORIZONTAL
ASPHALT SHINGLES 50% MAX	1140 22%	245 10%	1020 23%	20% ASPHALT SHINGLES
METAL 50% MAX	300 4%	100 4%	125 3%	4% METAL
	5170 100%	2531 100%	4315 100%	100%

*SIDING, VERTICAL = PATTERNED ACCENT



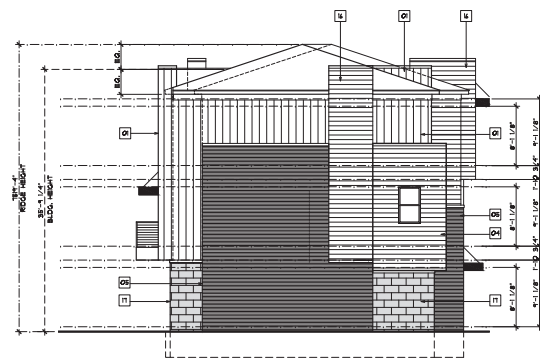
MATERIALS	1/2 REAR	1 SIDE	1/2 FRONT	BUILDING 300 AVERAGED
B R I C K 30% to 100%	1210 40%**	444 43%	1100 40%	41% B R I C K
*SIDING, VERTICAL 25% MAX	450 15%	300 20%	410 15%	14% *SIDING, VERTICAL
SIDING, HORIZONTAL 50% MAX	820 27%	415 28%	880 31%	21% SIDING, HORIZONTAL
ASPHALT SHINGLES 50% MAX	400 13%	13 8%	380 13%	12% ASPHALT SHINGLES
METAL 50% MAX	120 4%	8 1%	15 1%	2% METAL
	3000 100%	1480 100%	2785 100%	100%

*SIDING, VERTICAL = PATTERNED ACCENT

**PANEL BRICK ABOVE CANTILEVERED BALCONIES

COLOR AND MATERIAL KEYNOTES

- 01 VERTICAL SIDING WOOD-GRAIN TEXTURED THROUGH CONCRETE SIDING SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 02 VERTICAL SIDING WOOD-GRAIN TEXTURED THROUGH CONCRETE SIDING SHERRIN WILLIAMS BU 4246 JASPER
- 03 HORIZONTAL SIDING WOOD-GRAIN TEXTURED THROUGH CONCRETE SIDING SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 04 HORIZONTAL SIDING WOOD-GRAIN TEXTURED THROUGH CONCRETE SIDING SHERRIN WILLIAMS BU 4246 JASPER
- 05 BRICK - GENERAL SCALE BOUBREYTON CEMENT BASE YELLOW
- 06 ASPHALT SHINGLES SUBMITTANT LANDMARK CONSTRUCTION GIBBY
- 07 WINDOW/DOOR FRAMES BLACK
- 08 METAL FACED CANTILEVERED BALCONY FRAMES - SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 09 METAL RAILING BLACK
- 10 GARAGE DOOR - SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 11 METAL FACED CANTILEVERED ENTRY CANOPY - BLACK
- 12 OPEN METAL FRAMEWORK AT STAIR - BLACK
- 13 METAL FACED ROOF OVERHANG AT ENTRY - SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 14 MECHANICAL VENT
- 15 VERTICAL SIDING WOOD-GRAIN TEXTURED THROUGH CONCRETE SIDING SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 16 HORIZONTAL SIDING WOOD-GRAIN TEXTURED THROUGH CONCRETE SIDING SHERRIN WILLIAMS BU 1781 HIGH REFLECTIVE WHITE
- 17 #1/2"X4" SMOOTH BLOCK



LEFT SIDE ELEVATION BUILDING 300
SCALE: 1/8" = 1'-0"



REAR ELEVATION BUILDING 300
SCALE: 1/8" = 1'-0"



FRONT ELEVATION BUILDING 300
SCALE: 1/8" = 1'-0"

NOTE: BUILDINGS WILL STEP TO FOLLOW FINAL GRADE - SEE CIVIL DRAWINGS

Alexander V. Bogaerts + Associates, P.C. • Architecture • Planning • Interior Design
 2445 Franklin Road
 Bloomfield Hills, MI 48302
 248.334.5000
 NOVAPLEX BEZTAK PROPERTIES
 NOV. MICHIGAN
 ELEVATIONS - BLDG. 300
 TOWNHOUSES
 STATE OF MICHIGAN
 ALEXANDER V. BOGAERTS
 ARCHITECT
 No. 1301025132

NOVAPLEX
BEZTAK PROPERTIES
NOV. MICHIGAN

COPYRIGHT 2017
DESIGNED BY
BOGAERTS + ASSOC.
PRELIMINARY
07-24-19
NOV
PERMITS
CONSTRUCTION

REVISIONS
PRO SUBMITTAL
08-31-20
CIVIL SUBMITTAL
05-14-20

DRAWN BY
AMM
CAD FILENAME
BEZTAK-NOV.
CHECKED BY
JOB NUMBER
1909
SHEET NUMBER
AB

LETTER FROM APPLICANT'S ATTORNEY

JUNE 11, 2020

LAW OFFICES
LANDRY, MAZZEO & DEMBINSKI, P.C.
37000 GRAND RIVER AVENUE SUITE 200
FARMINGTON HILLS, MICHIGAN 48335
www.lmdlaw.com

TELEPHONE
(248) 476-6900

FACSIMILE
(248) 476-6564

D.B. LANDRY
dlandry@lmdlaw.com

June 11, 2020

Mayor Robert Gatt
Members of the Novi City Council
City of Novi
47175 Ten Mile Rd.
Novi, MI 48375

Re: Novaplex JZ19-37 Rezoning with PRO
Agenda Item for City Council Meeting of June 15, 2020

Dear Mayor Gatt and Members of the Novi City Council:

I represent Beztak, the applicant with respect to this request for rezoning from OST to RM - 2 with PRO. This letter will provide background on this particular parcel of property and the difficulty which Beztak has encountered in its attempt to develop the property as OST for over 20 years. For the past two and a half years we have worked with the City Administration in developing a viable RM - 2 development that in fact enhances the value of the adjacent OST uses. We received unanimous support from the Planning Commission and their recommendation to City Counsel for approval of this rezoning request with PRO.

BACKGROUND AND CONCERNS REGARDING RESIDENTIAL USE

Beztak purchased this property in the 1990's. It is zoned OST. We have attempted to develop the property as OST. In 2000, Beztak received preliminary site plan approval and began to market the property. No one was interested. This is because the parcel has unique aspects which make it difficult to market and use as OST. The parcel is long and "skinny" with a depth to width ratio 2:1. The grades of the property include a 39.1' fall from the west to the east. There is a significant woodland and a significant wetland along the west-end portion of the partial. Beztak simply could not market the property as OST after almost 20 years attempting to do so.

We have been working the City Administration for the past two and a half years on a multiple residential development which would in fact enhance the OST property. The owner of the adjacent OST property and major tenants have informed us that one drawback to the marketability of their OST property is the absence of adjacent walkable/bikeable residential properties. Many of the young engineers who are employees of the OST businesses want apartment-type housing within walkable/bikeable distance from the Northern Equities OST development. Thus, we have been encouraged by the nearby OST owners and occupants to pursue this rezoning option with PRO to enhance the marketability and long-term viability of their OST property.

We have worked patiently and diligently with the City Administration through the pre-application

LANDRY, MAZZEO & DEMBINSKI, P.C.

June 11, 2020

Page 2

process, the application process, the Planning Commission Master Plan Committee and two Planning Commission meetings which included a public hearing. Throughout this process we heard from the City Administration the following comments and we responded accordingly.

INITIAL COMMENTS

- As originally conceived the project is too dense
- Stay out of the woodlands.
- Present architecturally unique buildings
- What about the schools?
- What about traffic?
- Create a secondary access
- Screen from adjacent OST
- What about sanitary capacity

OUR RESPONSE

- We have decreased density significantly
- We have completely stayed out of the woodlands
- We have presented architecturally/pleasing buildings
- We have confirmed with the Novi Community School District that they will provide a bus stop to bus children who live in this residential community
- We have confirmed that this would present no increased traffic over OST use
- We have created a secondary access
- We have provided screening
- We have confirmed with the City engineers there is sanitary capacity for this project

Upon considering this development at first blush one might think that this would be an “island” of residential surrounded by OST. In fact, it is not. It is only an “island” if we do not consider the significant single-family residential just east across Haggerty in the City of Farmington Hills. While this is a different type of residential, i.e., single-family versus multiple, when you consider this project from a classical planning perspective, multiple residential is a natural transitional use from single-family to non-residential use. Thus, this is actually consistent from the residential planning concept.

Thus, instead of opposition from the adjacent OST property owners we have support. Moreover, such support is consistent with the long-term viability of that adjacent OST. This project increases the marketability of that OST as well as the long-term viability of this residential project by creating a walkable/bikeable residential option adjacent to the OST. It is truly a win-win development.

TECHNICAL CONSIDERATION

Again, we have worked diligently with the City staff to significantly decrease the number of deviations required for this development. After working with City staff for over two years we received unanimous approval recommendation from the Planning Commission.

One aspect which was discussed at length with the Planning Commission is the issues of wetlands. While the property development would require deviating two very minor wetland areas, .2 acres and .4 acres, we are mitigating on site as much as we can and preserving/creating a large wetland on the western portion adjacent to the woodland which are being preserved. The end result, as recognized by the Planning Commission, is the creation and maintenance of a large wildlife corridor all along the western portion of the site. This is truly managing preservation.

PUBLIC BENEFIT

Beztak is offering, of its own volition, a public benefit as part of this PRO application. As we considered public benefit we wanted to remain consistent with the overall purpose and true "heart" of this development. Accordingly, we are proposing to complete the sidewalk "gaps" to complete the sidewalk coverage between 13 Mile Road, Cabot Drive, 12 Mile Road and Haggerty Road. This creates a walkable/bikeable residential development for the adjacent OST. In addition, Beztak will voluntarily construct this development to achieve a level of LEED certification. Prior to the issuance of building permits, Beztak will provide a review from a third-party consultant confirming that the project, as designed, has a preliminary rating that would allow that project to achieve a level of LEED certification. In addition, we will voluntarily increase the amount of brick and stone on the building exteriors to a total of no less than 40 percent.

We believe that these voluntary upgrades will truly provide a public benefit consistent with the type of residential development we seek to develop which will meld with the adjacent OST and provide a needed residential to allow the adjacent OST occupants to attract the type of employees necessary for their long-term viability.

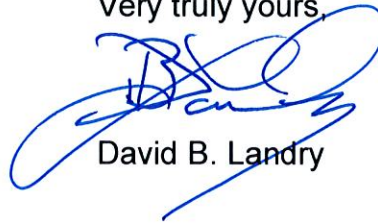
LANDRY, MAZZEO & DEMBINSKI, P.C.

June 11, 2020

Page 4

We look forward to appearing before the City Council on June 15, 2020 to discuss this project.

Very truly yours,

A handwritten signature in blue ink, appearing to read "David B. Landry", is written over the typed name. The signature is stylized with large loops and a long horizontal stroke at the end.

David B. Landry

DBL/rhr

PRO NARRATIVE



July 25, 2019

Ms. Barb McBeth, AICP, City Planner
City of Novi Development Department
47175 10 Mile Road
Novi, MI 48375

Subject: Project Narrative and Planner's Report Supporting the Rezoning Request for a site located on the west side of Haggerty Road, north of 12 Mile Road and south of Lewis Drive, (parcel #22-12-400-009, 010, & 011), from OST, Office Service Technology to RM-2, Multiple-Family with a Planned Rezoning Overlay (PRO).

Dear Ms. McBeth:

Please accept this project narrative and planner's report for consideration by the City to re-zone the above referenced parcel of land from OST, Office Service Technology to RM-2, Multiple-Family with a Planned Rezoning Overlay (PRO). The project entails construction of a high-quality, multiple-family residential community focused on providing "professional-targeted" housing to an area that is developed with office, research and development, light industrial, and single-family residential uses. The goal is to create a lively, walkable, bikeable, and accessible residential community to primarily serve area companies and their employees---most of which will be professionals desiring to live in close proximity to their places of employment.

Project Narrative

Proposed is the construction of a high-quality multiple-family residential complex on a property that has remained vacant for over two decades while most of the surrounding properties have developed for a variety of uses, including single-family residential to the east in Farmington Hills. Site constraints have made this property unattractive to users under the current OST, Office Service Technology zoning. The site exists with numerous attributes that make development difficult, including limited road frontage; sole access from heavily travelled Haggerty Road; a long and narrow property configuration; significant elevation changes from the back of the property to the front; and the presence of woodlands, wetlands and high voltage transmission lines at the rear of the site. The natural grade of the site also necessitates that stormwater detention be at the front of the site. Combined with the narrowness of the property, this lessens the visibility of buildings, which is far more critical for office development than for a multi-family residential development.

To effectively use the site and address these existing and natural challenges, we will need deviations from some of the dimensional requirements of the ordinance, similar to the practical difficulty standards of dimensional variances. We did not create the site constraints but instead are proposing a development that will overcome those obstacles. It is important to note, though, that we are presenting a project that meets the health safety ordinances of the City and still creating an

attractive, inviting environment for our residents. This project will also come in under the maximum density requirements of the ordinance and can still be built with these accommodations.

Existing Conditions

The parcel of land is located on the west side of Haggerty Road, north of 12 Mile Road and south of Lewis Drive. It is abutted by a medical office building to the south; an automotive supply company (Hanon Systems) to the north; single-family residential to the east (Farmington Hills); and the Haggerty Corridor Corporate Park to the west. It is located in close, walkable and bikeable distance to companies in the Haggerty Corridor Corporate Park as well as those south of 12 Mile Road, east of Haggerty Road. As mentioned above, there are significant grade changes on the site along with an existing wooded area and ITC overhead power transmission lines located at the back of the site. A multiple-family residential development provides a better opportunity to preserve the natural features, since the buildings have footprints smaller than the types of buildings permitted in the OST district and can better work with grade changes. There will also be fewer and smaller parking areas than would have been needed for a flex office building.

Market Demand

The property is currently vacant and has been marketed under the OST, Office Service Technology zoning designation for over 20 years with no development success. Part of this is due to the narrowness of the site, with limited frontage visibility, and primary access on Haggerty Road, as opposed to the interior roads of the abutting Haggerty Corridor Corporate Park. The March 1, 2019 market study prepared by Terzo and Bologna for Beztak reviews the market demand for uses allowed in the current zoning district. This report indicates that while both office and flex office space are the primary permitted uses, most of the construction and demand in the area is for the flex office space.

The study further illustrates that although the market is improving for this type of flex office space, only one new building has come on-line in the past five years. It concludes by indicating that rental rates for flex office space, are not high enough to support speculative development. At the current rent rates of between \$8.00 and \$14.00 per square foot triple net, per the report, there is not a high enough economic benefit to successfully develop new speculative product in the market. It is important to note that rents on the higher range require large Tenant Improvement allowances. The cost of development is further impacted on this site by significant grade changes where larger, flat land area is typically needed for flex office space buildings and drives.

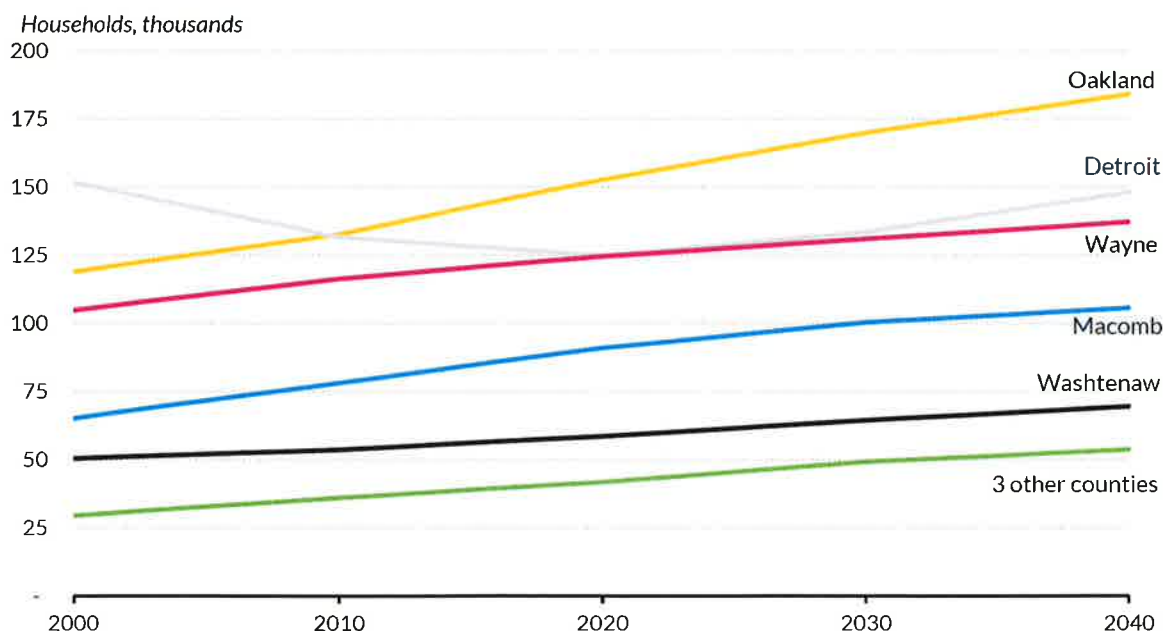
The Planning Department had requested an addendum to the Market Study to include two proposed apartment projects currently in the planning stages. Beztak will not provide an update to the market study to include the two proposed projects that Planning has identified. According to the firm that completed the market study, the developments in question are not on the Novi website for upcoming projects, and when the report was completed in Spring 2019, the firm asked the Planning Department if there were any upcoming projects that were not officially listed with the City, and the answer was that there were none. As a result, Beztak does not feel the need to alter the findings of the market study to account for projects in the preliminary stage.

It is our assertion that a high quality residential development in this location, surrounded by several employers that have shown a need for new housing for their employees and have expressed enthusiasm for such endeavors, would be a substantial benefit for this community, relative to any future developments dictated by the current zoning. We will show that recommending a PRO overlay at this site would bring benefits to the community that would outweigh the potential drawbacks.

We also expect the demand for multi-family housing to continue for many years to come. In a recent study entitled "Southeast Michigan Housing Futures: A Converging Story for the Detroit Metropolitan Area" by the Urban Institute, July 2017, it indicates that the Detroit region is expected to gain approximately 380,000 households between 2010 and 2040. While a substantial portion of the new growth will be in the City of Detroit, the suburbs will also be impacted. Much of the growth in housing demand will come from the younger millennials and the aging baby boomers. The millennials have shown a tendency to rent, rather than own, and remain flexible. On the other end of the age spectrum, the baby boomers are either down-sizing from larger homes or looking for senior living arrangements as they continue to age. This project is focused more on the younger, working professionals as well as those downsizing but still in the workforce. Although some may question how long the high demand for rental housing will last, research indicates that it will be present for at least two more decades. In 2016, the Department of Housing and Urban Development released a market demand report showing a need for an additional 4,450 new rental units by 2019. At the time of the report, only 1,125 units were being planned or under construction for Oakland County (<https://www.huduser.gov/portal/publications/pdf/DetroitMI-comp-16.pdf>)

Additionally, the graph below from an Urban Institute study indicates the highest growing demand for rental housing in Oakland County through 2040.

Renter Demand Expected to Increase across the Region



Source: US Census 2000 and 2010, STF2 and SF2; Urban Institute projections based on MDOT projections of population and Urban Institute projections of age- and race-specific headship and homeownership rates.

Note: Wayne County here is the remainder of the county outside of Detroit.

Why Multi-Family Residential?

It is very difficult for local companies to employ and retain talent and to operate efficiently in areas where housing vacancies are virtually non-existent. In addition, non-single-family residential construction is not keeping pace with demand, especially for higher-quality developments. Either the amount of available land zoned for multiple-family development is limited or surrounding communities are opposed to such new construction. The employment-related housing shortage is actually a state-wide problem and is limiting the ability for communities to attract new companies. We work in communities across the state and hear the same message from economic developers: that the lack of available housing is making it difficult to attract new companies and jobs because the employees have nowhere to live. In fact, many Michigan economic developers are focusing on the creation of new housing development opportunities for this reason.

This proposed residential development will not only utilize a challenging site that has remained vacant while others around it have developed, but also add value to the neighboring uses in the Haggerty Corridor Corporate Park. Introducing a highly attractive residential development next to a substantial number of office, research and development (R&D), and light industrial uses will make those companies more attractive to future and existing employees. This approach is endorsed by Matthew S. Sosin, President of Northern Equities, the developer of the Haggerty Corridor Corporate Park (HCCP) which abuts the subject site to the north and west. He indicates in his support letter that:

“Since its inception in the 1999, the Haggerty Corridor Corporate Park has become the premier office park in the Detroit Metropolitan Area. It has consistently garnered higher rents than the surrounding area. The main reason companies are willing to pay a premium to be in our Park is the value placed on recruiting new talent. As the economy has evolved, the City and Northern Equities Group have modified the zoning to include new uses. First, the zoning was changed to add schools and the dorms associated with those schools. Then, five years ago, we brought Starbucks to the Park. At least three leases were signed where having a Starbucks within walking distance was crucial to their final decision.”

Mr. Sosin also states that:

“The next modification to zoning districts needs to be the ability to add more uses to the office and office/research districts. More specifically, we need the ability to add multifamily, for-rent apartments that are walkable to our buildings. While it is true that Millennials and Generation Z still crave home ownership, the bedrock of the City of Novi, the simple fact is that many of the new entrants to the labor force cannot afford to purchase a home Novi. However, we still need to provide ways for that cohort to stay in Novi, close to the Fortune 500 companies we all want to locate here. The best way to do that is to build multifamily apartments within and adjacent to the Park.”

The need to provide multi-family residential options is further endorsed by E. Brooke Matthews, Facilities and Fleet Services Manager for the Harmon Company, which abuts the subject site to the north. In his letter of support, he states “we feel that having apartments connected to the HCCP Park in walkable and bike-able distance to our buildings would be beneficial to our company for recruiting and retaining employees. Recruiting and retaining employees is a large component of our

human resources budget and any amenity that decreases those costs provides a community benefit for all of our stakeholders.”

It is clear from the above endorsements that the introduction of high-quality rental housing at this site is not only appropriate at this location but would also enhance the existing companies and their ability to attract new companies and employees.

Horizontal Mixed-Use Developments

Due to the limited external impacts of modern light industrial/R&D uses, we are seeing successful examples of horizontal, mixed-use developments where apartments and townhouses are located next to retail, office, flex office and research & development uses; providing residents the ability to walk or bike to work and avoid driving on already congested road networks. This is especially true where companies are bringing executives in for a year or two from countries where mass transit and walkability is the norm. One local example is in the Harrison Ave. area of Royal Oak where new and rehabilitated apartment buildings are located next to light industrial buildings. These uses tend to be closer to one another than this project proposes but the integration of residential and light industrial uses is evident. This is a relatively new zoning concept and directly relates to advances in manufacturing technology that limit external impacts of industrial uses.

PRO Rezoning Criteria

Per *Section 713, Amendments to Ordinance, Subsection 2(D)(ii)*, “The applicant shall have the burden of demonstrating that the following requirements and standards are met by the PRO Plan, Conditions, and PRO Agreement:”

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

The project not only is a natural extension of the adjacent uses to the east, but it also blends and unifies the surrounding area as a whole, which include single-family residential uses, office uses, and corporate park. In addition, the PRO Plan allows for the preservation of a wooded area to the rear of the property, as well as a proposal to fill in the gaps to complete the area sidewalk network. Employees at the Corporate Park can either use these connections to walk/bike home or incorporate it into their walk or run. A variety of building types will be built along with high-quality architecture that is different from most complexes in Novi. Given the change in grade from the front of the site to the back, a variety of roof elevations will be visible and add to the unique character of the development.

Many units will have garages and detention will be handled through the creation of attractive, well-landscaped ponds at the front of the site, along Haggerty Road. In addition to the grand entryway from Haggerty Road, the front (not the rear of the buildings) will face the road. A total of 740 parking spaces will be needed for the project with 202 in garages (attached, detached and

dedicated), 154 in apron areas and 384 open surface spaces. The 384 open surface spaces, some containing carports, will be spread throughout the project and not have the same visual impact that the large lots for flex office space will from Haggerty Road.

This proposed project breaks from traditional Euclidian zoning calling for the separation and transition of uses. High impact industrial uses that created excessive amounts of smoke, odor, noise, vibration, etc. are virtually obsolete in today's industrial uses. Instead, modern companies use high tech processes and robotics, virtually eliminating exterior impacts and the need to provide transitional separation from residential uses. A review of the neighboring developments along Haggerty Road and to the rear, along Cabot Drive, indicate a mixture of office, research and development, and high-tech manufacturing operations with little or no external impacts like noise, odor or vibration.

The City of Novi has further recognized the change in these "New Economy Uses" as a Best Practice through its participation in the MEDC Redevelopment Ready Communities (RRC) Program, potentially leading ultimately to certification as a Redevelopment Ready Community. RRC Best Practice 2 encourages the mixing of land uses to create more vibrant and sustainable districts that benefit from improvements in technology. This concept can apply not only to the service and retail-oriented Town Center area, but also to the Industrial-Research-Office district. It is therefore not necessary, or even desired, to separate these land uses and require employees to drive to work instead of walking or riding a bike.

Although the Future Land Use designation for this site is Office Research Development and Technology, the Goals of the Master Plan would certainly support creating high-quality rental housing options that also encourage walking and biking. One of the Objectives in the City's Master Plan is to "Provide a wide range of housing options. 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." The Master Plan also encourages housing in walkable proximity to *employment centers* along with shopping, entertainment, recreation, etc.

Regarding existing zoning versus use of the PRO option, without new areas designated for future multiple-family use, it is unlikely that new multiple-family can be accommodated without the PRO option. There is currently an extremely low (approximately 4%) vacancy rate for existing multiple-family units throughout the city. The resulting high-demand for units is putting pressure on the housing market, as well as developers, to identify additional areas within the city for multi-family housing that can accommodate workers currently residing outside of the city due to the housing shortage.

Furthermore, according to our analysis, all of the sites but one (Society Hill) that are zoned for multiple-family residential use have been developed. We do recognize that there may be new residential uses introduced in and around the Town Center and City West areas in the future. Currently, however, most of the land in Novi that is either existing or planned for multiple-family residential is located south of I-96 and west of M-5, away from major employment areas of the city. Lastly, there are a number of areas remaining within the city that are currently planned for future

OST as well as zoned for existing OST zoning. Several of these areas still have an ample amount of vacant land for the development of new OST uses. Our research indicates that approximately 917 acres of land in Novi are zoned OST and 502 acres remain undeveloped. Alternately, 64.52 acres of land are zoned RM-2, Multiple-family and only 10 acres are undeveloped. Similarly, 1,215.77 acres are zoned RM-1, Multiple-family and approximately 40 acres are undeveloped. Utilizing the subject property as an RM-2/PRO residential development will in no way limit the city's ability to attract new OST uses, since appropriately zoned land is available.

b. Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement on the basis of which the City Council concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land use proposed by the applicant, it would be in the public interest to grant the rezoning with PRO; provided, in determining whether approval of a proposed application would be in the public interest, the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.

As noted above, this development is unlike any other proposed in the city and surrounding areas. With such a high demand for professional housing and new multi-family, this project will meet a significant need and benefit to the community. As such, this development will be thoughtfully designed to ensure its context, interspersing housing with industry will provide positive impacts both to residents and the surrounding businesses. This will be demonstrated to the city by way of the PRO Plan and PRO agreement, ensuring the benefits to the community outweigh any perceived detriments. A summary of the Key Benefits of the project are presented in Exhibit A and weighed against the reasonably foreseeable detriments.

c. In the discretion of the City Council, it shall be determined that there is compliance with all of the General Standards for the approval of uses subject to special approval are met, as enumerated in Section 6.1.2.C.

The proposed uses are all identified as Permitted under the RM-2, Multiple Family District, with the PRO, Planned Rezoning Overlay to ensure compliance with ordinance standards and City Council approval. Should conditions change during the planning process or if there is a determination that variances may be needed for the completion of the development, the PRO Plan as well as the PRO Agreement will be revisited with the city to ensure compliance with the ordinances. In addition, no phasing of the property is proposed at this time. However, building permits will be pulled either sequentially or in sub-phases. We do not anticipate a material delay between the construction of buildings, nor do we wish to wait for future demand in order to construct the westerly-most buildings.

Conclusion

In conclusion, the City of Novi Planning Commission and City Council should approve the requested rezoning to RM-2, Multiple-Family District with a Planned Rezoning Overlay (PRO). This is the best

option in the ordinance to implement this innovative use of a challenging property, while adding value to the surrounding uses. The proposed project will save more natural features on the site than if developed only with OST uses; enhance the pedestrian pathway system in the area; provide high-quality rental housing options for companies in the Haggerty Corridor Corporate Park and nearby; create a visually appealing development not found elsewhere in the area; and create a higher quality appearance than permitted in a flex office building with associated large parking areas, while at the same time blending in with the overall character and appearance of the area through design and connectivity. Rezoning the property is just the first step in this unique development. Beztak understands that site plan approval will be needed and is ready to work cooperatively with the City to implement a successful, iconic project.

If you have any further questions, please contact us at 810-335-3800.

Sincerely,

CIB PLANNING

A handwritten signature in cursive script that reads "Carmine P. Avantini".

Carmine P. Avantini, AICP
President

Appendix A: Summary of Key Project Benefits

Below are the Key Project Benefits supporting the PRO rezoning request:

- ✓ The project helps meet the demand for professional housing for Novi companies looking to hire and relocate professionals into the area;
- ✓ Another option is provided for Novi residents looking to downsize from their single-family home yet stay in the City of Novi;
- ✓ It creates a walkable and bikeable residential community for employees of neighboring companies that wish to live close to work;
- ✓ We will complete the sidewalk connections in the Haggerty Corridor Corporate Park, as shown on Map #____, to ensure that the Master Plan goal of providing nonmotorized connectivity is met;
- ✓ High-quality building facades are provided that are unlike other developments in the City of Novi and match the character of the Haggerty Corridor Corporate Park, as opposed to the mostly traditional design elsewhere;
- ✓ It better utilizes the natural features on the site, namely significant grade changes, without using extensive retaining wall systems, while at the same time avoiding the large paved parking areas and large footprints that are indicative of a typical OST development;
- ✓ The proposed project utilizes a physically challenging site in a positive fashion that adds to the tax base of the City;
- ✓ The mixture of uses adds value to, and is supported by the developer of, the Haggerty Corridor Corporate Park, Northern Equities, as well as the Harmon Company to the north of the site;
- ✓ This project provides an appropriate transition between the technology park uses to the west and single-family residential neighborhood to the east.

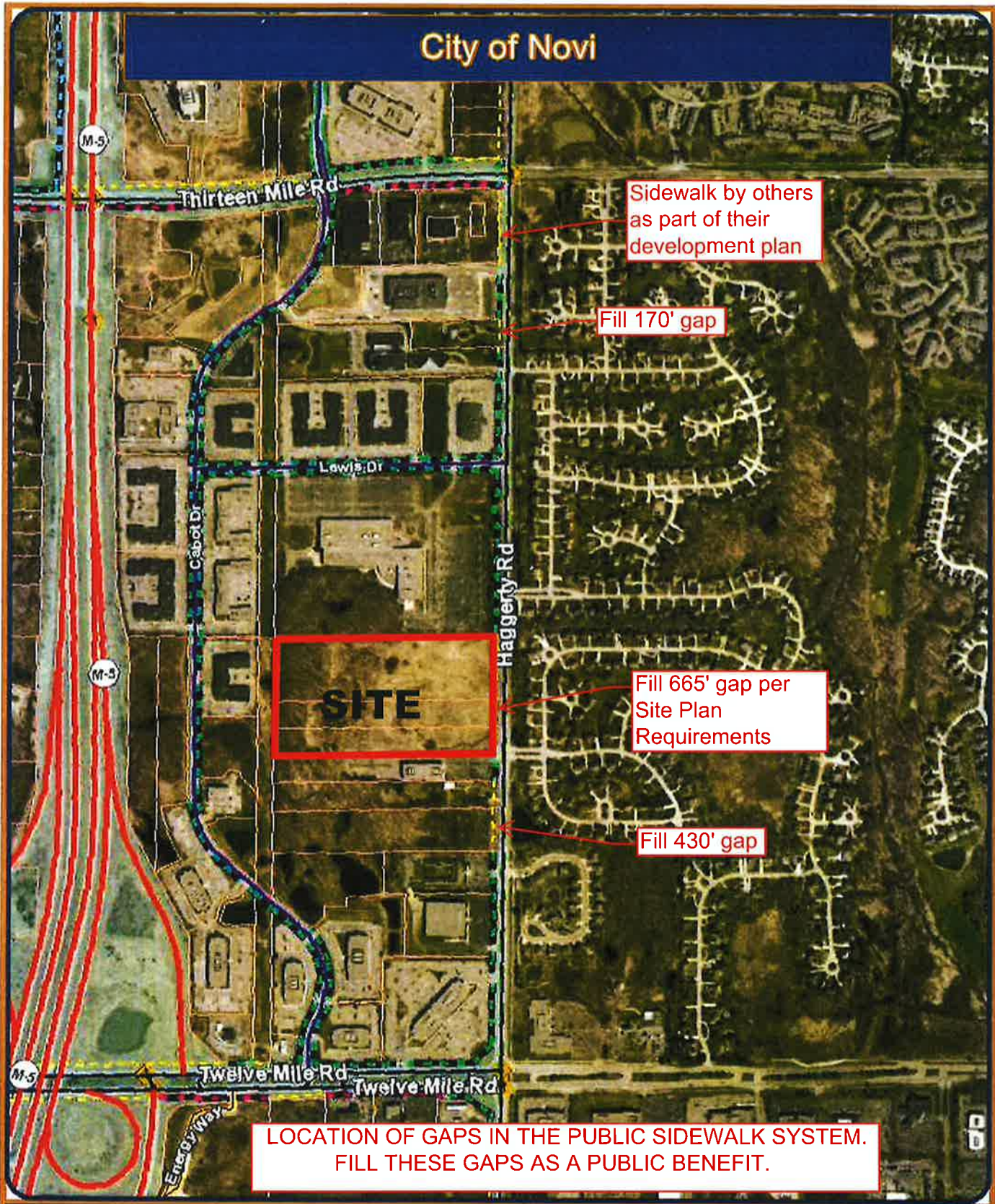
Below are the Reasonable Foreseeable Detriments associated with the PRO rezoning request:

- ✓ Tree Clearing: The plan will result in additional tree clearing beyond what was previously approved. ^{NOT!} It is important to note that Beztak and its consultants have worked with the City to further reduce the level of clearing proposed. The submitted plan actually includes a 29 ft. improvement in the tree line over what was previously presented to staff. The remainder of the woodlands not affected will be protected under a conservation easement.
- ✓ Loss of Contiguous Office / Flex Area: The proposed development will introduce a mix of uses to a previously monolithic planning area. The introduction of residential uses will add value to the existing surrounding office development as the presence of local professionally-targeted housing is

one of the greatest needs of local business owners. It will also visually improve the district by introducing fresh, modern architecture to a district that currently has limited building forms.

- ✓ Increase in Use of Local Infrastructure: The resulting development will add users to the local traffic and infrastructure network. However, we believe that a residential development will add less stress on local infrastructure networks than will an OST development. Please refer to the revised Traffic Impact Study that shows that our proposed development will have a smaller impact on local traffic patterns than would a hypothetical OST development.

City of Novi



**LOCATION OF GAPS IN THE PUBLIC SIDEWALK SYSTEM.
FILL THESE GAPS AS A PUBLIC BENEFIT.**

MAP INFORMATION NOTICE
Map prepared by department is not intended to replace or substitute for any official or private survey. This map was prepared by the City of Novi Planning and Zoning Department and does not constitute a survey. The City of Novi is not responsible for any errors or omissions in this map. The City of Novi is not responsible for any errors or omissions in this map. The City of Novi is not responsible for any errors or omissions in this map.



Map Print Date:
6/10/2019

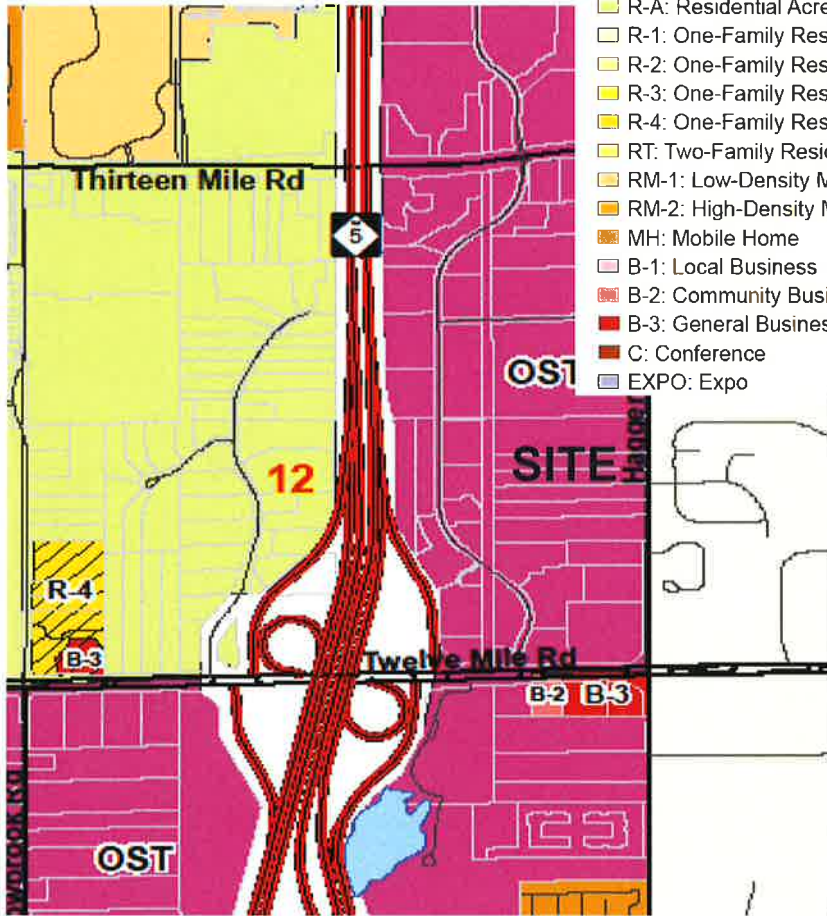


City of Novi
45175 Ton Mile Rd
Novi, MI 48375
cityofnovi.org

Exhibit C

Project Information - Novaplex Residential Development

Site & Project Information



Zoning Districts

■ R-A: Residential Acreage	■ GE: Gateway East
■ R-1: One-Family Residential	■ FS: Freeway Service
■ R-2: One-Family Residential	■ I-1: Light Industrial
■ R-3: One-Family Residential	■ I-2: General Industrial
■ R-4: One-Family Residential	■ NCC: Non-Center Commercial
■ RT: Two-Family Residential	■ OS-1: Office Service
■ RM-1: Low-Density Multiple-Family	■ OSC: Office Service Commercial
■ RM-2: High-Density Multiple-Family	■ OST: Office Service Technology
■ MH: Mobile Home	■ EXO: OST District with EXO Overlay
■ B-1: Local Business	■ RC: Regional Center
■ B-2: Community Business	■ P-1: Vehicular Parking
■ B-3: General Business	■ TC: Town Center
■ C: Conference	■ TC-1: Town Center-1
■ EXPO: Expo	

Location / Zoning Map (excerpt)

Site Information, Zoning & Land Use –

Sidwell No. 22-12-400-009, 22-12-400-010 & 22-12-400-011
 Location: West side of Haggerty Road, 1/2 mile north of 12 Mile Road
 Acres/Frontage: 22.00 acres, 21.03 ac. net, with 697.7' frontage on Haggerty Road
 Zoning / Use: Office Service Technology (OST) / Vacant
 Adjacent Uses: north is the 1 story Hanon office/industrial building
 west is the ITC corridor and then office/industrial buildings along Cabot Dr.
 south is the 3 story Medical Office building
 east is Haggerty Road and a single family residential neighborhood.

Existing Conditions

- Marketed the Novaplex site as office/R&D/light-industry through several brokers since 2000
 - A few mildly interested contacts.
 - Not enough demand for speculative construction of office/R&D/LI space
- Market Demand – Rents in the traditional office market are slowly increasing, but are still too low to support new speculative construction. Rents in the flex sector, which typically consist

of 1 story buildings, support some limited new non-speculative construction. The market for flexible office/research space is a little healthier than traditional office space.

- The market doesn't support a lot of new growth for research/office flex space.
- There is about 598 acres of undeveloped / underdeveloped OST land in the City
 - The flex office market absorbs approximately 147,000 SF of space per year
 - The maximum coverage in OST is a function of setbacks, parking and landscaping requirements. We'll conservatively estimate 35% for this exercise.
 - Even if 30% of the land is wetland, that leaves
 $((598 \text{ ac} \times 43560 \text{ sf}) \times 0.70 \text{ upland}) \times 35\% = 6,381,975 \text{ sf}$ of building or approximately 40 years of inventory, depending on your needs.
- Market studies show about 500,000 sf of office/flex space in various stages of planning, and feasible rent rates lower than the rates needed to justify new development.
- Research shows approx. 590 acres of vacant or underdeveloped OST land in the City.
- Costar reports for various types of available office/R&D/Light industrial space reveals ample inventory for a decade or more depending on your needs.
- There are few Class A apartment developments in the market area, north of I-96/I-696. With an average vacancy rate around 4%, all are nearly full. Our own Citation Club, 1/2 mile north on the corner of Haggerty and 13 mile roads, is 600 units and is 95% full.

Reasoning for Residential Development – This 22 acre site is ideal for upscale apartments

- Many current Haggerty Corridor Corporate Park tenants have younger staff
 - Lots of bikes at their existing area buildings
 - Demand for more walk/bike opportunity
- The market we have identified for this area
 - Class A apartments to serve "walkability" demands of area businesses
 - Apartments are a growing segment of the housing market, especially popular with millennials and retirees.
- New Residential density is proposed by City for the Downtown area
 - There is a clear benefit from having people live in the Downtown area
- No new residential density is proposed near the primary OST employment district
 - There is a clear benefit from having people live near employment centers
 - There is a need for apartments in this area. We have the 95%+ occupied Citation Club apartments 1/2 mile away, but the multifamily market is strong enough that we are not concerned about competing with ourselves.
- Many businesses require "everything" in one area for convenience of employees. The apartments will be a great complement to the area businesses, support high-income employment in the area and make a more productive, less disruptive use out of land with challenging topography and dimensions.
- The total apartment supply in the pipeline is only about 3 years, and there is a much higher likelihood that the apartment space is leased than flex office space, all things being equal.
- The topography of this site is not suited for large, single floor grade industrial buildings
- The topography of this site is better suited for numerous smaller buildings
- The site within a business and employment center
- The opposite side of Haggerty is residential, so this site serves as a transition area.
- Residential density is best near major thoroughfares, retail/services. (M-5, I-696/I-96, 12 Mile, Haggerty)
- Treelines/wooded area will help screen residential use on west half of site.

- According to our tenant selection requirements, the minimum household income needed to qualify at the average rent is \$52,750 (3x the monthly rent in income). Per the market study, more than 70% of the households have an income of \$50,000 or above, with a median household income of \$85,000. The concentration of households with a \$50,000+ income has grown from 66% in 2010 to 72% in 2016 and is expected to reach 74% by 2021. More housing options for this growing population will be needed.

Design Considerations –

There are some design considerations that affect the general site layout

- Small building components, varied roofline, and facade articulation to reduce massing.
- Preserve a large portion of the existing wooded area as a wildlife corridor.
- Provide walk connections to improve “walkability” in the area.
- Residential buildings shall fit the context of the area office/light industrial buildings

Site Improvements

The proposed development will have:

- 10 Residential buildings, 3 to 4 stories, with 332 apartment units
- 166 attached and 48 detached garages, 126 carports, and driveway aprons and surface parking
- A clubhouse for the residents, with fitness room & pool, social space, & outdoor recreation
- Amenities and accessory uses (drives and parking, utilities, landscaping, pathways, etc.)
- A pathway connection through the ITC corridor to access the businesses on Cabot Drive.

Buildings will be conventional wood frame construction on the upper floors. Masonry, cementitious and stone veneers, siding and complimentary materials for various architectural details and features will cover the building. The building shall have high-quality interior and exterior finishes.

Phasing - No phasing is proposed, however, building construction will be staggered so that 2 or 3 buildings start, then the next 2 or 3 start after the first buildings are under way, and so on.

Residential Unit Types – The 332 residential units shall consist of:

128 (39%) 1 bedroom units, 720sf - 960sf with a base monthly rent starting near \$1350.

170 (51%) 2 bedroom units, 1000sf – 1200sf with a base monthly rent starting near \$1625.

34 (10%) 3 bedroom units, 1470sf – 1670sf with a base monthly rent starting near \$1850.

Units will be unfurnished, with carpeted bedrooms and with resilient flooring in the living room, dining area, hallway, bathrooms and kitchen. All units will have color-coordinated high-end appliances (stove, refrigerator w/ ice maker, garbage disposal, dishwasher, and full-sized washer and dryer). All will have individually controlled heat and air conditioning.

Residential Target Market - We anticipate our apartments residents will primarily be:

- Professionals, Couples and some young Families;
- Corporate executives of nearby companies & Corporate transfers new to the area
- Highly-skilled employees of nearby OST businesses.

Our residents want to live in a secure setting with covered parking and want to be close to work, but don't want to buy a home yet. Many residents want the opportunity to walk or bike to work.

Operations & Ownership

The site will be developed by an entity related to the Beztak Companies. This would include mass grading, storm water detention basins and storm sewers, the sanitary sewer and water mains, the buildings, private driveways and landscaping. The Site will be owned, operated, and maintained by an entity related to the Beztak Companies.

COMMUNITY IMPACT STATEMENT

Community Impacts and Project Benefits for the proposed Novaplex Residential Development

Prepared January 29, 2020 by the Beztak Companies
with the assistance of their Development Consultants for the
Novi Planning Commission and City Council

Index of Information

1. Community Impact Topics
 - Employment / Housing
 - Environmental Features, Impacts and Mitigation
 - Utility Impacts
 - Public Safety
 - Social Impacts
2. Summary of Project Benefits
3. Conclusion

1. Community Impact Topics

Providing housing in the OST District will benefit employees, businesses and the City

(Text in blue are excerpts copied from the cited source)

Many companies are looking at more than just financial and logistical concerns when considering where to expand or relocate their offices. An article titled “6 Things Leaders Should Consider When Relocating Their Firm’s Offices”, published January 19, 2017 By Lauren Dixon, Associate Editor *for* Talent Economy notes that “... Many companies in recent years have opted to relocate their headquarters back into the city, as more workers express interest in urban living. In 2014, Nielsen’s data shows that U.S. city growth outpaced other areas for the first time since the 1920s” and goes on to state “Increasingly, labor and considerations around talent are really what’s driving real estate decisions these days for all types of different operations,” said Mark Seeley, senior vice president of the labor analytics team at CBRE Group Inc., a commercial real estate company based in Los Angeles. Companies are being much more thoughtful than in the past about locations and how that can enable their ability to acquire talent. “Market conditions are forcing companies to be much more strategic,” Seeley said. “They can’t just assume that if they’re a large company with a great brand, they can just plop a building anywhere and they’re going to be able to get the applicant pools that they need.”

Of the 6 considerations for leaders when relocating, 2 speak directly to idea that companies can benefit when they consider conveniences for their employees.

4. Examine trends around the employee lifecycle. “...There’s an entire lifecycle of workforce that people need to be thinking about as they’re being strategic about where they locate”.

Although younger generations tend to move to major cities, they might migrate to the suburbs if they chose to start families later on. Seeley advised leaders to think more holistically about all generations in the talent pool.

5. Convenience is a differentiator. Employees in some competitive sectors have the ability to be picky when choosing employers, Seeley said. And for some, their choice isn’t only about the amount on their paycheck; it’s more about the company’s environment and location. Amenities available in and around the office building — cafes, gyms, etc. — are part of this consideration.

In an article titled “Facebook’s Employee Community Solves Relocation Housing Issues” posted by Mike Armstrong on Oct 9, 2013, Mr. Armstrong notes “One of the trickiest parts of moving to a new city for work is finding a home. It’s hard enough moving to an area that you’re familiar with...”. “A large number of transferees and new employees end up searching for housing options in places they’ve never even been, and a blind relocation is stressful and often results in housing that leaves something to be desired. Facebook recently announced a plan that could alleviate the issue altogether. Facebook is planning a housing community ...which will be strictly used by their employees. This is a definite perk in many ways for Facebook’s employees. The idea is to free up employee time and add convenience to their lives, which usually translates to more productivity.”

There are many more articles and studies that reach the same conclusion: The benefits of housing very near work are many. A 25 minute one-way commute (average per SEMCOG) = 208 hrs/person/ year.

- The time saved could go towards more important things like family, hobbies or sleep.
- Living close to work makes an active commute (biking/walking) possible most days.
- Employees can go home during their lunch break to take care of chores, let the dog out, or visit their young kids.

Fewer long-distance commuters means fewer miles driven

- Less wear-and-tear on roadways
- Less gasoline used
- Less pollution

Shorter commutes result in less stress and more worker productivity

Many companies recognize the impacts of commutes on employees and productivity, and they have programs or stipends to encourage living near work. Facebook and Harley Davidson are a couple of the better-known ones. Compuware, Marketing Associates and Strategic Staffing Solutions are local companies that offer incentives for employees to live near their offices in Downtown Detroit. Even without employer participation, employees recognize the benefits of living near work. When we broke ground on our apartment project Five Points of Auburn Hills, one of our first calls was from a professor working across the street at Oakland University.

By allowing certain service-related uses in the OST district, Novi has already taken a significant step towards attracting new companies and retaining current ones, recognizing that employee convenience is of growing importance to businesses. Allowing for well-designed multi-family housing within appropriate areas of the OST District will help further promote Novi's reputation as a business-friendly community that cares for residents and employees, and allows for growth in an environmentally responsible manner.

Employment - Construction

OST – Calculating the number of construction jobs needed to complete a OST project like this is difficult because so many factors can impact the number of workers employed. It is our best estimate that developing the site plus approximately 4 padsites and buildings over the course of about 3 - 5 years (if market demand increases substantially) will generate maybe 250 to 300 hundred construction jobs.

Apartments – It is also difficult to calculating the number of construction jobs needed to complete a Residential project like this, but it is safe to say that 1) the entire project will be completed is a shorter timeframe, and 2) there is much more work that goes into apartment construction (more walls, more doors, more bathrooms/plumbing, more cabinets, etc.). It is our best estimate that developing 10 apartment buildings and a clubhouse over the course of about 2 years will generate a maybe 350 – 450 construction jobs.

Employment – Daytime Operational

OST – In our experience, the research/office buildings could be home for between 4 and 15 companies, with 100 to 150 permanent employees.

Apartments - Once completed, the apartments will employ approximately 10 permanent operations and maintenance staff, plus weekly work for a grounds/landscape maintenance company and monthly apartment refurbishing work (cleaning, paint and carpet) once the tenant turnover cycle begins.

Permanent Population

Apartments - From an infrastructure design standpoint, the estimated apartment population would be 3.2 persons per unit x 272 units x 0.6 apartment (residential equivalency unit) = 522 residents. In our experience, the apartments will be home for anywhere from 400 to 480 residents.

OST – With the exception of a potential multi-shift business or security guards, we do not anticipate a significant nighttime population

Opportunity Cost

Increase in Residential Use -

We anticipate 272 residential units will be developed on this 22 acre site (21.03 ac. net). People spend where they live. Providing opportunities for business growth/jobs is good, but without nearby housing opportunities, employees leave the area with their salaries. People tend to spend where they live. More housing in Novi helps keep the income in the city.

Decrease in OST Use -

This site is 22 acres (21.03 ac. net). There is about 900 acres of OST land, with about 590 acres of vacant / underdeveloped OST parcels in addition to this site. It could take several decades to fully develop the remaining vacant / underdeveloped OST land. The proposed change to a multi-family use represents less than 4% of the remaining developable acreage.

It is better to approve a zoning change that allows development of a complimentary Use on this single piece of OST land, and also supports the existing and future OST property in the area. Why lose tax dollars from a developed property plus the benefits of new Novi Residents and their wages, to hold to the “potential” of this single piece of land for years or decades.

Environmental Features, Impacts and Mitigation

Topography - The site slopes upward 35' along the n'ly property line, from an elevation of 907 at the Haggerty Road r.o.w. to 942 at the northwest property corner; and it slopes upward 24' along the s'ly property line, from an elevation of 914 at the Haggerty Road r.o.w. to 938 at near the southwest property corner. The slope of the property makes it difficult to develop large-footprint buildings. Smaller building footprints allow for more grading flexibility, but small building footprints don't work well for demisable research office buildings. By using apartment buildings with smaller footprints, there is much more opportunity for grading flexibility, resulting in less total earthwork.

Woodlands - The property is a historically disturbed, but vacant site. There is a regulated woodland along the west property line, with the remainder of the site an open field. Some of the woodland has small pockets of wetland with the remainder being an upland mix of trees. Overall, the woodlot is in fair to good condition. Adjacent properties also contain regulated woodlands contiguous with the woodland on the Novaplex property. The proposed is contained within the cleared area of the site, east of the easterly edge of the woodland. The limit of disturbance will be approximately 20 feet from the edge of proposed buildings and approximately 15 feet from paved surfaces. This disturbance is necessary for the physical construction of the proposed improvements. While it is unlikely, it is possible that disruption may encroach on the easterly edge of tree roots in places. As the site design is further refined, efforts will be made to reduce the encroachments. If a regulated tree is damaged, it will be

replaced per the City's tree replacement ordinance. Tree mitigation for this development will occur onsite. The mitigation trees, if any, will not count towards other landscaping requirements according to Section 2509.

Habitat – A Wildlife Corridor will be designated onsite and protected for the benefit of the community. Wildlife Corridors (definition adopted from State of Florida) “are tracts of land or habitat that are linked and allow wildlife to travel from one location to another to find food, shelter, a mate, ...”. Based upon this definition, Novaplex will provide a wildlife corridor across its wooded westerly end for wildlife movement, sheltering and food gathering. This corridor will continue to serve as habitat and provide the link to the woodlands north and south of the property. It must be noted that although this woodland serves as a wildlife corridor for the micro/local community, a larger macro view shows that M-5, Twelve Mile and Thirteen Mile Roads, Cabot Drive, Lewis Drive, Geneva Drive plus numerous existing developments impede on connecting this isolated piece of property from a larger framework.

Wetlands - Based upon PEA's wetland delineation and site observations on April 11 and May 11, 2017, wetlands exist on the subject property. A total of 5 wetlands were flagged on the site. About half the wetlands are forested with the remaining wetlands occurring in the open field/emergent. The wetlands are very typical for urban areas. They exhibit poor to fair quality and provide minimal plant diversity. Common plants include silver maple, reed canary grass, cattail, redbird dogwood and black willow. These 5 small pockets of wetland do not provide any significant amount of storm water storage. They do not provide any notable wildlife habitat and do not recharge any aquifers. One of them exists because a neighboring development discharges their concentrated storm water runoff onto this site, and the road ditch that ultimately accepts the runoff is very poorly drained. These small pockets of wetland are not essential to the preservation of the natural resources of the city. These 5 small pockets of wetland are regulated because they are within 500' of an inland lake, pond, river, or stream, as defined by in the Wetlands Protection Act. The small wetlands in the woodlot/wildlife corridor will be preserved, and one wetland in the cleared area on the west side of the site will be expanded and enhanced as mitigation for some small wetland pockets disturbed by this development.

Utility Impacts

Water Main - Based on previous surveys and conversations with the City Engineering Department, there is Public Water Main available to this site, located within the Haggerty Road right-of-way at the southeast corner of the site and in the adjacent Magna property to the north. The public water system is designed considering the development of this area, and it has sufficient capacity for the proposed uses with no impact to the surrounding developments. (see the attached site plan for utility demand calculations)

Sanitary Sewer – Based on previous surveys and conversations with the City Engineering Department, there is Public Sanitary Sewer available to this site, located within the Haggerty Road right-of-way. The public sanitary system is designed considering the development of this area, and it has sufficient capacity for the proposed uses with no impact to the surrounding developments. The Design Engineer has provided information and calculations to the City Engineering Department show sufficient capacity in the sewer system for full development of the contributing area. (see the attached site plan for utility demand calculations)

Storm Water Management - The storm water management system for this site will conform to City requirements to detain a 100-year storm event onsite. Storm water management will be provided by constructing vegetated swales where possible, plus sedimentation and detention ponds which discharge into the Haggerty Road right-of-way ditch at the northeast corner of the site. The adjacent medical building development to the south currently outlets its storm runoff onto this site. Novaplex will include this offsite runoff in its storm water management system design and maintain the flow as pass-through drainage.

Public Safety

Novi's population is around 59,395 per the Census Update page on the City's website. The proposed 272 apartments will likely add up to 522 residents to the population. That is a 0.87% increase.

Fire / EMS Responses (yearly) – This development will add about 522 residents to the population of Novi. These new residents will add a small amount to the number of Fire/EMS calls. In 2016, the Fire Department received 4426 service and medical emergency calls. For this development we would calculate an additional 34 calls per year, or an average of less than 1 service/EMS call per week. Because we expect the adult average age in this new development will skew younger than the adult average age in the City, we anticipate even fewer calls than calculated.

Police Responses (yearly) – This development will add approximately 522 residents to the population of Novi. These new residents will add an equally small amount to the number of Police calls. In 2016, the Police Department responded to 2146 calls for criminal activity. Our 272 apartment units would result in about 18 additional calls per year, or 1.5 calls per month average. Given the type of residents likely to live here, we would anticipate fewer calls than that. For reference, our research showed that Farmington Hills Police responded to 54 calls from our nearby Citation Club Apartments (600 units at the northeast corner of Haggerty and 13 Mile Roads), which likely has a similar demographic. $54 \text{ calls} / 600 \text{ units} = 0.09 \text{ calls/unit/year}$, which translate to about 24 police calls per year for a 272 unit complex, or 2 calls per month.

Social Impacts

Lights –

- Lighting levels will meet or be less than allowed by ordinance
- Building lighting is architecturally integrated with the building style, material, and color.
- Building- and pole-mounted lighting will be shielded and directed downward.
- Light poles and fixtures for the apartment will be residential in scale

Noise -

- The adjacent properties are businesses with less sensitivity to noise.
- Apartments are occupied primarily from evening through early morning, and businesses from morning to early evening, so the uses generally won't disturb each other.
- Apartments generally generate less loud noises than office/research, and each use generates the majority of their noise during different hours.

Safety -

- Apartment Staff will be onsite during normal office hours 7 days a week

- A staff member will be on-call for emergencies during off-hours
- Residents must pass a rigorous review including criminal and civil background checks
- Our residents expect a safe environment and don't generally tolerate troublemakers.

Traffic –

- Site is near the intersection of Haggerty and 12 Mile Road, with quick access to M-5, I-275 and I-96/I-696.
- This is one of the best locations in the City to handle and disperse the traffic
- Office/Industrial developments generally have larger volumes of traffic
- Providing a residential Use in the area spreads traffic out, reducing the peak-time traffic.
- See attached Traffic Impact Study for traffic counts and recommended improvements.

Schools -

- The general estimate is 0.15 to 0.18 children/unit in Apartments
- Our residents could include approx. 40-49 school-aged children for 272 units.
- Because of our target resident demographics, our properties usually have about 25% fewer children than the general estimate.
- New children are beneficial as school districts will experience shrinking enrollment and competition from private and charter schools.
- The Novi School's Transportation Office confirmed there is existing service to residences on Haggerty Road, just south of 12 Mile Road. They would not disclose the capacity of that bus route, nor speculate on future capacity or future service needs..

Many Impacts from this development are positive, and the other impacts are minimal and reasonably mitigated.

2. Summary of Project Benefits

- Puts workers potentially closer to employment
 - Opportunity for corporate housing
 - Pedestrians = reduction in local traffic
 - Shorter drive to work may spread out peak traffic
- Provides residential density where its impacts are best mitigated
 - Near major roadway/freeway intersections to help disperse traffic.
 - Near employment to help minimize traffic
 - Impacts on roadways are lessened
 - Impacts from exhaust are lessened
- Provides potential students for local schools
- Provides high-quality residents for the City
- Minimal impacts on infrastructure
- Different hours of use/occupation
 - People at work when not at home
 - Offices provide some security when apartments empty
 - Apartments provide some security when offices empty.
 - Different times for peak infrastructure use so less concerns about capacity.
 - Water / Sanitary, Traffic, Electric

- Providing opportunities for business growth/jobs is good, but without nearby housing opportunities, employees leave the area with their salaries. More housing helps keep the income in the city.
- Many corporations seek out and relocate or expand into areas convenient for employees. They look for “everything in one area” for convenience of employees. These apartments will be a great complement to the area businesses, support high-income employment in the area and make a more productive, less disruptive use out of land.
 - Nearby shopping & services makes daily errands easier
 - Nearby housing reduces travel time
- Filling in a 430’ safety path gap south of the site and another 166’ gap north of the site, as well as constructing the safety path on the Novaplex site greatly improves walkability along Haggerty Road. Along with a small gap being completed by the development at the corner of 13 Mile Road, it completes the looped pathway system along Haggerty from 12 Mile to 13 Mile, and back south through the corporate park.
- Provides pedestrians/cyclists a pocket park seating area along the Haggerty Road safety path, about halfway between 12 Mile Road & 13 Mile Road
- Preserves a wildlife corridor between existing woodlots on adjacent sites
- Allows for existing businesses to thrive and expand, for new businesses to relocate to the area, and allow for some employees to relocate closer to work
- This project conforms to the Goals of the Master Plan

3. Conclusion

This proposed Rezoning allows for development of an otherwise very difficult parcel to develop; Does not prevent future significant development of OST businesses on numerous other sites; Supports and enhances viability of existing and vacant OST parcels; Satisfies the Market Demand for multi-family residences in the area; Brings new residents and their income to the City; Supports schools and local businesses; Improves and Promotes walkability in the area; Reduced potential impacts on infrastructure; Protects a portion of existing woodlot for a wildlife corridor; and Meets the Goals of the Master Plan.

This proposed Rezoning with a PRO will greatly enhance the area to the benefit of neighbors, the local community and the City as a whole.

PLANNING REVIEW



PLAN REVIEW CENTER REPORT

Planning Review

May 8, 2020

JZ19-37 NOVAPLEX

Zoning Map Amendment No. 18.733

PETITIONER

BC Novaplex LLC

REVIEW TYPE

PRO Concept Plan: 3rd revision

Rezoning Request from OST Office Service Technology to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay

PROPERTY CHARACTERISTICS

Section	12	
Site Location	East side of Haggerty Road, north of Twelve Mile Road	
Site School District	Novi Community School District	
Current Site Zoning	OST, Office Service Technology	
Proposed Site Zoning	RM-2, High-Density Multiple Family	
Adjoining Zoning	North	OST, Office Service Technology
	East	Farmington Hills
	West	OST, Office Service Technology
	South	OST, Office Service Technology
Current Site Use	Vacant	
Adjoining Uses	North	Office
	East	Single family residential development
	West	Office
	South	Medical Office
Site Size	Gross: 22 Acres; Net: 21.04 Acres	
Parcel ID's	50-22-12-400-009, -010, and -011	
Plan Date	April 20, 2020	

PROJECT SUMMARY

The subject property is located on the west side of Haggerty Road, north of Twelve Mile Road in Section 12 of the City of Novi. The property totals about 22 acres and contains a significant amount of high-quality regulated woodlands along the western boundary. The applicant is proposing to develop a 272-unit multiple-family residential development. The development consists of two attached townhouse-style buildings and eight apartment-style buildings. All units range from three to four stories tall. The development contains a private street network with two entrances off Haggerty Road. The applicant is requesting to rezone the site from Office Service Technology (OST) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay.

PROJECT REVIEW HISTORY

A Preliminary Site Plan, also referred to as Novaplex, was initially approved for this property on August 16, 2000 for development of office buildings. It was identified by the project number SP 99-32B. Final site plan approval was granted in March 22, 2002. The City held an environmental pre-

construction meeting on February 23, 2005, just before the site plan approval expired. In the spring of 2005, over half of the regulated woodlands were removed in the western/central part of the site. No office buildings were ever constructed. At this time, all the previous approvals/extensions for both the previous PRO and the site plan have expired and are no longer valid. The applicant is no longer proposing office development but is requesting to rezone to allow multiple family uses. Staff has been actively working with the applicant since 2018. Please refer to table below for more details.

Date	Type of meeting	Notes
January 10, 2018	Pre-application meeting	mixed use development with office and multiple-family residential
June 10, 2019	Pre-application meeting	Pre-application meeting. They indicated that their market study did not support office uses for that location.
September 11, 2019	Master Planning and Zoning Committee	The Committee has provided many comments for the applicant to consider and requested they come back with a revised plan.
December 11, 2019	Master Planning and Zoning Committee	The applicant revised the plan to address some of the concerns raised at the last meeting which are listed later in this review. Committee suggested that the applicant should work with staff with regards to other design issues prior to Planning Commission meeting.
March 25, 2020	Planning Commission Public Hearing	The PC postponed making a recommendation in order to allow the applicant to address issues raised in the staff and consultant review letters.

PRO OPTION

The PRO option creates a “floating district” with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from OST to RM-2) and the applicant enters into a PRO agreement with the City, whereby the applicant submits a conceptual plan for development of the site. The City Council reviews the Concept Plan, and if the plan may be acceptable, it directs for preparation of an agreement between the City and the applicant, which also requires City Council approval. Following final approval of the PRO concept plan and PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires and the agreement becomes void.

RECOMMENDATION

Approval of the ***PRO Concept plan is recommended for conditional approval*** for the reasons stated below and rest of the letter. **The applicant should consider providing responses to items listed below prior to May 14, 2020 so that staff can present it to the Planning Commission.**

1. The number of deviations identified has been reduced from 21 in the last review to 15 remaining. **The applicant should either revise or provide additional information for the remaining deviations that are not currently supported. Particular attention should be paid to the three traffic deviations that will require additional traffic calming strategies in order to be supported, and the wetland mitigation deviation.**
2. The applicant should provide additional information to evaluate and quantify the current proposed public benefits. The applicant should also reconsider the public benefits being offered to meet the objective of the PRO ordinance. Typically, any detrimental impact from

a change of use to something that is not foreseen in the Master Plan for land use is outweighed by benefits occurring from the proposed development.

3. The applicant should provide all the missing information regarding existing wetland boundaries, proposed impacts and required mitigation.

In their reconsideration of the project, the Planning Commission is encouraged to address in particular the following:

1. **Whether the proposed PRO Benefits provided by the applicant are sufficient to meet the intent of the PRO Ordinance (see discussion on page 15);**
2. The applicant has indicated they would fulfill a portion of their wetland mitigation requirements through the purchase of credits in a Wetland Mitigation Bank. **This would be a significant deviation from the Wetland and Watercourse Protection Ordinance. Staff does not support this deviation, and urges the applicant to consider other options including reducing the impacts to on-site wetlands, or providing mitigation within the City of Novi. See the Wetland Review letter, pages 7-8.**

MASTER PLANNING AND ZONING COMMITTEE COMMENT SUMMARY

The original concept plan was presented to the Master Planning and Zoning committee on September 11, 2019. The Committee provided many comments for the applicant to consider. Following are major concerns, staff comments are in **bold** that list the changes that were presented to the MPZ on December 11, 2019. Comments in **bold and underline** refer to changes made with the current submittal.

1. Reduce the density because if the density of the development comes down, then the scale of the issues will also come down. **The total number of units is reduced from 332 to 272. The percentage of one bedroom units is reduced from 39% to 36%. The total number of rooms is reduced from 902 to 734.**
2. Reduce the significant impact to wetlands and woodlands on site. **Entire layout appears to be outside the regulated woodland boundary to the west and north. Impacts to the high quality woodlands are significantly reduced.**
3. Consider reducing the long list of deviations that were requested. **Few of the deviations are reduced. A complete review will be performed when a complete submittal is made.**
4. Demonstrate connectivity with surrounding residential service uses such as schools, daycare, grocery store and shopping etc. Information is not provided. **The applicant provided information prior to the previous Planning Commission meeting.**
5. Address the limited amount of sanitary sewer capacity. **Information is provided.**

The plan also made these changes with this submittal that addresses two of staff's comments.

1. A secondary access to Infinity Medical development to the South is provided.
2. Building cross-section is revised to eliminate the basement style design

The Committee asked the staff to check with Novi schools transportation department whether they would service the site if any kids from this development registered. Novi schools transportation director confirmed that the subject property falls within their jurisdiction. If any kids register at the school, they will be included in their bus routes.

REVIEW COMMENTS

This project was reviewed for conformance with the Zoning Ordinance with respect to Article 3 (Zoning Districts), Article 4 (Use Standards), Article 5 (Site Standards), Section 7.13 (Amendments to Ordinance) and any other applicable provisions of the Zoning Ordinance. Items in **bold** below must be addressed and incorporated as part of the next submittal:

1. Supporting Documentation: The applicant has provided the following studies as part of their application packets:

- a. **Community Impact Statement**: The statement concludes that the proposed Rezoning allows for development of an otherwise very difficult parcel to develop. **Staff does not agree with this statement. The parcel has been cleared for development as part of previous plan approvals. The site does not pose any significant challenges for development.** The applicant notes some market challenges that may restrict office development at this time; however, that is not typically a consideration in the development of a property as master-planned.

The statement also noted that this development would provide a 150 feet wide wildlife corridor across its westerly end for wildlife movement, sheltering and food gathering. This is an existing wildlife corridor that will be reduced by the proposed development.

- b. **Traffic Impact Study**: The City's review of the submitted study notes that the change of use does not create significant impacts despite the flip in peak hour peak direction traffic. Both a right turn deceleration taper and some form of a left turn treatment are warranted along Haggerty Road to address proposed impacts for the site plan. These are shown in the proposed plan.

- c. **Sign Location Plan**: Text was changed from 'OST to RM-2' to 'OST to RM-2 with a PRO'. Location and other text are acceptable.

- d. **Soil boring report**: This dates back to 1999. Refer to Engineering review for more details.

- e. **Wetland boundary determination**: The Plan now includes all of the Wetland 'A' area as determined by MDEQ's Wetland Identification Review (letter dated July 5, 2018). **However, previously requested information on wetland buffer impacts and required mitigation has not been provided. Refer to Wetland review for more details.**

- f. **Market Study**: The applicant studied the supply and demand for the multi-family residential development in Novi. It includes information about average rents and vacancy rates. It notes that the demand for multiple-family especially in close proximity to office areas is high. It also studied the demand for office-flex space and noted that office development is not economically feasible. It states that the current average vacancy rate for rental apartment units is at 4 percent.

- g. **Sanitary sewer capacity calculations**: Engineering review noted that PEA has demonstrated the existing sanitary main is projected to have sufficient capacity to handle the added flow from Novaplex, as proposed in this concept.

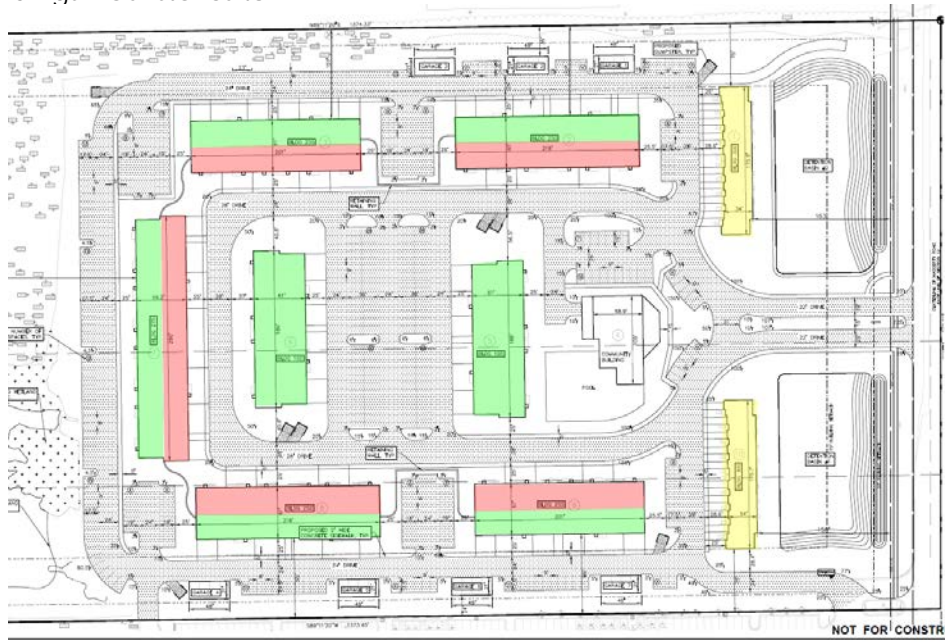
- Existing conditions = ~ 22% of sewer capacity used
- Proposed conditions = ~ 72% of sewer capacity used

Thus, approximately fifty percent of the sewer's capacity is proposed to be used by Novaplex.

- h. **Planning Narrative by CIB planning**: The narrative summarizes findings that support the proposed change of use from Office to Multiple Family Residential using various studies. The narrative also provides a letter of supports from the developer of the neighboring office development, Haggerty Corridor Corporate Park. The narrative includes three exhibits. More comments are provided later in this review.

- i. Exhibit A- List of Project Benefits
- ii. Exhibit B-List of Requested Deviations (**missing from 3rd revision submittal**)
- iii. Exhibit C- Project Information

2. Deviations: The current revision has further reduced the number or the extent of the deviations compared to the previous submittal. The PRO ordinance states that “each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas.” **The applicant should word their justifications in their response letter to incorporate the language of the Ordinance as quoted above. Please refer to the list of deviations on page 11 for more detail.**
3. Secondary access for Infinity Medical: The current development to the south, Infinity Medical, constructed a driveway stub to the property line. At the time of site plan approval, review for the office development for Novaplex was ongoing simultaneously. The site plans for Infinity Medical and Novaplex were approved with a condition that Infinity Medical will provide a secondary connection through Novaplex site. Although early versions of the plan did not show a connection, the current Novaplex plan proposes to extend that connection as previously planned.
4. Height of the Buildings: The plan proposes a mix of different heights listed below:
 - a. Yellow buildings: These are attached town style buildings which are three stories tall.
 - b. Green buildings: Three stories tall.
 - c. Red buildings: Four stories tall.



For RM-2 development, densities and room count differ based on number of stories for the development. **As the majority of the units are in buildings that are three stories, staff determined that all requirements for RM-1 development for 'less than four stories' would apply. However, based on the recent changes to the layout and the building design, staff is supporting the deviation for room count. Please refer to the list of deviations on page 11 for more detail.**

5. Major and Minor Drives: Section 5.10, relating to major and minor driveways in a multiple family residential development would apply to the proposed development. The revised plan currently does not meet a majority of requirements for this section. Please refer to Traffic review letter for more details and comments requested to provide a reasonable justification for this deviation. Traffic suggested some traffic calming measures and reconsider dumpster locations as a start.

6. Plan Review Chart: **The attached chart provides additional comments on many of the Ordinance review standards. Please refer to it in detail.**

7. Other Reviews:

ENGINEERING: Engineering previously **recommended approval** of the concept plan. Engineering review noted that PEA has demonstrated the existing sanitary main is projected to have sufficient capacity to handle the added flow from Novaplex, as proposed in this concept.

LANDSCAPE: This project is **recommended** for approval for PRO Concept Plan.

TRAFFIC: Traffic is currently **not recommending** approval due to the number of deviations that would be required based on the submitted concept. In particular, additional traffic calming measures are needed to support the requested deviations from design standards for the streets. Refer to Traffic review for more detail.

WOODLANDS: Woodland review previously **recommended approval**. The majority of the site has previously been cleared of trees. Trees previously removed in 2005 require 181 woodland replacements. Seven (7) regulated trees are proposed for removal on the current Plan, requiring thirteen (13) Woodland Replacement Credits. These trees to be removed are located along the northern section of the site near the northern property boundary. The Plan appears to indicate that sixteen (16) Woodland Replacement Credits will be planted on-site and the remainder (178) shall be paid into the City of Novi Tree Fund.

WETLANDS: The current revised plan indicates 0.84 acre of permanent impact to the wetlands on the site. The applicant should address the following with the next submittal:

i. As noted in the Wetland review letter, the Plan still does not indicate wetland impact volumes or impacts to 25-foot wetland buffer areas.

ii. Based on our calculations, the proposed impacts shown on the plan would require approximately 1.26 acre of wetland mitigation. **The current plan accounts for 0.67-acre of wetland mitigation to be constructed on-site, with the remaining 0.59-acre of mitigation to be provided by purchasing credits in an off-site wetland mitigation bank.**

Please note the City's Wetland Ordinance notes the following:

Mitigation shall be provided onsite where practical and beneficial to the wetland resources. If onsite mitigation is not practical and beneficial, mitigation in the immediate vicinity, within the same watershed, may be considered. Mitigation at other locations within the city will only be considered when the above options are impractical.

As off-site wetland mitigation bank credits are not an option listed in the Wetland Ordinance, this would be a significant deviation. The applicant is urged to consider alternative mitigation strategies within the immediate vicinity or elsewhere within the City.

iii. It should be noted that neither the City nor EGLE supports the removal of trees/woodlands in order to construct proposed wetland mitigation areas. As Wetland F is both City and EGLE regulated, we recommend that the proposed wetland mitigation area(s) remain outside of the designated Woodland Boundary and that no trees be removed to construct the wetland mitigation area(s).

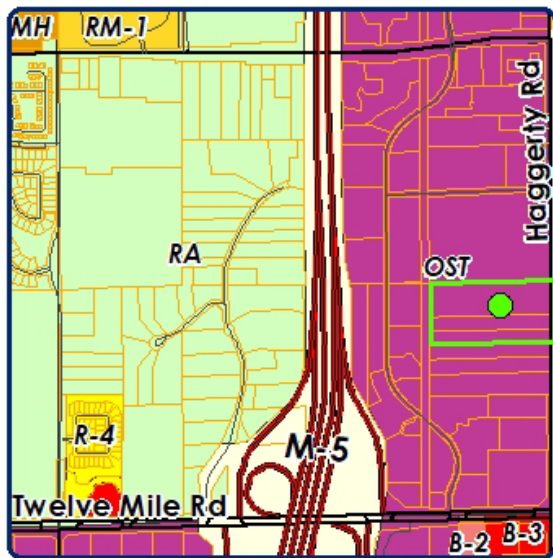
FAÇADE: All building/garage elevations conform to the requirements. Elevations for carports are required to comply with the requirements. Additional information is required prior to Planning Commission meeting.

FIRE: Fire recommends approval with conditions to be addressed in subsequent submittals.

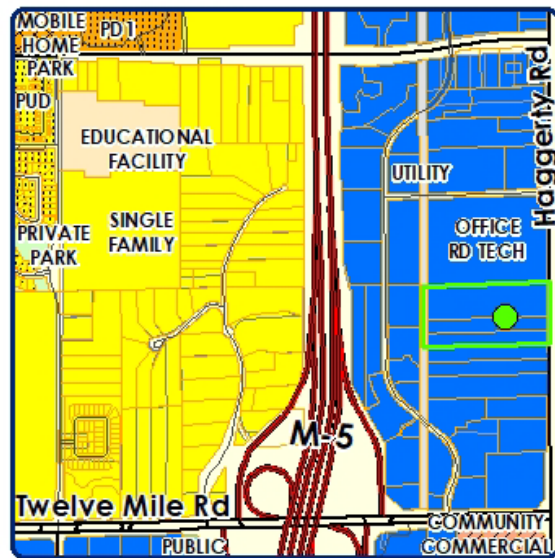
LAND USE AND ZONING: FOR SUBJECT PROPERTY AND ADJACENT PROPERTIES

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

Existing Zoning



Future Land Use



Compatibility with Surrounding Land Use

The subject property is located along eastern boundary of the City of Novi, west of Haggerty Road. The City of Farmington Hills is to the east. It is surrounded by existing office development to all sides in Novi with single family residential across Haggerty Road to the east in Farmington Hills. Within Novi, the proposed use is not compatible with the surrounding uses. All surrounding properties are developed and have established office uses. The likelihood of redevelopment is almost none. The proposed use is not consistent with the surrounding existing uses based on current Zoning requirements.

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	OST: Office Service Technology	Vacant	Office Research Service and Technology (Uses consistent with OST)
Northern Parcels	OST: Office Service Technology	Office	
Eastern Parcels (across Haggerty Road)	Farmington Hills	Single Family Residential	NA
Western Parcels	OST: Office Service Technology	Office	Office Research Service and Technology (Uses consistent with OST)
Southern Parcels	OST: Office Service Technology	Medical Office	

The applicant has initially considered a mixed use (office-residential) development for this property. The Planning narrative, prepared by CIB Planning, states that rental rates for flex office space, are not high enough to support a speculative development.

The Planning narrative notes that the current residential development is a “professional targeted” development which is intended to be walkable, bikeable, and accessible residential community to primarily serve area companies in Haggerty Corridor Park and their employees. They note that the proximity to the office development is crucial for their development. The applicant states that there

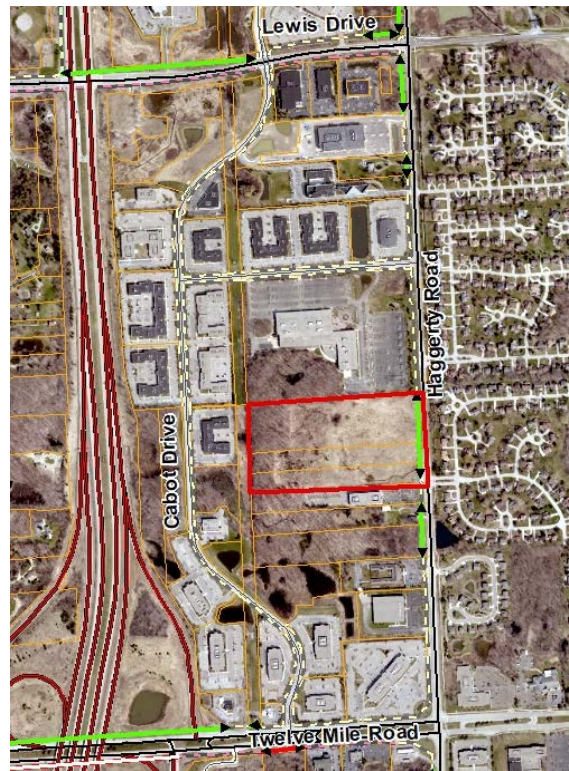
is a shortage of land zoned for multiple family developments in Novi and an overage of land zoned for office use.

It should be noted that multiple-family development is not limited to RM-1 and RM-2 zoning. It is also allowed in other districts such as Town Center and Gateway East. Projects like Manchester (172 units) and Huntley Manor (225 units), Emerson Park (125 units) and Woodbridge Park (40 units) are under construction and we have couple other projects such as Flint Street (253 units) under review. A rezoning for Sakura Novi (118 units) was recently approved.

The planning narrative expands further on the necessity for multiple-family rental development based on current market demand. **The compatibility of the proposed rezoning with the zoning and uses on the adjacent properties should be considered by the Planning Commission in making the recommendation to City Council on the rezoning request.**

Comparison of Zoning Districts

The following table provides a comparison of the current (OST) and proposed (RM-2) zoning classifications. It is not a direct comparison between the two uses, given that the two uses are clearly distinct from each other. It is a change of use from Office to residential. The setbacks, buffering an



	OST (EXISTING)	RM-2 (PROPOSED)
Principal Permitted Uses	See attached copy of Section 3.1.23.B	See attached copy of Section 3.1.8.B Outdoor Storage yards*
Special Land Uses	See attached copy of Section 3.1.23.C	See attached copy of Section 3.1.8.C
Lot Size	Except where otherwise provided in this Ordinance, the minimum lot area and width, and the maximum percent of lot coverage shall be determined on the basis of off-street parking, loading, greenbelt screening, yard setback or usable open space requirements as set forth in this Ordinance.	See Section 3.8.1
Lot Coverage		45%
Building Height	46 ft. or 3 stories, whichever is less	65 ft or 5 stories, whichever is less
Building Setbacks	Front: 50 feet Rear: 50 feet Side: 50 feet Exterior side yard setbacks same as front yard	Front: 75 feet Rear: 75 feet Side: 75 feet Exterior side yard setbacks same as front yard
Parking Setbacks See 3.6.2. for additional conditions	Front: 20 feet Rear: 20 feet Side: 20 feet Exterior side yard setbacks same as front yard	Subject to 3.8 RM-1 and RM-2 Required Conditions

DEVELOPMENT POTENTIAL

The land is currently vacant. Development under current OST zoning could result in significant amount of space. For example, a Preliminary site plan was initially approved for this subject property on August 16, 2000 for development of Office buildings. At that time, the site plan proposed two 68,500 square feet, three-story, multiple tenant buildings along with parking and other improvements. In 2018, the applicant proposed a mixed-use development consisting of seven residential buildings with 242 units and two single story office buildings totaling 70,000 square feet (which was not pursued by the applicant following staff's initial review).

The current concept plan proposes a development of 272 units with 12 DUA for a high-density multifamily development which is below the maximum density allowed for three bedroom units under RM-2 zoning. The master plan designation expects the subject property to be developed as office space for research and technology.

As is evident, the existing, proposed and anticipated uses are much different from each other. The Master Plan for Land Use does not anticipate residential uses of this property, so no density guidelines are provided on the plan. The applicant has included an exhibit 'Comparison of alternate development' which should be updated based on the revised layout.

The applicant submitted a narrative from CIB planning that assesses and supports the applicant's request for change of use. Staff notes that the market assessment indicates that an increasing share of the City's residents and larger market want a different housing pattern. The applicant has provided a market study to support their findings.

2016 MASTER PLAN FOR LAND USE: GOALS AND OBJECTIVES

The proposed use is currently not recommended by the 2016 Master Plan for Land Use. The following objectives as listed in the Master Plan are applicable for the proposed development. However, at this time the plan follows only a few. **Please refer to staff comments in bold and revisions recommended in bold and underline.**

1. General Goal: Quality and Variety of Housing

- a. Provide residential developments that support healthy lifestyles. Ensure the provision of neighborhood open space within residential developments. **The development proposes internal sidewalk system, a clubhouse and a pool. Completion of nearby gaps in the existing sidewalk system are also proposed.**
- b. Safe housing and neighborhoods. Enhance the City of Novi's identity as an attractive community in which to live by maintaining structurally safe and attractive housing choices and safe neighborhoods.
- c. Maintain existing housing stock and related infrastructure.
- d. Provide a wide range of housing options. 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. **The applicant is proposing a rental development with a mix of apartment style units and attached townhouse style units.**

2. General Goal: Community Identity

- a. Maintain quality architecture and design throughout the City. **The applicant indicates that the percentage of brick material on the buildings will be increased to a minimum of 40%. Please refer to the facade review letter for opportunities to maintain quality architecture.**

3. General Goal: Environmental Stewardship

- a. Protect and maintain the City's woodlands, wetlands, water features, and open space. The concept plan proposes additional removal of regulated woodlands. Please refer to the wetlands and woodlands review letter for opportunities to further protect these natural features.
 - b. Increase recreational opportunities in the City. The Concept plan proposes recreational opportunities for the residents. They propose to fill two off-site gaps totaling 600 feet as a benefit to the public. This completes the sidewalk loop between Lewis Drive, Cabot Drive Twelve Mile Road and Haggerty Road.
 - c. Encourage energy-efficient and environmentally sustainable development through raising awareness and standards that support best practices. The applicant should consider energy-efficient design for building materials and constructions, such as LEED recommended. There is no indication at this time.
4. **General Goal: Infrastructure**
- a. Provide and maintain adequate water and sewer service for the City's needs. Engineering review indicates the utility infrastructure is adequate to maintain service.
 - b. Provide and maintain adequate transportation facilities for the City's needs. Address vehicular and non-motorized transportation facilities. Please refer to comment for item b under General Goal 3. Applicant has proposed required improvements along Haggerty Road, i.e. left turn lane.
5. **General Goal: Economic Development / Community Identity**
- a. Ensure compatibility between residential and non-residential developments. The applicant indicates this development provides a necessary transition between single family residential to the east of Haggerty Road (City of Farmington Hills), and the office development surrounding on the other sides of the property.

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

The Planned Rezoning Overlay process involves a PRO concept plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Section 7.13.2). Within the process, which is initiated by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval which must be reflected in the Concept Plan and or the PRO agreement.

The PRO conditions must be in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district. *Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan, and/or in the PRO Conditions imposed, and/or in other conditions and provisions set forth in the PRO Agreement.*

The applicant is seeking to rezone to RM-2. However, the height of the buildings makes it subject to RM-1 standards. The applicant can consider the proposed height and design standard as conditions of the agreement.

The benefits to the public of the rezoning are not apparent from the applicant's submission. The applicant has provided a revised list of PRO Conditions that they are seeking to include with the PRO agreement in the current submittal, which are discussed below start on page 15.

ORDINANCE DEVIATIONS

Section 7.13.2.D.i.c(2) permits deviations from the strict interpretation of the Zoning Ordinance within a PRO agreement. These deviations must be accompanied by a finding by City Council that *"each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted,*

prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas." Such deviations must be considered by City Council, who will make a finding of whether to include those deviations in a proposed PRO agreement. A proposed PRO agreement would be considered by City Council only after tentative approval of the proposed concept plan and rezoning.

The Concept Plan submitted with an application for a rezoning with a PRO is not required to contain the same level of detail as a preliminary site plan. Staff has reviewed the applicant's Concept Plan in as much detail as possible to determine what deviations from the Zoning Ordinance are currently shown. The applicant may choose to revise the concept plan to better comply with the standards of the Zoning Ordinance, or may proceed with the plan as submitted with the understanding that those deviations would have to be approved by City Council in a proposed PRO agreement. **The applicant provided a request for certain deviations. However, it is not comprehensive. The applicant should refer to all review letters and identify what deviations they would seek and what they would revise the plan to conform.**

The following are deviations from the Zoning Ordinance and other applicable ordinances shown on the concept plan.

STAFF SUPPORTED (A total of 11)

1. Planning deviation from section 3.8.2.C for exceeding the maximum allowable length of buildings (180 feet, maximum allowed, a range of 185 feet to 295 feet proposed). **This is supported as the buildings meet the qualifying criteria for City Council's approval for this deviation per section 3.8.2.C.**
2. Planning deviation from section 3.8.2.D for not meeting the minimum orientation for all buildings along an outer perimeter property line (45 degrees required, 0 degrees proposed); **All buildings are abutting non-residential districts and orientation is compatible to the existing office development.**
3. Planning deviation from section 5.2.12.A & B for a 30% reduction in the minimum requirements for parking. A minimum of 619 spaces required, 433 proposed. **The current plan proposes a total of 433 spread across the site, including attached/detached garages and surface parking. An additional 120 parking spaces are indicated in the garage aprons. The following comments are provided in this regard:**
 - a. The applicant indicates that the lease agreements will reserve those spaces exclusively for the renter of garage, and that violators will be towed.
 - b. Traffic review noted that approximately 9 spaces along the curve on the southwest corner of the site should be removed. This would reduce the proposed parking.
 - c. **The applicant has provided a parking study of existing parking demand calculations from similar development in similar cities, which show other developments have found a lesser number of parking spaces to be sufficient.**
 - d. **The required parking calculation includes 68 spaces for the clubhouse/pool as a "private club." As this amenity is internal to the development for the residents, it is anticipated most residents would walk from their unit to the pool/clubhouse and not require separate parking spaces.**
4. Planning Deviation from section 5.16. for not meeting the minimum width requirements for the access path to bike parking (six feet required, 5 feet proposed); **This is supported as the plan maintains a consistent five foot width for all internal sidewalks and because it is a residential development.**

5. Landscape deviation from Sec. 5.5.3.B.ii and iii for lack of berms between the site and the properties on the north, south and west. **This is supported as the existing woodlands and proposed landscaping provides sufficient screening.**
6. Landscape deviation from 5.5.3.F.ii 5.5.3.B.ii and iii for lack of required street trees along Haggerty road. **This is supported due to conflict with the existing overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible.**
7. Landscape deviation from 5.5.3.F.ii to allow the usage of sub-canopy trees for up to 25% of the required multifamily unit trees. **This is supported by staff due to the mix of trees proposed.**
8. A Section 9 facade waiver for not meeting the minimum requirements for a canopy is required for the proposed carports. **The applicant has provided example carport details showing brick material on the end walls of the carport. This design has been used elsewhere in the city and is recommended for approval by the City's façade consultant.**
9. Planning deviation from section 4.19.1.J for exceeding the maximum number of accessory buildings for properties more than 21, 780 square feet. **A maximum two can be proposed; six garages and 20 carports are proposed. The applicant has provided a detail of the carport for which a Section 9 waiver can be supported.**
10. Planning deviation from section 3.8.1.A.ii.b for exceeding the maximum percentage of one bedroom units. A maximum of 20% is allowed in the RM-1 district, while 36% is proposed. **The applicant notes that it fits the target renters who would be young professionals. A market study is provided.**
11. Planning deviation from section 3.8.1.B for exceeding the maximum allowable number of rooms for this development. A maximum of 458 rooms is allowed, 734 rooms are proposed. **Staff provides the following comments:**
 In the RM-2 district, total number of rooms dictates the maximum density that can be attained for a specific site. The current ordinance provides clear guidelines if the development contains only one type of bedroom units. This development proposes a mix of 1, 2 and 3 bedroom units. In RM-2 with unit less than four stories, maximum allowable rooms is calculated by taking the area of the parcel in square feet, divided by a factor of 2,000. For the subject parcel, the maximum number of rooms allowed for this property is 458 rooms (21.04 acres = 916, 502 sq. ft. / 2,000). In this case, the DUA does not define the development as much as the total number of rooms does. The table below lists the Ordinance maximum and proposed.

	Maximum Allowable for RM-1	Proposed
Dwelling Units Per Acre (DUA)	8 *	13
Total Number of Units	165 *	272 (63% more)
Total Number of Rooms	458	734 (60 % more)
% of 1 Bedroom Units	20	36 (80% more)

* This number is calculated based on the site acreage of 21.04 acres; the percentage of unit mix the applicant is proposing (36% 1 BR units, 56% 2 BR units and 8% 3 BR units). Please note that the total number of units may differ from 165 (and the corresponding density), if the percentage mix is revised.

RM-2 would allow a maximum of 1309 rooms for this site size. It would also allow up to 5 story buildings. The applicant is proposing a less intense development for RM-2 zoning, proposing only 45% of total number of rooms that would have been allowed for a RM-2 development. Due to the reduction of impacts to the regulated woodlands and changes to building design, staff is willing to support this deviation because:

- The development will be developed with the density and heights as shown on the PRO plan. They will be conditions of approval.

- There is a good mix of three vs four stories. From the internal courtyards, it appears to be a four story development.
- As the proposed building section clearly differentiates the four stories and three stories sections.
- Building department recommendation that the buildings with mixed height are considered four story for permit review purposes.
- This is also contingent on applicant providing a high-quality façades. The proposed elevations meet the requirements of the façade ordinance. Per our façade consultant, the buildings are well designed with interesting overall composition and high attention to detail.

SUPPORTED BY STAFF WITH CONDITIONS (A total of 4)

1. Planning Deviation from section 5.16. for lack of covered bike parking areas (25% of bike parking - 14 spaces - should be covered when number required exceeds 20. Zero spaces are proposed to be covered); **The applicant indicates some bicycle parking can be placed in covered locations – but does not provide the number of spaces. Section 5.16.5.E permits modification of this requirement with written justification. The applicant shall indicate how many bicycle parking spaces will be covered and/or provide a written justification for a deviation from the requirement.**
2. Traffic deviation from section 5.10 for not meeting the minimum width requirements for a major road. A minimum of 28 feet required, 24 feet proposed. **This can be supported if appropriate traffic calming techniques along the major drive loops are proposed to encourage slower speeds. However the traffic calming measures proposed in this submittal are not sufficient. See traffic review letter for further details and suggested measures to consider.**
3. Traffic deviation from section 5.10 for allowing angled and perpendicular parking on a major drive; **On-street perpendicular parking is proposed on all major drives. This can be supported if appropriate traffic calming techniques along the major drive loops are proposed to encourage slower speeds. However the traffic calming measures proposed in this submittal are not sufficient. See traffic review letter for further details and suggested measures to consider.**
4. Traffic deviation from section 5.10 for not meeting the minimum requirements for major drive centerline radius. **A minimum centerline radius of 100 feet is required for Major Drives. Provide the radii proposed. This can be supported if appropriate traffic calming techniques along the major drive loops are proposed to encourage slower speeds. See comments above.**

SUBJECT TO THE COUNCIL DETERMINATION/PLANNING COMMISSION RECOMMENDATION

1. The applicant has indicated they would fulfill a portion of their wetland mitigation requirements through the purchase of credits in a Wetland Mitigation Bank. **This would be a significant deviation from the Wetland and Watercourse Protection Ordinance. Staff does not support this deviation, and urges the applicant to consider other options including reducing the impacts to on-site wetlands, or providing mitigation within the City of Novi.**

All deviations from the ordinance requirements shall be identified and included in PRO Agreement. Any deviations identified during later reviews, after Concept Plan approval, will restart the PRO process.

The applicant shall also update narrative addressing *“ each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas.”*

Several deviations have been removed since the last review:

1. Planning deviation from section 5.16. for exceeding the maximum distance from the bike parking to a building entrance (120 ft. maximum required, varied distance greater than 120 ft. are proposed). **This has been determined to not be needed. All bike parking is within 120 feet of a building entrance.**
2. Planning Deviation from section 3.1.8.D. for not meeting the minimum requirement for usable open space area. A minimum of 54,400 square feet is required. **The applicant has provided the calculations to verify they meet the open space requirement and included a sheet in the plan set. The applicant indicates this deviation is no longer required.**
3. Planning deviation from section 3.8.2.E for exceeding the maximum percentage of off-street parking, maneuvering lanes, service drives or loading areas within the side and rear yards. A maximum of 30% allowed, 41 % proposed. **The revised calculations provided show that the area is less than 30%.**
4. Landscape deviation from 5.5.3.F.ii for deficiency in perimeter canopy trees along west sides of parking lots A and E. This is not supported. **The applicant has made changes to be able to meet the requirements.**
5. Traffic deviation from figure IX.3 of the City's Code of Ordinances for not meeting the design standards for the entrance boulevard island. **The applicant has made the necessary changes to comply with the ordinance.**

APPLICANT'S BURDEN UNDER PRO ORDINANCE

The Planned Rezoning Overlay ordinance (PRO) requires the applicant to demonstrate that certain requirements and standards are met. The applicant should be prepared to discuss these items, especially in number 1 below, where the ordinance suggests that the enhancement under the PRO request would be unlikely to be achieved or would not be assured without utilizing the Planned Rezoning Overlay. Section 7.13.2.D.ii states the following:

1. *(Sec. 7.13.2.D.ii.a) Approval of the application shall accomplish, among other things, and as determined in the discretion of the City Council, the integration of the proposed land development project with the characteristics of the project area, and result in an enhancement of the project area as compared to the existing zoning, and such enhancement would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay.*
2. *(Sec. 7.13.2.D.ii.b) Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement on the basis of which the City Council concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land use proposed by the applicant, it would be in the public interest to grant the Rezoning with Planned Rezoning Overlay; provided, in determining whether approval of a proposed application would be in the public interest, the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.*

PUBLIC INTEREST/ BENEFITS TO PUBLIC UNDER PRO ORDINANCE

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and the benefits to public of the proposed PRO rezoning would clearly outweigh the detriments. **The applicant previously provided the Planning Narrative which sought to identify the project benefits and the detriments. The list included nine items. Of them, eight appear to describe the prominent characteristics of the development, such as providing rental opportunities and adding to the tax base, etc. While these can be perceived as positive subsequent features of the development, they do not provide any measurable benefits to the public, and are not the sorts of things that the ordinance contemplates when it talks about benefits to the public.**

The applicant now proposes the following benefits **(with staff comments in bold)**:

1. *"We will complete the sidewalk connections in the Haggerty Corridor Corporate Park, as shown on the map exhibit, to ensure that the Master Plan goal of providing non-motorized connectivity is met;"* **The Concept plan proposes to fill two off-site gaps totaling 600 feet as a benefit to the public. This completes the sidewalk loop between Lewis Drive, Cabot Drive Twelve Mile Road and Haggerty Road. The applicant indicated that they would be responsible for survey, design, permitting and construction. Right-of-way acquisition is also required for these locations. They also indicate these sidewalks will be completed "prior to requesting occupancy for any of the proposed buildings, provided the property owners at each connection point are willing to provide the required easements."**
2. *"We are proposing pocket park with shaded seating at approximately the halfway point between 12 Mile and 13 Mile Roads."* **The pocket park is represented on the site plan on the north side of the main entrance drive along Haggerty Road. The open space plan includes this area, with a size of 1,371 square feet, so it appears to be double-counted as both an open space amenity and a public benefit. Details are unclear, but it appears to include a quarter-circle sidewalk and a bench with landscaping (3 sub-canopy trees).**
3. *"We will increase the use of brick/stone/cast stone on all buildings to no less than 40% as defined by the ordinance."* **The applicant has not updated the building elevations to show this change, and still proposes to use Fiber Cement siding. The 10% increase in brick is a minor public benefit.**
4. *"We will seek LEED Certification for all buildings."* **Leadership in Energy and Environmental Design (LEED) is the most well-known green building certification system in the United States and possibly world-wide. There are four levels of certification buildings can achieve, with certified being the lowest level and Platinum being the highest. A project earns points based on its ability to reduce the environmental impacts through building design, material selections, energy and resource savings, and other factors. LEED certification is not a requirement of the City of Novi and would be an enhancement of the project. However, details such as what level of LEED Certification will be pursued for the buildings should be provided, and it is unclear how this benefit would be enforced. The applicant could provide any documentation received from the USGBC they receive as they complete the steps in the process, including the final certification report. However, if they fail to achieve the certification it would be difficult to enforce the PRO condition short of denying occupancy permits.**

The applicant has considered a sidewalk connection from the west side of the property to the Cabot Drive sidewalk through the ITC corridor in order to connect the proposed residential development to the adjacent office development. **The applicant has indicated this is not feasible.**

Again, this is a PRO in which the applicant seeks both a rezoning and a significant list of ordinance deviations. The benefits to the City beyond the sort of "tax base" increase/property utilization that any viable development would result in are not clear at this point—particularly given the extensive environmental impacts of such a high-density project.

NEXT STEP: PLANNING COMMISSION MEETING

As several reviews are still not recommending approval, the current submittal is not ready for Planning Commission's reconsideration. However, based on the applicant's request, the revised plan is scheduled to return for their review on May 20. Traffic and Wetland reviews are currently not recommending approval. Please provide the following no later than May 14, 2020 for reconsideration:

1. Plans in PDF format as submitted without any changes made.
2. A response letter addressing all the comments from ALL the reviews.
3. Refer to recommendation on page 2 for additional information requested prior to May 14, 2020.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.347.0484 or lbell@cityofnovi.org.



Lindsay Bell, AICP – Senior Planner



PLANNING REVIEW CHART: RM-2

Review Date: May 8, 2020
Review Type: PRO Concept Plan: 3rd Revision
Project Name: **JSP 19-24 NOVAPLEX 2019**
Plan Date: April 20, 2020
Prepared by: Lindsay Bell, Senior Planner
E-mail: lbell@cityofnovi.org; **Phone:** (248) 345-1325

Bold To be addressed before Planning Commission public hearing for PRO Concept
Underline To be addressed with Preliminary Site Plan submittal
Bold and Underline Possible deviations to be included as part of PRO agreement
Italics Notes to be noted

Item	Required Code	Proposed	Meets Code	Comments
Zoning and Use Requirements				
Master Plan <i>(adopted July 26, 2017)</i>	Office research development and technology	10 residential buildings with 272 units and a clubhouse	No	<ul style="list-style-type: none"> - The proposed rezoning is not supported by the Master Plan. The plan received Master Planning and Rezoning Committee input. - Planning Commission recommendation & City Council approval PRO Concept Plan - City Council approval PRO agreement - Site Plan or Plat normal approval process
Area Study	The site does not fall under any special category	NA	NA	
Zoning <i>(Effective January 8, 2015)</i>	OST Office Service and Technology	RM-2 High-density Multiple Family	No	
Uses Permitted (Sec 3.1.21.B & C)	Office and Service Uses Sec. 3.1.21.B. - Principal Uses Permitted. Sec. 3.1.21.C. - Special Land Uses Permitted.	Sec. 3.1.8. Multi-Family Residential	No	The proposed rezoning category would allow Multi-family uses.
Phasing		Phasing is not proposed Building construction is proposed to be staggered.	NA	<p>The proposed phasing does not indicate a clear timeline. It is an open ended schedule that is directed by the market demand. The residents may have to deal with the construction for an uncertain time period. Please provide further clarification on Phasing with re: timeline, landscaping, parking etc.</p> <p>The applicant should consider phasing the units and parking</p>

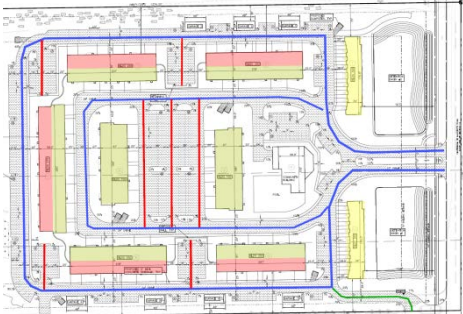
Item	Required Code	Proposed	Meets Code	Comments
				improvements to the west to avoid woodland removals unless needed.
Planned Rezoning Overlay Document Requirements (SDM link: Site development Manual)				
Written Statement <i>(Site Development Manual)</i> The statement should describe the following	Potential development under the proposed zoning and current zoning	Provided with the last submittal	Yes	Refer to Planning review letter for related comments
	Identified benefit(s) of the development	Provided with the last submittal	Yes	Refer to Planning review letter for related comments
	Conditions proposed for inclusion in the PRO Agreement (i.e., Zoning Ordinance deviations, limitation on total units, etc)	Draft list of condition has been provided with this submittal	Yes	Staff will work with the applicant to refine the conditions as the project progresses.
Sign Location Plan <i>(Page 23,SDM)</i>	Installed within 15 days prior to public hearing Located along all road frontages	Submitted with the last submittal	Yes	
Traffic Impact Study <i>(Site development manual)</i>	A Traffic Impact Study as required by the City of Novi Site Plan and Development Manual.	Provided with the last submittal	Yes	Refer to Traffic review letter for related comments
Community Impact Statement <i>(Sec. 2.2)</i>	<ul style="list-style-type: none"> - Over 30 acres for permitted non-residential projects - Over 10 acres in size for a special land use - All residential projects with more than 150 units - A mixed-use development, staff shall determine 	All residential projects with more than 150 units. A Community Impact statement is provided	Yes	Refer to Planning review letter for related comments
Market Study	The applicant submitted a Market study to provide a market demand analysis for the proposed project.	Submitted with the last submittal The analysis reviewed multiple family use vs flex office space. The analysis is drawn from existing market conditions and future market absorption potential	Yes?	The current zoning allows for office space. The report summarizes that there is more demand for housing than office space at this location, due to projected growth at Haggerty Corridor Park and other areas zoned for office. Refer to Planning review letter for related comments
Height, bulk, density and area limitations (Sec 3.1.8.D)				

Item	Required Code	Proposed	Meets Code	Comments	
Frontage on a Public Street. (Sec. 5.12)	Frontage on a Public Street is required	The site has frontage and access to Haggerty Road	Yes		
Minimum Zoning Lot Size for each Unit: in Acres (Sec 3.8.1)	RM-1 and RM-2 Required Conditions		Yes		
Minimum Zoning Lot Size for each Unit: Width in Feet (Sec 3.8.1)			Yes		
Usable Open Space Area (Sec 3.1.8.D) Article 2: Definitions	200 sf of Minimum usable open space per dwelling unit For a total of 272 dwelling units, <u>required Open Space:54,400 SF</u> <u>Refer to definitions for Usable Open Space and Open Space</u>	The revised concept plan shows open space calculations on sheet C-2.2 Usable open space proposed = 57,276 sf	Yes?	The areas indicated appear to meet the ordinance definition of Usable Open Space. However no details are given regarding how the areas will be designed for the private recreational use of residents of the building.	
Maximum % of Lot Area Covered (By All Buildings)	45%	11.93 %	Yes		
Building Height (Sec. 3.20)	65 ft. or 5 stories whichever is less	3 stories and 4 stories	Yes	Refer to Planning Review letter for interpretation and comments	
Minimum Floor Area per Unit (Sec. 3.1.8.D)	Efficiency	400 sq. ft.	Not proposed	NA	List the proposed minimum unit floor area on layout plan under Site Data
	1 bedroom	500 sq. ft.	720 sq ft	Yes	
	2 bedroom	750 sq. ft.	1000 – 1200 sq. ft.	Yes	
	3 bedroom	900 sq. ft.	1470 to 1841 sq. ft.	Yes	
	4 bedroom	1,000 sq. ft.	Not Proposed	NA	
Maximum Dwelling Unit Density/Net Site Area (Sec. 3.1.8.D) <i>Per Sec. 3.8.2.B, all buildings less than four stories should comply with RM-1 regulations for limits on percent of 1 bedroom units and number of rooms.</i>	Efficiency	Max 10%	Not proposed	No	Densities and room count differ based on number of stories for the development. Even though 1 BR units are under the maximum density, they exceed the maximum percentage of units.
	1 bedroom	31.1 Max 20 % for buildings less than 4 stories	Proposed 98 1 bed room units 36 % 1 Bedroom Units 4.66 DUA		
	2 bedroom	20.7	150 2-br units proposed 7.13 DUA		
	3+ bedroom	15.8	22 3-br units proposed 1.14 DUA		
Residential Building Setbacks (Sec 3.1.8.D)					
Front @ Haggerty Road	75 ft. (Sec. 3.6.B)	All building setback 75 feet from all sides	Yes		

Item	Required Code	Proposed	Meets Code	Comments
Rear West	75 ft.			
Side North	75 ft.			
Side South	75 ft.			
Parking Setback (Sec 3.1.8.D) (Sec 3.1.12.D) Refer to applicable notes in Sec 3.6.2				
Front (3.6.2.B)	75 ft.	A minimum of 20 ft. on all sides.	Yes	
Rear (3.6.2.B)	20 ft.		Yes	
Side (3.6.2.B)	20 ft.		Yes	
Note To District Standards (Sec 3.6.2)				
Exterior Side Yard Abutting a Street (Sec 3.6.2.C)	All exterior side yards abutting a street shall be provided with a setback equal to front yard.	No exterior side yards	NA	
Off-Street Parking in Front Yard (Sec 3.6.2.E)	Off-street parking is allowed in front yard	Parking is not proposed in the front yard	NA	
Distance between buildings (Sec 3.6.2.H)	It is governed by sec. 3.8.2 or by the minimum setback requirements, whichever is greater	RM-2 code has additional requirements for distance between buildings.	No	See Comments later in the review
Wetland/Watercourse Setback (Sec 3.6.2.M)	A setback of 25ft from wetlands and from high watermark course shall be maintained	Wetlands exist on south and west side of the site. minimal impacts are proposed		The Plan does not include all of the Wetland A area as determined by MDEQ's Wetland Identification Review (letter dated July 5, 2018). Refer to wetland review letter for more detail
Parking setback screening (Sec 3.6.2.P)	Required parking setback area shall be landscaped per sec 5.5.3.	Screening is provided, but parking lot perimeter trees are deficient	No	Refer to landscape review for more comments
Modification of parking setback requirements (Sec 3.6.2.Q)	The Planning Commission may modify parking setback requirements based on its determination according to Sec 3.6.2.Q	None required	NA	
RM-1 and RM-2 Required Conditions (Sec 3.8)& (Sec 3.10)				
Total number of rooms (Sec. 3.8.1.B)	For RM-2 building less than four stories, RM-1 regulations apply; Total No. of rooms < Net site area in SF/2000 For RM-2 buildings, four or more: Total No. of rooms < Net site area in SF/700	After reviewing the definitions for story and basement, staff made a determination that the proposed 3-4 story buildings fall under the RM-1 requirements. Total number of rooms proposed:734	No	Densities, room count and maximum number of Units differ based on number of stories for the development This is considered a deviation.

Item	Required Code	Proposed	Meets Code	Comments	
	<p>Total number of rooms allowed for 3 story development: 458</p> <p><i>FYI_Total number of rooms allowed for 4-story development: 1309</i></p>				
Public Utilities (Sec. 3.8.1)	All public utilities should be available	All public utilities are available	Yes	Refer to Engineering review and the memo for more details	
<p>Maximum Number of Units (Sec. 3.8.1.A.ii)</p> <p><i>Applicable for RM-1 building and RM-2 buildings less than four stories</i></p>	Efficiency < 5 percent of the units	Not Proposed	NA	<p><u>This is considered a deviation for exceeding the maximum allowable percentage of one bedroom units under RM-1 requirements</u></p>	
	1 bedroom units < 20 percent of the units	36.3%	No		
	Balance should be at least 2 bedroom units	Proposed	Yes		
<p>Room Count per Dwelling Unit Size (Sec. 3.8.1.C)</p> <p><i>*An extra room such as den count towards an extra room</i></p>	Dwelling Unit Size	Room Count *	Yes	Floorplans are provided. The plans indicate a large area for both living/dining.	
	Efficiency	1			Not proposed
	1 bedroom	2			2
	2 bedroom	3			3
	3 or more bedrooms	4			4
<p><i>For the purpose of determining lot area requirements and density in a multiple-family district, a room is a living room, dining room or bedroom, equal to at least eighty (80) square feet in area. A room shall not include the area in kitchen, sanitary facilities, utility provisions, corridors, hallways, and storage. Plans presented showing one (1), two (2), or three (3) bedroom units and including a "den," "library," or other extra room shall count such extra room as a bedroom for the purpose of computing density.</i></p>					
Setback along natural shore line (Sec. 3.8.2.A)	A minimum of 150 feet along natural shore line is required.	No natural shore line exists within the property	NA		
Structure frontage (Sec. 3.8.2.B)	Each structure in the dwelling group shall front either on a dedicated public street or approved private drive built per City standards.	Proposed Private Drive	Yes	Proposed drive does not currently meet the requirements for private drive for multiple family developments per section 5.10. Subject to City Council approval	
Maximum length of the buildings (Sec. 3.8.2.C)	A single building or a group of attached buildings cannot exceed 180 ft.	Most of the buildings exceed 180 ft.	No	<p><u>This is considered a deviation</u></p> <p>Buildings exceed 180 feet, but meet the qualifying criteria for City Council's approval for</p>	
Modification of maximum length (Sec. 3.8.2.C)	Planning Commission may modify the extra length up to 360 ft. if		No		

Item	Required Code	Proposed	Meets Code	Comments
	Common areas with a minimum capacity of 50 persons for recreation or social purposes	Not applicable		this deviation
	Additional setback of 1 ft. for every 3 ft. in excess of 180 ft. from all property lines abutting a residential district or major thoroughfare	Does not abut residential district 163 feet setback from Haggerty Road		
Building Orientation (Sec. 3.8.2.D)	Where any multiple dwelling structure and/ or accessory structure is located <u>along an outer perimeter property line adjacent to another residential or nonresidential district</u> , said structure shall be oriented at a minimum angle of forty-five (45) degrees to said property line.	Buildings and Accessory structures (Carport and Garages) orientation do not meet the minimum requirement for all buildings	No	This is considered a deviation
Yard setback restrictions (Sec. 3.8.2.E)	Within any front, side or rear yard, <u>off-street parking, maneuvering lanes, service drives or loading areas</u> cannot exceed 30% of yard area	Parking is provided in the required side yards. Less than 30% indicated	Yes	Footprint is reduced compared to original layout. Revise/update calculation on sheet C-2.1
Off-Street Parking or related drives (Sec. 3.8.2.F) Off-street parking and related drives shall be	No closer than 25 ft. to any wall of a dwelling structure that contains openings involving living areas or	25 ft. minimum	Yes	Drive aprons are not subject to this requirements
	No closer than 8 ft. for other walls or	Appears to comply	Yes	
	No closer than 20 ft. from ROW and property line	Minimum of 20 ft. is maintained	Yes	
Pedestrian Connectivity (Sec. 3.8.2.G)	5 feet sidewalks on both sides of the Private drive are required to permit safe and convenient pedestrian access.	Appears to comply	Yes	
	Where feasible sidewalks shall be connected to other pedestrian features abutting the site.	Provides connectivity to Haggerty Road	Yes	
	All sidewalks shall comply with barrier free design standards	A note has been added	Yes	
Minimum Distance between the buildings (Sec. 3.8.2.H)	(Total length of building A + total length of building B + 2(height of building + height of building B))/6	Appear to comply	Yes?	Please provide a minimum distance table to verify the distances. Refer to Planning review

Item	Required Code	Proposed	Meets Code	Comments
				letter for more details.
Minimum Distance between the buildings (Sec. 3.8.2.H)	In no instance shall this distance be less than thirty (30) feet unless there is a corner-to-corner relationship in which case the minimum distance shall be fifteen (15) feet.	Buildings are setback by at least 30 ft. from each other	Yes	
5.10 Additional Road Design, Building Setback, And Parking Setback Requirements, Multiple-Family Uses				
<u>Road standards</u> (Sec. 5.10)	A private drive network within a cluster, two -family, multiple-family, or non-residential uses and developments shall be built to City of Novi Design and Construction Standards for local street standards (twenty-eight (28) feet back-to-back width	It appears that the proposed layout does not comply with multiple requirements of this section. All drives in the development are considered Major Drives	No	
For the purpose of this review, staff categorized the drives as follows: <ol style="list-style-type: none"> 1. Major Drive: Blue line 2. Minor Drive: Green line 3. Parking Drives: Red line 				
<u>Major Drives</u>	- Width: 28 feet -	Outer loop major drive is 24 feet wide Inner loop is 28 feet wide Parking drives are 24 feet wide	No	Bolded items do not meet the code. <u>This is considered a deviation</u>
Minor Drive	- Cannot exceed 600 feet - Width: 24 feet with no on-street parking - Width: 28 feet with parking on one side - Parking on two sides is not allowed - Needs turn-around if longer than 150 feet	Meets the requirements	Yes	
<u>Parking on Major and Minor Drives</u>	- Angled and perpendicular parking, permitted on minor drive, but not from a major drive;	On-street perpendicular/parallel parking is proposed on all Major Drives	No	Bolded items do not meet the code. <u>This is considered a deviation</u>

Item	Required Code	Proposed	Meets Code	Comments
	<ul style="list-style-type: none"> - minimum centerline radius: 100 feet - Adjacent parking and on-street parking shall be limited near curves with less than two-hundred thirty (230) feet of centerline radius 	Minimum centerline radius is not provided		
Driveways, Parking, Loading and Dumpster Requirements				
Number of Parking Spaces (Sec.5.2.12.A & B)	For 2 or less bedroom units:2 spaces each For 3 or more bedroom units: 2 ½ spaces each For 98-1 BR units: 196 spaces 150-2 BR units: 300 spaces For 22- 3 bedroom units: 55 spaces Private Swim Clubs One (1) for each four (4) member families:68 spaces TOTAL: 619 spaces	Attached Garages: 120 Detached Garages: 31 Carports/Surface: 282 TOTAL PROPOSED (not including 120 Apron spaces): 433	Yes?	Apron spaces may provide additional guest parking for certain units with access to garage parking, but not necessarily required parking for others. <u>This is considered a deviation. Additional information is required to justify the reduction in parking proposed. Refer to Traffic review for more details.</u>
Landbank Parking (Sec.5. 2.14)	Maximum number of Landbank spaces: 25% of required parking	Not proposed	NA	
Parking Space Dimensions and Maneuvering Lanes (Sec. 5.3.2)	<ul style="list-style-type: none"> - 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives - 9 ft. x 17 ft. parking spaces allowed along 7 ft. wide interior sidewalks as long as detail indicates a 4" curb at these locations and along landscaping 	<ul style="list-style-type: none"> - 24 ft. two way drives - 9 ft. x 17 ft. parking spaces with buffer or sidewalk as required 	Yes?	Refer to Traffic comments on parking depth
Parking stall located adjacent to a parking lot entrance (public or private) (Sec. 5.3.13)	- shall not be located closer than twenty-five (25) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer	Not applicable	NA	

Item	Required Code	Proposed	Meets Code	Comments
End Islands (Sec. 5.3.12)	<ul style="list-style-type: none"> - End Islands with landscaping and raised curbs are required at the end of all parking bays that abut traffic circulation aisles. - The end islands shall generally be at least 8 feet wide, have an outside radius of 15 feet, and be constructed 3' shorter than the adjacent parking stall as illustrated in the Zoning Ordinance 	End Islands are proposed wherever applicable	Yes	<p>Include dimensions on the plan. Refer to Traffic comments.</p> <p><u>All parking end islands must be three feet shorter than the adjacent parking space.</u></p>
Barrier Free Spaces <i>Barrier Free Code</i>	To be determined once minimum required spaces for the clubhouse are determined	13 handicap spaces are proposed at multiple locations. Two are provided near the clubhouse	Yes	
Barrier Free Space Dimensions <i>Barrier Free Code</i>	<ul style="list-style-type: none"> - 8' wide with an 8' wide access aisle for van accessible spaces - 5' wide with a 5' wide access aisle for regular accessible spaces 	All are van accessible	Yes	
Barrier Free Signs <i>Barrier Free Code</i>	One sign for each accessible parking space.	Signs proposed	Yes	
Minimum number of Bicycle Parking (Sec. 5.16.1)	<p>One (1) space for each five (5) dwelling units</p> <p>For 272 units, 54 bike spaces are required</p> <p>10% of total parking for clubhouse: 7 spaces</p>	67 spaces provided	Yes	<u>Include, count, location, type and layout</u>
<u>Bicycle Parking General requirements</u> (Sec. 5.16)	<ul style="list-style-type: none"> - No farther than 120 ft. from the entrance being served - When 4 or more spaces are required for a building with multiple entrances, the spaces shall be provided in multiple locations - Spaces to be paved and the bike rack shall be inverted "U" design - Shall be accessible via 6 ft. paved sidewalk 	The bike racks are indicated on sheet C-2.0; noted to be located at 11 different locations including the clubhouse.	Yes	
			No	<u>This is considered a deviation: To allow 5 feet sidewalk in lieu of 6 feet</u>
Bicycle Parking Lot layout (Sec 5.16.6)	<p>Parking space width: 6 ft.</p> <p>One tier width: 10 ft.</p> <p>Two tier width: 16 ft.</p> <p>Maneuvering lane width: 4</p>	Not provided	No	<u>Provide the bike layout plan as required at the time of final site plan. It should meet the</u>

Item	Required Code	Proposed	Meets Code	Comments
	ft. Parking space depth: 2 ft. single, 2 ½ ft. double			<u>requirements.</u>
Loading Spaces Sec. 5.4.1	For RM-2, there is no standard loading area required	It appears that there is a loading dock proposed to the west for the clubhouse	Yes	
Exterior lighting Sec. 5.7	Photometric plan and exterior lighting details needed at time of Final Site Plan submittal	A lighting and photometric plan is not provided at this time	No	Given the proximity to the adjacent property lines, it is unclear if the light levels can be maintained under Ordinance maximum. A lighting and a photometric plan is required with the next submittal. The plans are expected to conform to the code.
Accessory Use (Sec. 4.19)				
Accessory Buildings Sec. 2.2. Definitions	Any structure, either temporary or permanent, having a roof supported by columns or walls, and intended for the shelter, or enclosure of persons, animals, chattels, or property of any kind.	Proposed Garages and carports are subject these requirements	Yes	
Location: Accessory Building Sec. 4.19.1.B	They shall not be erected in any required front yard or in any required exterior side yard.	Proposed in rear yard and interior side yard	Yes	
Setbacks: Detached Accessory Building Sec. 4.19.1.G	- It shall not be located closer than ten (10) feet to any main building - It shall not be located closer than six (6) feet to any interior side lot or rear lot line.	Carports: 40 feet minimum Garages: 36 feet minimum	Yes	The applicant should consider the proposed setbacks as a condition of approval.
Height: Detached Accessory Building Sec. 4.19.1.G	The height equal to the maximum permitted height of the district; provided, if the accessory building exceeds one (1) story or fourteen (14) feet in height, the building shall be set back one (1) foot for each foot the building exceeds fourteen (14) feet in height.	Proposed structures comply with this requirement	Yes	
Facade requirements for	- materials and architecture shall be	Garages:28 Carports: Elevations	No	Proposed materials for the garages do not

Item	Required Code	Proposed	Meets Code	Comments
Accessory building in excess of 200 sf <i>Sec. 4.19.1.L</i>	compatible with the principal structure, - shall have a minimum roof pitch of 3/12 and overhangs of no less than six (6) inches.	not provided		comply with the requirements. Please refer to Façade review for more comments. Carport elevations are expected to meet the Ordinance requirement, if relevant information is not provided now.
Maximum Total Floor Area <i>Sec. 4.19.1.C</i>	The total floor area of all accessory buildings shall not occupy more than Twenty-five (25) percent of any required rear yard.	Appears to comply	Yes	
Maximum number of Accessory buildings <i>Sec. 4.19.1.J</i>	Lots less than 21,780 SF: 1 Lots more than 21,780 SF: 2	Garages: 6 Carports: 20	No	Staff can support the deviation for overage if the materials comply with Ordinance requirements. Refer to façade review for more details
Dumpster <i>Sec 4.19.2.F</i>	- Located in rear yard - Attached to the building or - No closer than 10 ft. from building if not attached - Not located in parking setback - If no setback, then it cannot be any closer than 10 ft., from property line. - Away from Barrier free Spaces	Dumpsters are located at six different locations All are detached Farther than 10 ft.	Yes	Dual dumpsters can be placed in a single enclosure. Placement should be reconsidered to allow for easy maneuvering and pick-up. Refer to Traffic review for concerns with dumpster truck maneuvering.
Dumpster Enclosure <i>Sec. 21-145. (c) Chapter 21 of City Code of Ordinances</i>	- Screened from public view - A wall or fence 1 ft. higher than height of refuse bin - And no less than 5 ft. on three sides - Posts or bumpers to protect the screening - Hard surface pad. - Screening Materials: Masonry, wood or evergreen shrubbery	Unable to determine.	Yes?	<u>Provide additional information that conforms to the code at the time of Preliminary site plan or provide information now if additional deviations are requested.</u>
Roof top equipment and wall mounted utility equipment	All roof top equipment must be screened and all wall mounted utility equipment must be	Unable to determine.	Yes?	<u>If information is not provided at this time, it is expected to comply at the time of Preliminary</u>

Item	Required Code	Proposed	Meets Code	Comments
<i>Sec. 4.19.2.E.ii</i>	enclosed and integrated into the design and color of the building			<u>site plan review.</u>
Roof top appurtenances screening	Roof top appurtenances shall be screened in accordance with applicable facade regulations, and shall not be visible from any street, road or adjacent property.	Unable to determine.	Yes?	<u>If information is not provided at this time, it is expected to comply at the time of Preliminary site plan review.</u>
Accessory Structures (<i>Sec. 4.19.2</i>)	Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground. Flagpoles, solar structures, transformers and utility boxes	Carports and garages are proposed	NA	<u>Contact Planning department for relevant permits if any accessory structures are proposed</u> <u>Any future proposed structures are expected to comply with the requirements if not approved as part of the PRO plan</u>
Sidewalks				
Non-Motorized Plan	Proposed Off-Road Trails and Neighborhood Connector Pathways. No trails proposed in the vicinity	Applicant is proposing to build off-site sidewalks to provide connectivity to Haggerty Corridor Park	Yes	Refer to Plan review letter for more comments
Internal Sidewalks <i>Sec. 3.8.2.G</i>	Five foot sidewalks required on both sides of internal public or private drives	Sidewalk provided on both sides for most part. Unit 5 and 6 doesn't access to sidewalks. No sidewalk east of Building 2 near the parking spaces	No	<u>This could be a deviation</u> There is no buffer/green space proposed between the sidewalks and the driveways. The applicant could consider wider sidewalks for safety and to allow for usable space in case of snow piled on the side of the roads.
Public Sidewalks (<i>Chapter 11, Sec.11-276(b)</i>)	A 6 foot sidewalk is required along Haggerty Road	Sidewalk proposed along Haggerty Road	Yes	Label the width of the sidewalk. Potential conflicts with existing utility lines.
Other Requirements				
Residential Entryway lighting <i>Sec. 5.7</i>	One street light is required per entrance.	Not provided at this time	No	
Design and Construction Standards Manual	Land description, Sidwell number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).	Provided	Yes	

Item	Required Code	Proposed	Meets Code	Comments
General layout and dimension of proposed physical improvements	Location of all existing and proposed buildings, proposed building heights, building layouts, (floor area in square feet), location of proposed parking and parking layout, streets and drives, and indicate square footage of pavement area (indicate public or private).	Additional information is requested in this other review letters to verify conformance	No	Please provide additional information as requested
Economic Impact	<ul style="list-style-type: none"> - Total cost of the proposed building & site improvements - Number of anticipated jobs created (during construction & after building is occupied, if known) 	Community Impact statement provided, which addresses these questions.	Yes	
Other Permits and Approvals				
Development/ Business Sign <i>(City Code Sec 28.3)</i> <i>Sign permit applications may be reviewed as part of Preliminary Site Plan or separately for Building Office review.</i>	Signage if proposed requires a permit. It can be reviewed at the time of Preliminary site plan or after site plan approval	Signage is not proposed at this time.	Yes?	For sign permit information contact 248-735-5678
Development and Street Names	Development and street names must be approved by the Street Naming Committee before Preliminary Site Plan approval	The project received Project name approval. It requires street name approval	Yes	
Property Split or Combination	The proposed property split must be submitted to the Assessing Department for approval.	Three parcels are supposed to be combined	NA	The parcel combination should be completed prior to final stamping set approval.
Other Legal Requirements				
PRO Agreement <i>(Sec. 7.13.2.D(3))</i>	A PRO Agreement shall be prepared by the City Attorney and the applicant (or designee) and approved by the City Council, and which shall incorporate the PRO Plan and set forth the PRO Conditions and conditions	Not applicable at this moment	NA	<u>PRO Agreement shall be approved by the City Council after the Concept Plan is tentatively approved</u>

Item	Required Code	Proposed	Meets Code	Comments
	imposed			
Master Deed/Covenants and Restrictions	Applicant is required to submit this information for review with the Final Site Plan submittal	Not applicable at this moment	NA	<u>If one is proposed, then a Master Deed draft shall be submitted prior to Stamping Set approval.</u>
Conservation easements	Conservation easements may be required for woodland impacts	Not applicable at this moment	NA	<u>The following documents will be required during Site Plan review process after the Concept PRO approval</u>
Lighting and Photometric Plan (Sec. 5.7)				
Intent (Sec. 5.7.1)	Establish appropriate minimum levels, prevent unnecessary glare, reduce spillover onto adjacent properties & reduce unnecessary transmission of light into the night sky	Not provided at this time		A lighting and photometric plan is typically required during site plan review. But given the intensity of the development, we recommend providing one with the Concept Plan submittal
Lighting Plan (Sec. 5.7.A.i)	Site plan showing location of all existing & proposed buildings, landscaping, streets, drives, parking areas & exterior lighting fixtures			
Building Lighting (Sec. 5.7.2.A.iii)	Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming points of any remote fixtures.			
Lighting Plan (Sec.5.7.2.A.ii)	Specifications for all proposed & existing lighting fixtures			
	Photometric data			
	Fixture height			
	Mounting & design			
	Glare control devices (Also see Sec. 5.7.3.D)			
	Type & color rendition of lamps			
	Hours of operation			
	Photometric plan illustrating all light sources that impact the subject site, including spill-over information from neighboring properties			
Required Conditions	Height not to exceed maximum height of zoning			

Item	Required Code	Proposed	Meets Code	Comments
(Sec. 5.7.3.A)	district (or 25 ft. where adjacent to residential districts or uses)			
Required Conditions (Sec. 5.7.3.B)	<ul style="list-style-type: none"> - Electrical service to light fixtures shall be placed underground - Flashing light shall not be permitted - Only necessary lighting for security purposes & limited operations shall be permitted after a site's hours of operation 			
Security Lighting (Sec. 5.7.3.H) Lighting for security purposes shall be directed only onto the area to be secured.	<ul style="list-style-type: none"> - All fixtures shall be located, shielded and aimed at the areas to be secured. - Fixtures mounted on the building and designed to illuminate the facade are preferred 			
Required Conditions (Sec.5.7.3.E)	Average light level of the surface being lit to the lowest light of the surface being lit shall not exceed 4:1			
Required Conditions (Sec. 5.7.3.F)	Use of true color rendering lamps such as metal halide is preferred over high & low pressure sodium lamps			
Min. Illumination (Sec. 5.7.3.k)	Parking areas: 0.2 min			
	Loading & unloading areas: 0.4 min			
	Walkways: 0.2 min			
	Building entrances, frequent use: 1.0 min			
	Building entrances, infrequent use: 0.2 min			
Max. Illumination adjacent to Non-Residential (Sec. 5.7.3.K)	When site abuts a non-residential district, maximum illumination at the property line shall not exceed 1 foot candle			
Cut off Angles (Sec. 5.7.3.L)	when adjacent to residential districts <ul style="list-style-type: none"> - All cut off angles of fixtures must be 90° - maximum illumination at the property line shall not exceed 0.5 foot candle 			

Item	Required Code	Proposed	Meets Code	Comments
<p>NOTES:</p> <ol style="list-style-type: none">1. This table is a working summary chart and not intended to substitute for any Ordinance or City of Novi requirements or standards.2. The section of the applicable ordinance or standard is indicated in parenthesis. Please refer to those sections in Article 3, 4 and 5 of the zoning ordinance for further details3. Please include a written response to any points requiring clarification or for any corresponding site plan modifications to the City of Novi Planning Department with future submittals.				

ENGINEERING REVIEW



PLAN REVIEW CENTER REPORT

February 25, 2020

Engineering Review
Novaplex PRO Concept
JZ19-0037

Applicant

BC Novaplex LLC

Review Type

Revised PRO Concept Plan

Property Characteristics

- Site Location: West side of Haggerty Road, between Twelve Mile Road and Thirteen Mile Road
- Site Size: 22.00 acres gross
- Plan Date: 01/31/2020
- Design Engineer: PEA, Inc.

Project Summary

- Proposed mixed use development with residential apartments.
- Water service would be provided by looping public water main from the existing 12-inch water main on the neighboring parcels to the north and south.
- Sanitary sewer service would be provided by extension of existing 8-inch sanitary sewer near the southeast corner of the site.
- Storm water would be collected by a single storm sewer collection system and detained in one of two proposed on-site detention basins.

Recommendation

The Revised Concept Site Plan and Revised Concept Storm Water Management Plan can be recommended. All other comments can be addressed during the detailed design review.

Comments:

General

1. The site plan shall be designed in accordance with the Design and Construction Standards (Chapter 11).
2. A right-of-way permit will be required from the City of Novi and Oakland County for work in the Haggerty Road right-of-way.
3. Label the master planned 60-foot half right-of-way width for Haggerty Road. The dedication of the master-planned half width right-of-way of sixty (60) feet in width is requested with this project. Show the additional right-of-way width to be dedicated along Haggerty Road labeled as "**proposed**" right-of-way.
4. Generally, all proposed trees shall remain outside utility easements. Where proposed trees are required within a utility easement, the trees shall maintain a minimum 5-foot horizontal separation distance from any existing or proposed utility.
5. Show the locations of all light poles on the utility plan and indicate the typical foundation depth for the pole to verify that no conflicts with utilities will occur. Light poles in a utility easement will require a License Agreement.
6. **Current** soil borings shall be provided for a preliminary review of the constructability of the proposed development (roads, basin, etc.). **The included 1999 McDowell & Associates geotechnical report will not be accepted as current.** Borings identifying soil types, and groundwater elevation should be provided at the time of Preliminary Site plan.
7. The Non-domestic User Survey form shall be submitted to the City so it can be forwarded to Oakland County.
8. A letter from either the applicant or the applicant's engineer must be submitted with the Concept Plan submittal highlighting the changes made to the plans addressing each of the comments in this review.

Utilities

9. **Sheet C-7.0 has demonstrated the existing 8-inch sanitary sewer is projected to have sufficient capacity for the added flow from the site, as proposed in this concept.**
10. Provide a sanitary sewer monitoring manhole, unique to the clubhouse, within a dedicated access easement or within the road right-of-way. If not in the right-of-way, provide a 20-foot wide access easement to the monitoring manhole from the right-of-way (rather than a public sanitary sewer easement).
11. Sanitary leads shall be buried at least 5 feet deep where under the influence of pavement.
12. The sanitary sewer basis of design has been revised to show the breakdown of number of bedrooms per apartment. Additionally, the REUs per apartment reflect the "Residences: Mobile Home Parks & Multiple Family Residences" Usage Type for one, two, or three or more bedrooms on the City of Novi Sewer Unit Factor Chart.

13. Note and show the proposed water main and sanitary sewer easements within the proposed site.
14. Remove the water main basis of design on the utility sheet. This information is not necessary.
15. Per Article III, Section 11-68.a.4 of the Code of Ordinances, water mains shall, wherever feasible, be constructed outside of pavement.
16. Show relocation of the existing fire hydrant near the southeast corner of the development. Currently, it is shown within the proposed pavement area.
17. Profile view is required for all proposed water mains (8" diameter or larger).
18. Gate valves shall be arranged so that no single line failure will require more than eight hundred (800) feet of main or thirty (30) multiple units to be out of service.
19. Provide evidence that the proposed storm outlet connection on Haggerty Road has adequate capacity to take in the additional flow from the proposed site. If it is through the existing ditch, information where the ditch is ultimately draining to and its available capacity must be shown on plan. Coordinate with Oakland County as required.
20. A minimum cover depth of 3 feet shall be maintained over all storm sewers. Grades shall be elevated and minimum pipe slopes shall be used to maximize the cover depth. In situations where the minimum cover cannot be achieved, Class V pipe must be used with an absolute minimum cover depth of 2 feet. A Design and Construction standards variance application must be submitted under a separate cover where 3-feet of cover cannot be provided.

Paving & Grading

21. The proposed sidewalk should generally be located such that the outside edge is one (1) foot inside the master planned right-of-way line, as described in Chapter 7.4.2(C) of the Engineering Design Manual. If existing topography or other constraints interfere with this requirement, a request for variance from the Design and Construction Standards can be submitted.
22. Provide at least 3-foot clearance between the sidewalk and any fixed objects, including hydrants and utility poles. Note on the plan any location where the 3-foot separation cannot be provided.

Storm Water Management Plan

23. The SWMP must address the discharge of storm water off-site, and evidence of its adequacy must be provided. This should be done by comparing pre- and post-development discharge rates. The area being used for this off-site discharge should be delineated and the ultimate location of discharge shown.
24. Provide details for the storm sewer proposed east-west near the south property line.
25. Show how the proposed Haggerty Road widening is to drain.

26. Storm water quality standards can be met with the proposed and preferred permanent 3-foot pool depth of the detention basins. The proposed pre-treatment structures may be removed.
27. An adequate maintenance access route to the outlet control structure for Detention Basin No. 1 shall be provided as it has for Detention Basin No. 2. Additionally, a maintenance access route shall be provided for any pretreatment structures, if kept. Verify access routes do not conflict with proposed landscaping.
28. A 25-foot vegetated buffer shall be provided around the perimeter of each storm water basin. Call out the said buffer on plan. Both basins appear to be lacking the full 25 feet of buffer on the sides abutting the main site drive aisle and Buildings 1 and 10 above the proposed freeboard elevations of 911.00. The retaining wall cannot be included in the buffer, since the wall is unable to be vegetated.

Off-Site Easements

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

The following must be submitted with the Preliminary Site Plan:

30. A letter from either the applicant or the applicant's engineer must be submitted with the Stamping Set highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved.

The following must be submitted with the Final Site Plan:

31. An itemized construction cost estimate must be submitted to the Community Development Department for the determination of plan review and construction inspection fees. This estimate should only include the civil site work and not any costs associated with construction of the building or any demolition work. **The estimate must be itemized** for each utility (water, sanitary, storm sewer), on-site paving (square yardage), right-of-way paving (including proposed right-of-way), grading, and the storm water basin (basin construction, control structure, pre-treatment structure and restoration).
32. Draft copies of any off-site utility easements, a recent title search, and legal escrow funds must be submitted to the Community Development Department for review and approved by the Engineering Division and the City Attorney prior to being executed.

The following must be submitted at the time of Stamping Set Submittal:

33. A draft copy of the Storm Drainage Facility Maintenance Easement Agreement (SDFMEA), as outlined in the Storm Water Management Ordinance, must be submitted to the Community Development Department. Once the agreement is approved by the City's Legal Counsel, this agreement will then be sent to City Council for approval/acceptance. The

- SDFMEA will then be recorded at the office of the Oakland County Register of Deeds. This document is available on our website.
34. A draft copy of the 20-foot wide easement for the water main to be constructed onsite must be submitted to the Community Development Department. This document is available on our website.
 35. A draft copy of the 20-foot wide easement for the sanitary sewer to be constructed onsite must be submitted to the Community Development Department. This document is available on our website.
 36. A draft copy of the 20-foot wide easement for the sanitary sewer monitoring manhole to be constructed onsite must be submitted to the Community Development Department. This document is available on our website.
 37. A draft copy of the warranty deed for the additional proposed right-of-way along Haggerty Road must be submitted for review and acceptance by the City.

To the extent this review letter addresses items and requirements that require the approval of or a permit from an agency or entity other than the City, this review shall not be considered an indication or statement that such approvals or permits will be issued.

Please contact Victor Boron at (248) 735-5695 with any questions.



Victor Boron
Civil Engineer

cc: Sri Komaragiri, Community Development
Ben Croy, PE, Engineering
Kate Richardson, Engineering

MEMORANDUM



TO: SRI KOMARAGIRI, PLANNER
FROM: VICTOR BORON, CIVIL ENGINEER
SUBJECT: REVIEW OF REZONING IMPACT ON PUBLIC UTILITIES
REZONING 18.733, NOVAPLEX
DATE: FEBRUARY 26, 2020

The Engineering Division has reviewed a rezoning request for the 22.00 acres located on the west side of Haggerty Road between Twelve Mile Road and Thirteen Mile Road. The applicant is requesting to rezone parcels 22-12-400-009, 22-12-400-010, and 22-12-400-011 from the existing zoning of Office Service Technology (OST) to Multiple-Family (RM-2). The Master Plan for Land Use indicates a future land use of Office Research Development Technology.

Utility Demands

A residential equivalency unit (REU) equates to the utility demand from one single family home. If the area were developed under the current zoning, demand on the utilities for the site would be 2.8 REUs per acre for office use. Other acceptable uses under Office Service Technology such as Factory use may have slightly higher REUs per acre, thus having greater impact on utilities. The applicant intends to propose a high-density multiple-family residential development. This would have an approximate utility demand of 9.5 REUs per acre.

Water System

The site is located within the Intermediate Pressure District. Water service is currently available from a twelve-inch water main on the adjacent parcel to the north and a twelve-inch water main on the adjacent parcel to the south. The proposed rezoning would have minimal impact on available capacity, pressure and flows in the City's water distribution system.

Sanitary Sewer

The site is located within the Hudson Sewer District. Sanitary service is available by connection to an existing eight-inch sanitary sewer running parallel to Haggerty Road near the southeast corner of the property. The proposed rezoning would likely have a significant impact on available capacity of the downstream sanitary sewer, but the applicant has demonstrated the capacity is projected to be sufficient. Calculations have been provided showing all properties and their uses, existing and future, tributary to this eight-inch portion of sewer. These calculations have been reviewed by Engineering and are acceptable as shown on the plans, even though the proposed development is projected to consume a large portion of the sewer's capacity. An estimated 50% of the sewer's capacity would be consumed by the subject rezoning, while an estimated 22% would be consumed by all other uses tributary to the sewer. This totals 72% of the sewer's capacity consumed after construction of Novaplex.

Summary

The requested rezoning will result in utility demands that are greater than the utility demand if the property were to be developed under the current zoning. However, the

utility capacities are still sufficient to meet the demands of the requested rezoning. Therefore, the rezoning would have a significant, but acceptable, impact on utility demands.

cc: Scott Roselle; Water & Sewer Senior Manager
Barb McBeth, AICP; City Planner
Ben Croy, P.E.; City Engineer
Kate Richardson, Civil Engineer

LANDSCAPE REVIEW



PLAN REVIEW CENTER REPORT

April 29, 2020

Revised PRO Concept Plan(3) - Landscaping

Review Type

Revised PRO Concept Plan Landscape Review

Job

JZ19-0037

Property Characteristics

- Site Location: Haggerty Road, south of 13 Mile road
- Site Zoning: OST – proposed re-zoning to RM-2 with Overlay
- Adjacent Zoning: North, West, South: OST, East: Farmington Hills SFR
- Plan Date: 4/20/2020

Ordinance Considerations

This project was reviewed for conformance with Chapter 37: Woodland Protection, Zoning Article 5.5 Landscape Standards, the Landscape Design Manual and any other applicable provisions of the Zoning Ordinance. Items in **bold** below must be addressed and incorporated as part of the revised PRO Concept plan submittal. Underlined items must be addressed on Preliminary or Final Site Plans. Please follow guidelines of the Zoning Ordinance and Landscape Design Guidelines. This review and the Landscape Chart are summaries and are not intended to substitute for any Ordinance.

Recommendation

This project **is recommended for approval for PRO Concept Plan**. The remaining changes that don't require a deviation can be addressed on Preliminary and Final Site plans.

LANDSCAPE DEVIATIONS NOTED:

1. Lack of screening berms between the site and the properties on the north, south and west. *Supported by staff as the existing woodlands and proposed landscaping provides sufficient screening.*
2. Lack of street trees due to overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible. *Supported by staff.*
3. Deviation to use subcanopy trees for up to 25% of the required multifamily unit trees. *Supported by staff.*

Please show all of deviations required in a list as shown above.

Ordinance Considerations

Existing Soils (Preliminary Site Plan checklist #10, #17)

Provided

Existing and proposed overhead and underground utilities, including hydrants. (LDM 2.e.(4))

Provided

Existing Trees (Sec 37 Woodland Protection, Preliminary Site Plan checklist #17 and LDM 2.3 (2))

1. Provided
2. With the revised layout, only 7 regulated trees are proposed to be removed. This is much appreciated. 13 woodland replacement trees are required for this project and 181

replacement trees are required for the initial project that wasn't built. 8 trees are proposed to be planted on site.

3. **All other site landscaping requirements must be completely met before replacement trees can be planted on site.**

Adjacent to Residential - Buffer (Zoning Sec. 5.5.3.B.ii and iii)

1. Property is adjacent to OST-zoned property developed as commercial.
2. 4.5-6' landscaped berms are required but none are provided.
3. **The lack of berms requires a landscape deviation.** *It is supported by staff as the existing woodland is to remain for the western 300lf of the property, and dense landscaping is proposed along the north and south property lines.*

Adjacent to Public Rights-of-Way – Berm (Wall) & Buffer (Zoning Sec. 5.5.3.B.ii and iii)

1. The berms along Haggerty Road are provided. **Please add some variation in the berms' height above the 3 feet minimum.**
2. Based on the frontage, 17 deciduous canopy or large canopy trees and 24 subcanopy trees are required. The required trees are provided.
3. Overhead and underground utilities along Haggerty Road make planting any street trees impossible. No street trees are proposed because of this. *The lack of street trees is a deviation that is supported by staff.*

Parking Lot Landscaping (Zoning Sec. 5.5.3.C.)

1. Based on the vehicular use area, 3,825 of landscape area is required and 6,460 is provided. A total of 19 canopy trees are required, and 19 are provided.
2. **Please widen the areas at the south of lot F so two trees can be moved to both sides of the entry to shade the lot better.**
3. **Please move two of the Lot B perimeter trees to the south end of the lot to provide better shading for it.**
4. Multifamily unit trees are used to meet the parking lot interior tree requirement as is allowed.

Parking Lot Perimeter Canopy Trees (Zoning Sec. 5.5.3.C.(3) Chart footnote)

1. Based on the parking lot perimeter, 31 trees are required, and 31 are provided.
2. Multifamily unit trees are used to meet the parking lot perimeter tree requirement as is allowed.

Multi-Family Housing Landscaping (Zoning Sec. 5.5.3.F.ii)

1. Unit Landscaping
 - a. Based on the 86 units, 258 trees are required and are provided.
 - b. 64 of the unit trees are subcanopy trees (25%). *A landscape deviation to use subcanopy trees for up to 25% of the required multi-family unit trees in order to increase diversity on the site is supported by staff.*
2. Interior Roadway
 - a. Based on the interior drives' perimeters (not including parking lot perimeters), 171 deciduous canopy trees are required and 171 (including 2 existing trees within 15' of the road) are provided.
3. Building foundation landscaping.
 - a. All buildings appear to meet or exceed the foundation landscaping requirement of at least 35% of the front face of the building being landscaped.
 - b. Please provide detailed foundation plantings plans on the Final Site Plans, at the latest.

Woodland Replacement Trees (Sec. 37, LDM Sec 1)

1. See the Landscape Chart and ECT's letter for more details related to woodland replacements.

Plant List (LDM 4)

1. Provided.
2. 25 of 34 species (74%) used are native to Michigan. Please try to maintain this proportion for the foundation species.
3. The tree diversity is acceptable per the Landscape Design Manual.

Planting Notations and Details (LDM)

Provided – see the Landscape Chart for more detailed discussion.

Storm Basin Landscape (Zoning Sec 5.5.3.E.iv and LDM 1.d.(3))

1. Sufficient coverage with large shrubs is provided.
2. Please replace the lilacs and spring witch-hazel with species native to Michigan.
3. Please clearly show the high water line (HWL) for both ponds.
4. Please survey the site for *Phragmites australis*. If it is found, show the locations on the existing conditions plan and add a control plan for its complete eradication. If it is not found, add a note to that effect to the existing conditions plan.

Irrigation (LDM 1.a.(1)(e) and 2.s)

Please provide an irrigation system plan or other means of providing sufficient water for plant establishment and long-term survival on the Final Site Plans.

Proposed topography 2' contour minimum (LDM 2.e.(1))

Provided

Snow Deposit (LDM.2.q.)

Provided

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5621 or rmeader@cityofnovi.org.



Rick Meader – Landscape Architect

LANDSCAPE REVIEW SUMMARY CHART – Revised (3) PRO Concept Plan

Review Date: April 29, 2020
Project Name: JZ19-0037: NOVAPLEX
Plan Date: April 20, 2020
Prepared by: Rick Meader, Landscape Architect E-mail: rmeader@cityofnovi.org;
 Phone: (248) 735-5621

LANDSCAPE DEVIATIONS NOTED:

- Lack of screening berms between the site and the properties on the north, south and west. *Supported by staff as the existing woodlands and proposed landscaping provides sufficient screening.*
- Lack of street trees due to overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible. *Supported by staff.*
- Deviation to use subcanopy trees for up to 25% of the required multifamily unit trees. *Supported by staff to increase site diversity.*

Please replace the Waivers Requested on Sheet L-1.0 with the above list of deviations required.

Items in **Bold** need to be addressed by the applicant before approval of the PRO Concept Plan. Underlined items need to be addressed for Preliminary and/or Final Site Plan.

Item	Required	Proposed	Meets Code	Comments
Landscape Plan Requirements (LDM (2))				
Landscape Plan (Zoning Sec 5.5.2, LDM 2.e.)	<ul style="list-style-type: none"> ▪ New commercial or residential developments ▪ Addition to existing building greater than 25% increase in overall footage or 400 SF whichever is less. ▪ 1"=20' minimum with proper North. Variations from this scale can be approved by LA ▪ Consistent with plans throughout set 	Site plan scale is 1"=50'	Yes	<u>Please use a smaller scale (1"=20', minimum) for the detailed foundation and clubhouse planting designs when they are provided.</u>
Project Information (LDM 2.d.)	Name and Address	Location map is on cover sheet	Yes	<u>Please copy the location map to the landscape plans.</u>
Owner/Developer Contact Information (LDM 2.a.)	Name, address and telephone number of the owner and developer or association	Provided in title block	Yes	
Landscape Architect contact information (LDM 2.b.)	Name, Address and telephone number of RLA/PLA/LLA	Yes	Yes	
Sealed by LA. (LDM 2.g.)	Requires original signature	No		<u>Need original signature on stamping sets</u>

Item	Required	Proposed	Meets Code	Comments
Miss Dig Note (800) 482-7171 (LDM.3.a.(8))	Show on all plan sheets	In Title Block	Yes	
Zoning (LDM 2.f.)	Include all adjacent zoning	<u>Parcel:</u> OST <u>Proposed rezoning:</u> RM-2 <u>North, South, West:</u> OST <u>East:</u> Farmington Hills Single Family residential	Yes	
Survey information (LDM 2.c.)	<ul style="list-style-type: none"> ▪ Legal description or boundary line survey ▪ Existing topography 	Description, Topo on C-1.0	Yes	
Existing plant material Existing woodlands or wetlands (LDM 2.e.(2))	<ul style="list-style-type: none"> ▪ Show location type and size. Label to be saved or removed. ▪ Plan shall state if none exists. 	<ul style="list-style-type: none"> ▪ Tree labels, woodland limits on Sheet C-1.0, T-1.0-T-1.2 ▪ The layout preserves most of the existing trees on site – only 7 regulated trees are shown as being removed. ▪ Removals indicated on T-1.0-T1.2 ▪ Replacement calculations provided on T-1.0 	Yes	<ol style="list-style-type: none"> 1. Please see the ECT letters for comprehensive reviews of the woodland and wetland impacts. 2. The preservation of the intact woodland is appreciated.
Soil types (LDM.2.r.)	<ul style="list-style-type: none"> ▪ As determined by Soils survey of Oakland county ▪ Show types, boundaries 	Soil types and map provided on Sheet L-1.1	Yes	
Existing and proposed improvements (LDM 2.e.(4))	Existing and proposed buildings, easements, parking spaces, vehicular use areas, and R.O.W	Yes	Yes	
Existing and proposed utilities (LDM 2.e.(4))	<ul style="list-style-type: none"> ▪ Overhead and underground utilities, including hydrants ▪ Proposed light posts 	<ul style="list-style-type: none"> ▪ All utilities are shown on Utility Plan and Landscape Plan. ▪ No light posts are provided. 	<ul style="list-style-type: none"> ▪ Yes ▪ No 	
Proposed grading. 2' contour minimum (LDM 2.e.(1))	Provide proposed contours at 2' interval	<ul style="list-style-type: none"> ▪ Contours and spot elevations are provided on Sheet C-4.0. 	Yes	Please highlight the high water line (HWL) on both ponds on the landscape plan

Item	Required	Proposed	Meets Code	Comments
		<ul style="list-style-type: none"> ▪ Contours are shown on the landscape plan. ▪ Existing and proposed walls are shown on the landscape plan. ▪ Per Sheet 6.0, the HWL elevation is 909.44. 		
Snow deposit (LDM.2.q.)	Show snow deposit areas on plan	Yes	Yes	
LANDSCAPING REQUIREMENTS				
Parking Area Landscape Requirements LDM 1.c. & Calculations (LDM 2.o.)				
General requirements (LDM 1.c)	<ul style="list-style-type: none"> ▪ Clear sight distance within parking islands ▪ No evergreen trees 	Only the City of Novi clear vision zones are provided.	No	Please show the RCOC clear vision zone for Haggerty Road entry and City of Novi clear vision zone for all interior intersections. (RCOC rules are attached to this review).
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	Seed is shown as the groundcover across the site.	Yes	
General (Zoning Sec 5.5.3.C.ii)				
Parking lot Islands (a, b. i)	<ul style="list-style-type: none"> ▪ A minimum of 200 SF to qualify ▪ A minimum of 200sf unpaved area per tree planted in an island ▪ 6" curbs ▪ Islands minimum width 10' BOC to BOC ▪ Minimum 200sf per tree planted in an island 	<ul style="list-style-type: none"> ▪ Islands are provided. ▪ Islands labeled are satisfactory. ▪ Islands at south edge of Lot F are too narrow to have interior islands 	<ul style="list-style-type: none"> ▪ Yes ▪ Yes ▪ No 	<ol style="list-style-type: none"> 1. Please widen the f islands noted to at least 9 feet and and plant trees in them to shade the lot from the south. 2. Please plant 2 of the Lot B perimeter trees in the end areas at the south end of the lot to shade the lot from the south. 3. These changes can be made on Preliminary Site Plans.
Curbs and Parking stall reduction (c)	Parking stall can be reduced to 17' and the curb to 4" adjacent to a sidewalk of minimum 7 ft.		Yes	
Contiguous space limit (i)	Maximum of 15 contiguous spaces	15 is maximum bay length	Yes	
Plantings around Fire Hydrant (d)	<ul style="list-style-type: none"> ▪ No plantings with matured height 	All trees are located at least 10	Yes	

Item	Required	Proposed	Meets Code	Comments
	greater than 12' within 10 ft. of fire hydrants <ul style="list-style-type: none"> Keep trees at least 5 feet from underground utility lines. 	feet from hydrants.		
Landscaped area (g)	Areas not dedicated to parking use or driveways exceeding 100 sq. ft. shall be landscaped	Yes	Yes	
Clear Zones (LDM 2.3.(5))	<ul style="list-style-type: none"> Road Commission for Oakland County clear distance zones for Haggerty Road entry. 25 ft corner clearance required at internal intersections. Refer to Zoning Section 5.5.9 	City of Novi clear zones are provided at Haggerty Road.	No	<ol style="list-style-type: none"> Please indicate the clear vision zone per RCOC regulations for Haggerty Road entry (attached) and per Novi rules (Sec 5.9 illustration is below) for interior intersections. Please check clear vision zones and verify that trees won't block views. These changes can be made on Preliminary Site Plans.
Category 1: For OS-1, OS-2, OSC, OST, B-1, B-2, B-3, NCC, EXPO, FS, TC, TC-1, RC, Special Land Use or non-residential use in any R district (Zoning Sec 5.5.3.C.iii)				
A = Total square footage of vehicular use areas up to 50,000sf x 7.5%	<ul style="list-style-type: none"> $A = x \text{ sf} * 7.5 \% = A \text{ sf}$ $50,000 * 7.5\% = 3750 \text{ sf}$ 			
B = Total square footage of additional paved vehicular use areas (not including A or B) over 50,000 SF) x 1 %	<ul style="list-style-type: none"> $B = x \text{ sf} * 1\% = B \text{ sf}$ $(X - 50000) * 1\% = B \text{ sf}$ $(57509-50000)*1\% = 75 \text{ sf}$ 			
Category 2: For: I-1 and I-2 (Zoning Sec 5.5.3.C.iii)				
A. = Total square footage of vehicular use area up to 50,000 sf x 5%	$A = x \text{ sf} * 5\% = A \text{ sf}$	NA		
B = Total square footage of additional paved vehicular use areas over 50,000 SF x 0.5%	$B = 0.5\% \times 0 \text{ sf} = B \text{ SF}$	NA		
All Categories				
C = A+B Total square footage	$A + B = C \text{ SF}$ $3750+75 = 3,825 \text{ sf}$	6,460 sf	Yes	Please enlarge the islands noted above.

Item	Required	Proposed	Meets Code	Comments
of landscaped islands				
D = C/200 Number of canopy trees required	<ul style="list-style-type: none"> C/200 = D Trees 3833/200 = 19 trees 	19 trees	Yes	
Parking Lot perimeter trees	<ul style="list-style-type: none"> 1 Canopy tree per 35 lf 1102lf/35 = 31 trees 	31 trees are provided (multi-family unit trees)	Yes	
Access way perimeter	See Multi-family interior drive parking lot requirements below			
Parking land banked	None	None		
Berms, Walls and ROW Planting Requirements				
Berms				
<ul style="list-style-type: none"> All berms shall have a maximum slope of 33%. Gradual slopes are encouraged. Show 1ft. contours Berm should be located on lot line except in conflict with utilities. Berms should be constructed with 6" of top soil. 				
Residential Adjacent to Non-residential (Sec 5.5.3.A) & (LDM 1.a)				
Berm requirements (Zoning Sec 5.5.A)	Landscaped berm 4.5-6 feet high required around all of project as it borders OST on the north, west and south	<ul style="list-style-type: none"> No berms Dense plantings, mostly large evergreen trees, are provided along the north and south property lines. Approximately 300 feet of existing woodland is to be preserved on the entire western portion of the property. 	No	<ol style="list-style-type: none"> Landscape deviations are required for any berms not provided. <i>The deviations are supported by staff as sufficient alternate screening is proposed.</i>
Planting requirements (LDM 1.a.)	LDM Novi Street Tree List	NA		
Adjacent to Public Rights-of-Way (Sec 5.5.B) and (LDM 1.b)				
Berm requirements (Zoning Sec 5.5.3.A.(5))	Berm with 2' crest and minimum 3' height is required	A 3' tall berm is provided.	Yes	<ol style="list-style-type: none"> Please add variations in height to both berms, with a minimum height of 3 feet. This can be done on Preliminary Site Plans.
Cross-Section of Berms (LDM 2.j)				
Slope, height and width	<ul style="list-style-type: none"> Label contour lines Maximum 33% Min. 2 feet flat horizontal area Minimum 3 feet high 	No	No	<ol style="list-style-type: none"> Please provide a typical berm cross section showing the construction details noted to the left.

Item	Required	Proposed	Meets Code	Comments
	<ul style="list-style-type: none"> Constructed of loam with 6' top layer of topsoil. 			2. This can be provided on Preliminary Site Plans.
Type of Ground Cover		NA		
Setbacks from Utilities	Overhead utility lines and 15 ft. setback from edge of utility or 20 ft. setback from closest pole	<ul style="list-style-type: none"> An overhead line crosses the site along Haggerty Road, just inside the right-of-way. An underground gas line is within the right-of-way No trees are proposed within 15 feet of the line. 	Yes	<u>Please show the utility lines on the berm cross section, with spacing.</u>
Walls (LDM 2.k & Zoning Sec 5.5.3.vi)				
Material, height and type of construction footing	Freestanding walls should have brick or stone exterior with masonry or concrete interior	Retaining walls are indicated in the site interior in several locations.	TBD	<u>Please indicate tw/bw elevations on grading plan and provide either standard or detailed construction drawings, depending on the height of the walls.</u>
Walls greater than 3 ½ ft. should be designed and sealed by an Engineer		No details are provided	TBD	
ROW Landscape Screening Requirements (Sec 5.5.3.B. ii)				
Greenbelt width (2)(3) (5)	Adjacent to Pkg: 20 ft. Not adj to Pkg: 34 ft	162 ft min	Yes	
Min. berm crest width	2'	Varying width, min 2'	Yes	
Minimum berm height (9)	3 ft	3' tall, consistent	Yes	<u>Please add variations in height, with 3' min ht</u>
3' wall	(4)(7)	No walls are indicated in the greenbelt	Yes	
Canopy deciduous or large evergreen trees Notes (1) (10)	<ul style="list-style-type: none"> Not adj to pkg: 1 tree per 35 lf (698-63-38)lf/35 = 17 trees 	18 deciduous canopy & large evergreen trees	Yes	
Sub-canopy deciduous trees Notes (2)(10)	<ul style="list-style-type: none"> Not adj to pkg: 1 tree per 25 lf (698-74-24)lf/25 = 24 trees 	26 subcanopy trees	Yes	
Canopy deciduous trees in area between sidewalk and curb (Novi Street Tree List)	<ul style="list-style-type: none"> 1 tree per 35 lf (698- RCOC clear vision zone halfway between sidewalk and 	No trees	No	A landscape deviation is necessary because of a number of utility lines running along Haggerty

Item	Required	Proposed	Meets Code	Comments
	curb/edge of pavement: <ul style="list-style-type: none"> ▪ $x/35 = x$ trees 			Road, both above and below ground which prevent any trees from being planted there. <i>This deviation is supported by staff.</i>
Multi-family/Attached Dwelling Units (Zoning Sec 5.5.3.E.ii)				
Interior Street Trees (Sec 5.5.3.E.ii.B.ii.b(2))	<ul style="list-style-type: none"> • 1 deciduous canopy tree per 35 lf of interior roadway, excluding driveways, parking entry drives and interior roads adjacent to public rights-of-way • $x/35 = y$ trees • $7451/35 = 213$ trees 	TBD	No	<ol style="list-style-type: none"> 1. Please use deciduous canopy trees as interior street trees, not subcanopy trees or evergreen trees except in cases where the evergreen trees would provide screening. 2. This requirement and the multifamily unit tree requirement must be independently met before woodland replacement trees can be proposed.
Site Landscaping (Sec. 5.5.3.E.ii.b.(1))	<ul style="list-style-type: none"> • (3) deciduous canopy trees or large evergreen trees for each dwelling unit on the ground floor. • Evergreens not closer than 20 ft from roadway • $86 \text{ units} * 3 = 258$ trees 	<ul style="list-style-type: none"> • 194 large evergreen or deciduous canopy trees (some of which are used in an around the parking lots, which is allowed) • 64 subcanopy trees • 258 total trees 	Yes	<p>A landscape deviation is requested to use subcanopy trees for up to 25% of the required site landscaping trees (64 subcanopy trees) to help provide diversity. <i>This deviation is supported by staff.</i></p>
Building Foundation Landscaping	35% of building frontage facing drives must be landscaped with mix of trees, bushes, perennials, grasses and/or annuals.	All buildings' frontages have at least 35% of their frontages shown as being landscaped.	Yes	<u>Provide detailed foundation planting plans with species on Final Site Plans.</u>
Transformers/Utility boxes (LDM 1.e from 1 through 5)	<ul style="list-style-type: none"> ▪ A minimum of 2 ft. separation between box and the plants ▪ Ground cover below 4" is allowed up to pad. ▪ No plant materials within 8 ft. from the doors 	None proposed	TBD	<ol style="list-style-type: none"> 1. <u>When transformer locations are finalized, screening shrubs per standard detail are required.</u> 2. <u>Please add a note to this effect to the plans.</u>

Item	Required	Proposed	Meets Code	Comments
Detention/Retention Basin Requirements (Sec. 5.5.3.E.iv)				
Planting requirements (Sec. 5.5.3.E.iv)	<ul style="list-style-type: none"> ▪ Clusters of large native shrubs shall cover 70-75% of the basin rim area ▪ 10" to 14" tall grass along sides of basin ▪ Refer to wetland for basin mix 	<ul style="list-style-type: none"> ▪ The masses provided appear to meet the requirement. ▪ Most species are good, some are not native. 	<ul style="list-style-type: none"> ▪ Yes ▪ No 	<ol style="list-style-type: none"> 1. <u>Please clearly show the HWL for each pond on the landscape plan and locate the shrubs along it.</u> 2. <u>Please use native species in place of <i>Hamamelis vernalis</i> and <i>Syringa vulgaris</i> (you could use more chokeberry and ninebark, or other native species as detention basin shrubs.</u>
Phragmites Control	<ul style="list-style-type: none"> ▪ Survey site for Phragmites australis ▪ If any is found, show location(s) on existing conditions plan and provide a control plan for its complete eradication. 	None indicated	TBD	<ol style="list-style-type: none"> 1. <u>Please survey the site and add a control plan if necessary.</u> 2. <u>If none is found, please add a note to that effect to the existing conditions plan.</u>
Woodland Replacement Trees (Sec 37, LDM)				
Species breakdown	<ul style="list-style-type: none"> ▪ Replacement mix must approximate mix of trees removed. ▪ No more than 10% evergreen since forest is a deciduous hardwood forest with no evergreens. 	(8) 3" cal. Deciduous canopy trees	TBD	
LANDSCAPING NOTES, DETAILS AND GENERAL REQUIREMENTS				
Landscape Notes - Utilize City of Novi Standard Notes				
Installation date (LDM 2.i. & Zoning Sec 5.5.5.B)	Provide intended date	Between Mar 15-Nov 15	No	<u>Please add to plan set</u>
Maintenance & Statement of intent (LDM 2.m & Zoning Sec 5.5.6)	<ul style="list-style-type: none"> ▪ Include statement of intent to install and guarantee all materials for 2 years. ▪ Include a minimum one cultivation in June, July and August for the 2-year warranty period. 	No	No	<u>Please add to plan set</u>
Plant source	Shall be northern nursery	No	No	<u>Please add to plan set</u>

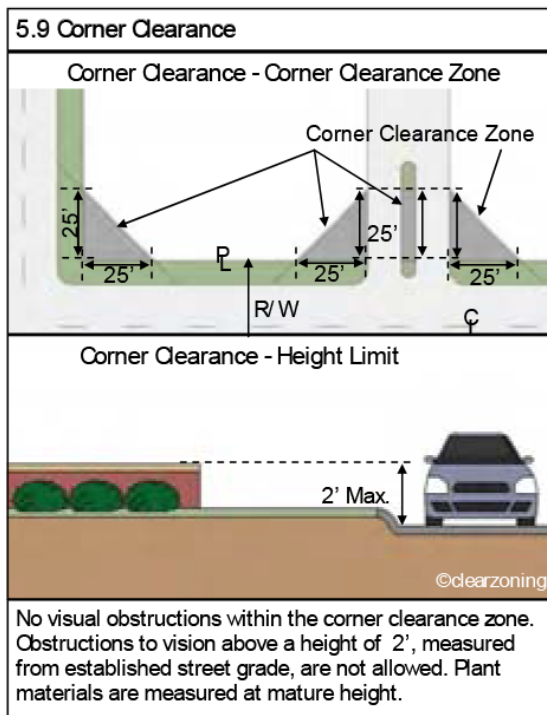
Item	Required	Proposed	Meets Code	Comments
(LDM 2.n & LDM 3.a.(2))	grown, No.1 grade.			
Irrigation plan (LDM 2.s.)	<ul style="list-style-type: none"> A fully automatic irrigation system or a method of providing sufficient water for plant establishment and survival is required on Final Site Plans. An alternative method of providing water for plant establishment and long-term survival can be proposed instead. 	None		<ol style="list-style-type: none"> <u>Please add irrigation plan or information as to how plants will be watered sufficiently for establishment and long- term survival.</u> <u>If xeriscaping is used, please provide information about plantings included and how they will be watered until established.</u>
Other information (LDM 2.u)	Required by Planning Commission	NA		<u>Please follow spacing requirements of LDM Table 1.a.(1)(f) for all trees.</u>
Establishment period (Zoning Sec 5.5.6.B)	2 yr. Guarantee	Yes	Yes	
Approval of substitutions. (Zoning Sec 5.5.5.E)	City must approve any substitutions in writing prior to installation.	Yes	Yes	
Plant List (LDM 2.h.) – Include all cost estimates				
Quantities and sizes	<ul style="list-style-type: none"> Refer to LDM suggested plant list, tree diversity requirements. At least 50% of species used should be native to Michigan. 	Yes	Yes	
Root type		Yes	Yes	
Botanical and common names		<ul style="list-style-type: none"> Tree diversity is acceptable 25 of 34 non-woodland replacement species (74%) used are native to Michigan 	Yes	<ol style="list-style-type: none"> <u>Please work to use a similar proportion of native species in the foundation plantings.</u> <u>Please show sweetgum, bald cypress, vernal witchhazel and lilac as non-native as none of them are native to Michigan.</u>
Type and amount of lawn		No	No	<u>Please add areas of each in cost table.</u>
Cost estimate (LDM 2.t)	For all new plantings, mulch and sod as listed on the plan	No	No	<u>Please add to final site plan.</u>
Planting Details/Info (LDM 2.i) – Utilize City of Novi Standard Details				
Canopy Deciduous Tree	Refer to LDM for detail drawings	Yes	Yes	
Evergreen Tree		Yes	Yes	

Item	Required	Proposed	Meets Code	Comments
Multi-stem Tree		Yes	Yes	
Shrub		Yes	Yes	
Perennial/ Ground Cover		Yes	Yes	
Tree stakes and guys. (Wood stakes, fabric guys)		Yes	Yes	
Tree protection fencing	Located at Critical Root Zone (1' outside of dripline)	<ul style="list-style-type: none"> ▪ Yes ▪ Tree fencing line is shown on T-1.0 	Yes	<u>Please also show the tree protection fence line on the Demolition Plan and/or Soil Erosion Control Plan.</u>
Other Plant Material Requirements (LDM 3)				
General Conditions (LDM 3.a)	Plant materials shall not be planted within 4 ft. of property line	<ul style="list-style-type: none"> ▪ Yes ▪ Note is added on Sheet L-1.0 	Yes	
Plant Materials & Existing Plant Material (LDM 3.b)	Clearly show trees to be removed and trees to be saved.	<ul style="list-style-type: none"> ▪ Existing tree tags and woodland line are shown on T-1.0 ▪ Trees to be removed are shown as lighter than trees to be saved and are indicated on tree chart. 	Yes	
Landscape tree credit (LDM3.b.(d))	Substitutions to landscape standards for preserved canopy trees outside woodlands/ wetlands should be approved by LA. Refer to Landscape tree Credit Chart in LDM	None		
Plant Sizes for ROW, Woodland replacement and others (LDM 9.b.(2)(a)i)	See Landscape Design Manual Table 9.b.(2)(a).i for required sizes	Yes	Yes	
Plant size credit (LDM 9.b.(2)(a)(ii))	NA	None		
Prohibited Plants (LDM 9.b)	No plants on City Invasive Species List	None are proposed	Yes	
Recommended trees for planting under overhead utilities (LDM 3.e)	Label the distance from the overhead utilities	No trees are proposed beneath the overhead utility line.	Yes	
Nonliving Durable Material: Mulch (LDM	<ul style="list-style-type: none"> ▪ Trees shall be mulched to 3" depth and shrubs, 	Shown in planting details	Yes	

Item	Required	Proposed	Meets Code	Comments
4)	groundcovers to 2" depth ■ Specify natural color, finely shredded hardwood bark mulch. Include in cost estimate.			

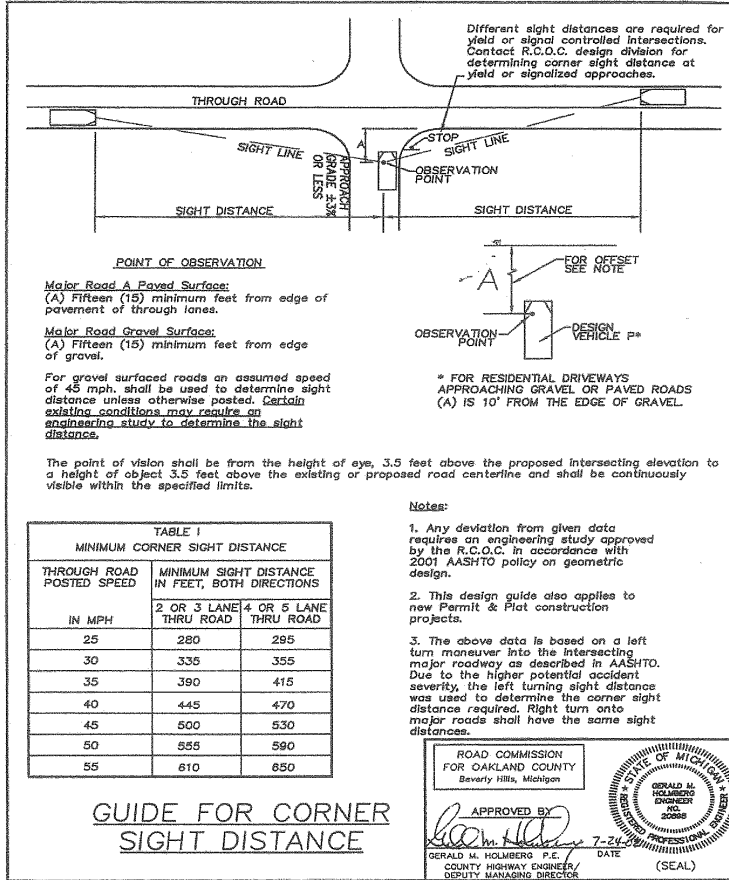
NOTES:

1. This table is a working summary chart and not intended to substitute for any Ordinance or City of Novi requirements or standards.
2. The section of the applicable ordinance or standard is indicated in parenthesis. For the landscape requirements, please see the Zoning Ordinance landscape section 5.5 and the Landscape Design Manual for the appropriate items under the applicable zoning classification.
3. Please include a written response to any points requiring clarification or for any corresponding site plan modifications to the City of Novi Planning Department with future submittals.



Road Commission for Oakland County Sight Distance Guidelines

FIGURE 6-1



WETLAND REVIEW



ECT Project No. 190526-0500

May 6, 2020

Ms. Barbara McBeth
City Planner
Community Development Department
City of Novi
45175 W. Ten Mile Road
Novi, Michigan 48375

Re: Novaplex (JZ19-0037)
Wetland Review of the 3rd Revised PRO Concept Plan (PSP20-0033)

Dear Ms. McBeth:

Environmental Consulting & Technology, Inc. (ECT) has reviewed the 3rd Revised Planned Re-Zoning Overlay (PRO) Concept Plan for the proposed Novaplex project prepared by PEA, Inc. dated April 20, 2020 (Plan). The Plan was reviewed for conformance with the City of Novi Wetland and Watercourse Protection Ordinance and the natural features setback provisions in the Zoning Ordinance. ECT most-recently visited the proposed project site on August 20, 2019 for the purpose of a wetland boundary verification.

ECT does not currently recommend approval of the 3rd Revised PRO Concept Plan for Wetlands. The Applicant should address the items noted below in the *Wetland Comments* Section of this letter prior to receiving Wetland approval of the Revised PRO Concept Plan.

The following wetland related items are required for this project:

Item	Required/Not Required/Not Applicable
Wetland Permit (specify Non-Minor or Minor)	Required (Non-Minor)
Wetland Mitigation	Required (Impacts currently > 0.25-acre wetland mitigation threshold)
Wetland Buffer Authorization	Required
EGLE Permit	Required
Wetland Conservation Easement	Required for any areas of proposed on-site wetland mitigation

The proposed project is located north of Twelve Mile Road and west of Haggerty Road (between the vacant Magna building to the north and the Botsford Center Rehabilitation Center to the south). The project site includes Parcel ID's 50-22-12-400-009, -010, and -011. The Plan proposes the construction of ten (10) multi-family residential buildings, a club house/community building, garages, associated parking and utilities and two (2) stormwater detention basins.

An on-site wetland delineation and tree survey have been completed for the site by PEA, Inc.. ECT previously completed an on-site woodland field verification as well as an on-site wetland boundary

2200 Commonwealth
Blvd., Suite 300
Ann Arbor, MI
48105

(734)
769-3004

FAX (734)
769-3164

verification. In addition, the Michigan Department of Environmental Quality (MDEQ, now the Michigan Department of Environment, Great Lakes, and Energy (EGLE)) conducted a Level 3 Wetland Identification Review of approximately 22 acres on the subject site on June 7, 2018. The MDEQ Wetland Identification Report is dated July 5, 2018 (Report). At that time, the MDEQ stated that “*based on our site investigation which included a review of plants, hydrology, and soils, the DEQ confirms, in part, the wetland boundary lines flagged by your consultant. The DEQ also reviewed other pertinent information such as aerial imagery, soil survey data, topographic mapping data, and surface hydrology data*”. In addition, the Report states:

Approximately 0.72-acre of wetland was overlooked and omitted by the consultant. The DEQ extended the consultant’s wetland delineation boundary flagging associated with wetlands within the western and northcentral portion of the Wetland Identification Program (WIP) review area and located two other wetlands within the southwest portion of the WIP review area. The wetland areas showed evidence of sustained surface (or near-surface) hydrology occurring during the growing season and were associated with hydrophytic plant species and hydric soil.

Modified boundaries were documented on the enclosed site map (Figure 2). The site map of the WIP review area was created by combining information from your consultant and the DEQ. The new map identifies areas containing regulated wetland, unregulated wetland, and non-wetland (upland)”.

Wetland Evaluation

ECT’s in-office review of available materials included the City of Novi Regulated Wetland and Woodland map, USGS topographic quadrangle map, NRCS soils map, USFWS National Wetland Inventory map, and historical aerial photographs. The site includes areas indicated as City-regulated wetland on the official City of Novi Regulated Wetland and Woodland Map (see Figure 1).

ECT visited the site most recently on August 20, 2019 for the purpose of a wetland boundary verification and woodland/tree condition assessment. The focus of the inspection was to review site conditions in order to determine whether on-site wetlands are considered regulated under the City of Novi’s Wetland and Watercourse Protection Ordinance. Wetland boundary flagging was in place in some areas of the site at the time of our inspection and not present in others. ECT concurs with the seven (7) wetland areas (Wetlands A, B, C, D, E, F, and G) indicated on the MDEQ’s Wetland Identification Detail figure (Figure 2, attached).

It should be noted that the current Plan appears to indicate all of the existing wetland areas that have been delineated on site by the applicant’s wetland consultant as well as by MDEQ during their June 7, 2018 WIP review. The discrepancy that we noted in our previous review letter related to the omission of part of Wetland A from the Plan has been resolved.

Wetlands A, B, F, and G are all primarily open water/emergent wetlands located in the northcentral, southwest and southeast sections of the subject property, respectively. In general, these wetland areas appear to contain seasonal standing water. Existing vegetation observed within these wetland areas included common reed (*Phragmites australis*), reed canary grass (*Phalaris arundinacea*), purple loosestrife (*Lythrum salicaria*), sensitive fern (*Onoclea sensibilis*), cattails (*Typha spp.*) and several other species.

Wetlands C, D, and E are primarily forested/scrub-shrub wetlands located along the western edge of the subject properties. Portions of these wetlands included standing water at the time of our inspection. Existing vegetation observed within these wetland areas included cattail (*Typha spp.*), silver maple (*Acer saccharinum*), silky dogwood (*Cornus amomum*), reed canary grass (*Phalaris arundinacea*), and several other species).

What follows is a summary of the wetland impacts associated with the proposed site design as shown on the current Plan.

Wetland Impact Review

The Plan indicates seven (7) areas of existing wetland on the development site (Sheet C-2.3; *Wetland Impact Plan*). The Plan currently proposes impacts to four (4) of these wetlands (i.e., Wetlands A, B, F, and G). Wetlands C, D, and E are proposed to be preserved. It should be noted that the current Plan does not appear to indicate and quantify the proposed impacts to the existing 25-foot wetland setbacks. A description of the apparent wetland impacts follows. The following table (Table 1) summarizes the existing wetlands and the proposed wetland impacts:

Table 1. Proposed Wetland Impacts

<i>Wetland Area</i>	<i>Wetland Area (acre)</i>	<i>City Regulated?</i>	<i>EGLR Regulated?</i>	<i>Impact Area (acre)</i>	<i>Impact Volume (cubic yards)</i>
A	0.20	City/Essential	No	0.20	Not Provided
B	0.41	City/Essential	No	0.41	Not Provided
C	0.04	City/Essential	Yes	None	None
D	0.13	City/Essential	No	None	None
E	0.11	City/Essential	No	None	None
F	0.55	City/Essential	Yes	0.22	Not Provided
G	0.01	City/Essential	Yes	0.01	Not Provided
TOTAL	1.45	--	--	0.84	Not Provided

It should be noted that the associated impact volumes (cubic yards) of fill for the proposed wetland impact areas have not been provided on the Plan.

In addition to wetland impacts, the Plan also proposes impacts to the 25-foot natural features setbacks. These impacts have not, however, been indicated or quantified on the Plan.

The applicant shall show the following information on subsequent site plans:

- Area (square feet) of all existing 25-foot wetland buffer areas;
- Area (square feet) of all wetland buffer impacts (both permanent and temporary);
- Volume (cubic yards) of all proposed wetland impacts.

The currently proposed wetland impacts do require wetland mitigation as the City’s threshold for wetland mitigation is 0.25-acre of wetland impact and the MDEQ’s threshold is 0.30-acre.

City of Novi Wetland Ordinance Requirements

The City of Novi Wetland and Watercourse Protection Ordinance (City of Novi Code of Ordinances, Part II, Chapter 12, and Article V) describes the regulatory criteria for wetlands and review standards for wetland permit applications.

As stated in the Ordinance, it is the policy of the city to prevent a further net loss of those wetlands that are: (1) contiguous to a lake, pond, river or stream, as defined in Administrative Rule 281.921; (2) two (2) acres in size or greater; or (3) less than two (2) acres in size, but deemed essential to the preservation of the natural resources of the city under the criteria set forth in subsection 12-174(b).

The wetland essentiality criteria as described in the Wetland and Watercourse Protection Ordinance are included below. Wetlands deemed essential by the City of Novi require the approval of a use permit for any proposed impacts to the wetland:

All noncontiguous wetland areas of less than two (2) acres which appear on the wetlands inventory map, or which are otherwise identified during a field inspection by the city, shall be analyzed for the purpose of determining whether such areas are essential to the preservation of the natural resources of the city...In making the determination, the city shall find that one (1) or more of the following exist at the particular site:

- (1) *The site supports state or federal endangered or threatened plants, fish or wildlife appearing on a list specified in Section 36505 of the Natural Resources Environmental Protection Act (Act 451 of 1994) [previously section 6 of the endangered species act of 1974, Act No. 203 of the Public Acts of 1974, being section 229.226 of the Michigan Compiled Laws].*
- (2) *The site represents what is identified as a locally rare or unique ecosystem.*
- (3) *The site supports plants or animals of an identified local importance.*
- (4) *The site provides groundwater recharge documented by a public agency.*
- (5) *The site provides flood and storm control by the hydrologic absorption and storage capacity of the wetland.*
- (6) *The site provides wildlife habitat by providing breeding, nesting or feeding grounds or cover for forms of wildlife, waterfowl, including migratory waterfowl, and rare, threatened or endangered wildlife species.*
- (7) *The site provides protection of subsurface water resources and provision of valuable watersheds and recharging groundwater supplies.*
- (8) *The site provides pollution treatment by serving as a biological and chemical oxidation basin.*
- (9) *The site provides erosion control by serving as a sedimentation area and filtering basin, absorbing silt and organic matter.*
- (10) *The site provides sources of nutrients in water food cycles and nursery grounds and sanctuaries for fish.*

After determining that a wetland less than two (2) acres in size is essential to the preservation of the natural resources of the city, the wetland use permit application shall be reviewed according to the standards in subsection 12-174(a).

Wetland Permits & Regulatory Status

ECT has evaluated the on-site wetlands and believes that they are all considered to be essential/regulated by the City of Novi as they meet one or more of the essentiality criteria (i.e., functions and values) outlined in the City of Novi Wetland and Watercourse Protection Ordinance. Based on the criteria set forth in The City of Novi Wetlands and Watercourse Protection ordinance (Part II-Code of Ordinances, Ch. 12, Article V.), the on-site wetlands appear to meet the definition of a City-regulated wetland and meet one or more of the essentiality criteria (i.e., wildlife habitat, storm water control, etc.). Any proposed use of the wetlands will require a City of Novi *Wetland Use Permit* as well as an *Authorization to Encroach the 25-Foot Natural Features Setback* for any proposed impacts to the 25-foot wetland buffers. It appears as though a City of Novi Non-Minor Use Wetland Permit would be required for the proposed impacts as the total wetland impacts appear to be greater than 10,000 square feet and/or likely greater than 300 cubic yards of impact [i.e., threshold for City of Novi Non-Residential (i.e., non-single family residence) Minor Wetland Permits]. A City of Novi *Authorization to Encroach the 25-Foot Natural Features Setback* would be required for any proposed impacts to on-site 25-foot wetland buffers.

ECT encourages the Applicant to minimize impacts to on-site wetlands and wetland setbacks to the greatest extent practicable. The Applicant should consider modification of the proposed limits of disturbance boundaries in order to preserve wetland and wetland buffer areas. It is ECT's opinion that the preservation of the 25-foot wetland buffer areas is important to the overall health of the wetlands, especially after site development. The existing buffer serves to filter pollutants and nutrients from storm water before entering the wetlands, as well as to provide additional wildlife habitat.

The City regulates wetland buffers/setbacks. Article 24, Schedule of Regulations, of the Zoning Ordinance states that:

“There shall be maintained in all districts a wetland and watercourse setback, as provided herein, unless and to the extent, it is determined to be in the public interest not to maintain such a setback. The intent of this provision is to require a minimum setback from wetlands and watercourses.

Within an established wetland or watercourse setback, unless and only to the extent determined to be in the public interest by the body undertaking plan review, there shall be no deposition of any material, removal of any soils, minerals and/or vegetation, dredging, filling or land balancing, or construction of any temporary or permanent structures.

In determining whether proposed activities are in the public interest, the benefit which would reasonably be expected to accrue from the proposal shall be balanced against the reasonably foreseeable detriments of the construction or other activity, taking into consideration the local, state, and national concern for the protection and preservation of the natural feature in question. If, as a result of such a balancing, there remains a debatable question whether the proposal is clearly in the public interest, authorization for the construction or other activity within the setback shall not be granted”.

EGLE generally regulates wetlands that are within 500 feet of a waterbody, regulated stream or are part of wetland system greater than 5 acres in size. As noted, EGLE (formerly MDEQ) conducted a Level 3 Wetland Identification Review and summarized this in a Report dated July 5, 2018. EGLE has regulatory authority over Wetlands C, F, and G. The Applicant should provide a copy of the MDEQ Wetland Use

Permit application to the City (and our office) for review and a copy of the approved permit upon issuance. A City of Novi Wetland Permit cannot be issued prior to receiving this information.

Wetland Mitigation

EGLE generally requires mitigation for impacts greater than one-third (0.33) acre and the City requires mitigation for impacts greater than one-quarter (0.25) acre. The Plan indicates a total of 0.84-acre of wetland impact to City-Regulated, emergent wetlands. Of that, 0.23-acre is also wetland regulated by EGLE. The required wetland mitigation ratio for impacts to emergent wetlands is 1.5-to-1 (i.e., 1.5 acres of wetland mitigation is required for every 1 acre of wetland impact). As a result the City requirement for wetland mitigation will be **1.26** acres of emergent wetland (i.e., 0.84-acre x 1.5). EGLE will likely require 0.35-acre of emergent wetland mitigation (i.e., 0.23-acre x 1.5). The Plan indicates that 0.67-acres of emergent wetland mitigation area will be constructed on-site (53% of the City-required wetland mitigation) and that the remaining 0.59-acre will be satisfied through the purchase of wetland mitigation bank credits at an off-site location. The location of the wetland mitigation bank does not appear to be specified.

It should be noted that Section 12-176. – Mitigation of the City’s Wetlands and Watercourse Protection Ordinance states the following:

Mitigation shall be provided onsite where practical and beneficial to the wetland resources. If onsite mitigation is not practical and beneficial, mitigation in the immediate vicinity, within the same watershed, may be considered. Mitigation at other locations within the city will only be considered when the above options are impractical.

If the applicant is unable to modify the Plan in order to decrease the overall impact to existing wetlands to levels below the City’s threshold for wetland mitigation, ECT recommends that the applicant continue to work towards finding a workable solution to provide the 1.26 acres of City-required wetland mitigation within the City of Novi and within the same watershed.

Wetland Comments

The following are repeat comments from our Wetland Review of the 2nd Revised PRO Concept Plan (PSP20-0011) letter dated February 18, 2020. The current status of each comment follows in ***bold italics***. Please consider the following comments when preparing subsequent site plan submittals:

1. ECT encourages the Applicant to minimize impacts to on-site wetlands and wetland setbacks to the greatest extent practicable. The Applicant should consider modification of the proposed limits of disturbance boundaries and/or site design in order to preserve wetland and wetland buffer areas. It is ECT’s opinion that the preservation of the 25-foot wetland buffer areas is important to the overall health of the wetlands, especially after site development. The existing buffer serves to filter pollutants and nutrients from storm water before entering the wetlands, as well as to provide additional wildlife habitat.

This comment still applies.

2. The Plan does not include all of the Wetland A area as determined by MDEQ’s Wetland Identification Review (letter dated July 5, 2018). The plan should be updated to include all areas of existing wetland.

This comment has been successfully addressed.

3. Proposed wetland impacts shall be clearly indicated, quantified and labeled on the Plan. All impact areas (square feet or acres) and impact volumes (cubic yards) shall be indicated on the Plan.

This comment has been partially addressed. All proposed wetland impact volumes shall be indicated on the Plan.

4. Subsequent site plans shall clearly indicate, label, and quantify (square feet or acres) the areas of all existing 25-foot wetland setbacks. Areas of proposed impact to 25-foot wetland buffers shall also be indicated, quantified (square feet or acres), and labeled on the Plan.

This comment has not been addressed.

5. Wetland flag numbers should also be included on the Plan for all wetland areas.

This comment has been addressed.

6. Impacts are proposed to EGLE-regulated wetlands F and G. The Applicant should provide a copy of the EGLE Wetland Use Permit application to the City (and our office) for review and a copy of the approved permit upon issuance. A City of Novi Wetland Permit cannot be issued prior to receiving this information.

This comment still applies.

7. Should temporary impacts to either wetland or wetland setback be required, the applicant shall designate on the Plan a proposed native seed mix to be used in the restoration of these areas. Temporary impacts to wetlands and wetland setbacks shall be restored using a native seed mix; common grass seed or sod is not authorized in these areas. Seed mix details shall be included on the Plan, if applicable. The applicant should review and revise the Plan as necessary.

This comment no longer applies as all of the proposed impacts to wetlands and/or wetland buffer areas appear to be permanent impacts.

8. Should wetland mitigation continue to necessary due to proposed wetland impacts exceeding the City of Novi (and/or EGLE) mitigation thresholds, the applicant shall submit a detailed wetland mitigation plan for approval concurrently with the site development plan. Subsequent Plans should provide detailed information regarding the proposed wetland mitigation area, and specifically contain all of the requirements listed in Section 12-176. – Mitigation of the City of Novi Wetland Ordinance.

The Plan shall also indicate the wetland Mitigation Ratio required for each area of wetland impact keeping in mind that the minimum requirement for mitigation of emergent and scrub-shrub wetland is 1.5-to-1 and the minimum requirement for mitigation of forested wetland is 2.0-to-1.

This comment has been partially addressed. The Plan does not however currently contain detailed wetland mitigation construction information (such as grading and planting plans as well as monitoring requirements and performance standards information). It should be noted that Section 12-176. – Mitigation of the City’s Wetlands and Watercourse Protection Ordinance states the following:

Mitigation shall be provided onsite where practical and beneficial to the wetland resources. If onsite mitigation is not practical and beneficial, mitigation in the immediate vicinity, within the same watershed, may be considered. Mitigation at other locations within the city will only be considered when the above options are impractical.

If the applicant is unable to modify the Plan in order to decrease the overall impact to existing wetlands to levels below the City’s threshold for wetland mitigation, ECT recommends that the applicant continue to work towards finding a workable solution to provide the 1.26 acres of City-required wetland mitigation within the City of Novi and within the same watershed. Currently the Plan proposes to construct 0.67-acre of the required 1.26-acre (53%) of the City-required wetland mitigation on-site. The remaining 0.59-acre of wetland mitigation would be provided at an off-site wetland mitigation bank.

Finally, EGLE tends to prefer that applicants satisfy EGLE-required wetland mitigation credits through the purchase of wetland mitigation bank credits (as opposed to constructing small areas of wetland mitigation on the project site). The Plan currently states that the EGLE-required wetland mitigation would be satisfied with 0.35-acre of the on-site wetland mitigation to be constructed. Should EGLE require the mitigation to be satisfied through the purchase of wetland mitigation bank credits the Plan should be revised accordingly.

9. The Applicant is encouraged to provide wetland conservation easements for any areas of remaining wetland and 25-foot wetland buffer. The Applicant shall provide wetland conservation easements as directed by the City of Novi Community Development Department for any areas of proposed wetland mitigation areas (if necessary). This language shall be submitted to the City Attorney for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Wetland and Watercourse permit.

Please note that the Applicant shall provide wetland conservation easements as directed by the City of Novi Community Development Department for any areas of proposed wetland mitigation areas (if necessary). This language shall be submitted to the City Attorney for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Wetland and Watercourse permit.

Novaplex (JSP19-0037)
Wetland Review of the 3rd Revised PRO Concept Plan (PSP20-0033)
May 6, 2020
Page 9 of 14

Recommendation

ECT does not currently recommend approval of the 3rd Revised PRO Concept Plan for Wetlands. The Applicant should address the items noted below in the *Wetland Comments* Section of this letter prior to receiving Wetland approval of the Revised PRO Concept Plan.

If you have any questions regarding the contents of this letter, please contact us.

Respectfully submitted,

ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC.



Pete Hill, P.E.
Senior Associate Engineer

cc: Lindsay Bell, City of Novi Planner
Madeleine Kopko, City of Novi Planning Assistant
Rick Meader, City of Novi Landscape Architect

Attachments: Figure 1 – City of Novi Regulated Wetland and Woodland Map
Figure 2 – DEQ Wetland Identification Detail
Site Photos



Figure 1. City of Novi Regulated Wetland & Woodland Map (approximate project property boundary shown in red). Regulated Woodland areas are shown in green and Regulated Wetland areas are shown in blue.

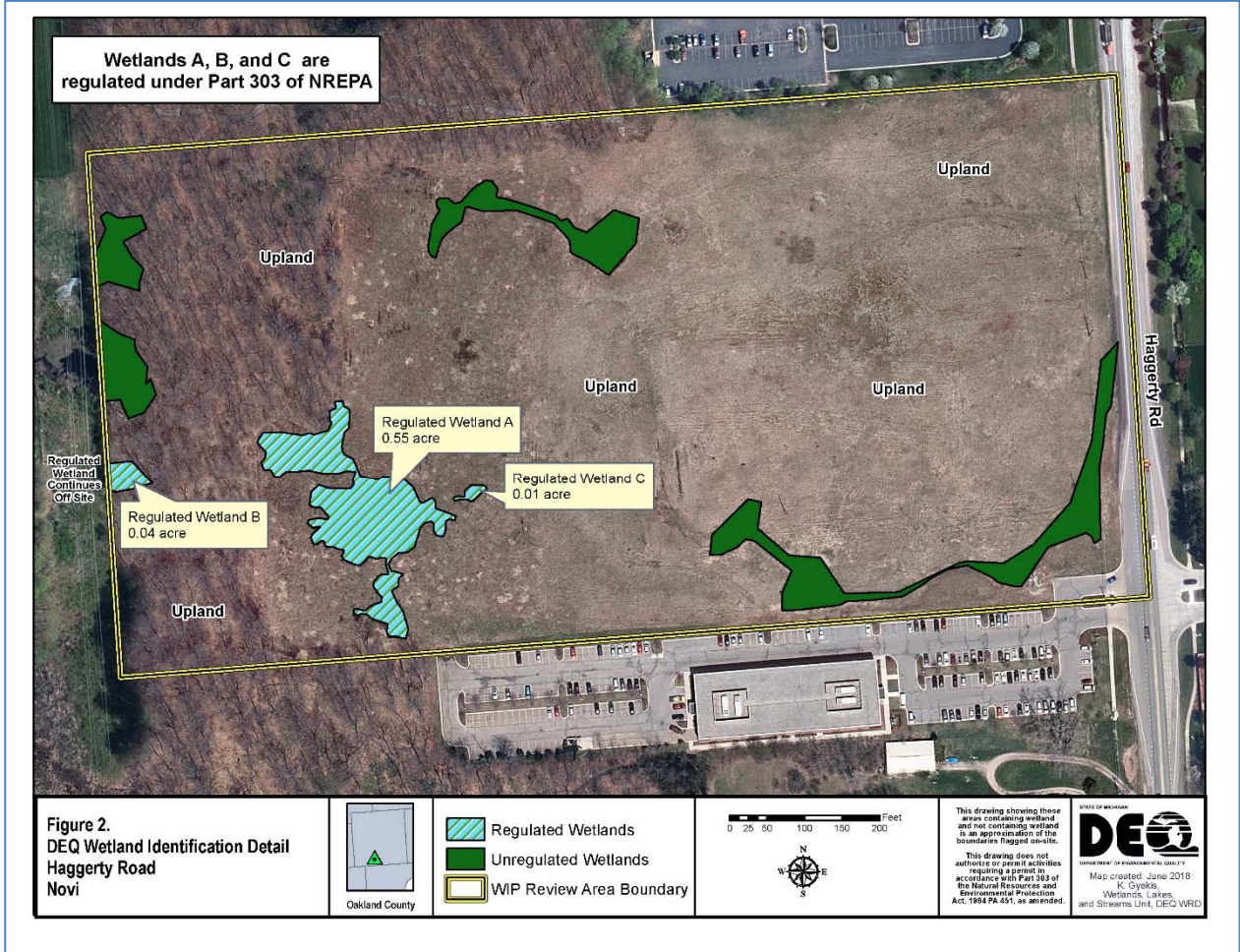


Figure 2. DEQ Wetland Identification Detail.

Site Photos



Photo 1. Looking west at Wetland C on the western edge of the project site (ECT, August 20, 2019).



Photo 2. Looking east at the northern edge of Wetland F near existing edge of woodlands (ECT, August 20, 2019).



Photo 3. Looking south at Wetland A (ECT, August 20, 2019).



Photo 4. Looking west at Wetland B on the southern edge of the project site (ECT, August 20, 2019).



Photo 5. Looking east at the western extents of Wetland A along the northern section of the project site (ECT, August 20, 2019).

WOODLAND REVIEW

ECT Project No.: 190526-0400

February 18, 2020

Ms. Barbara McBeth
 City Planner
 Community Development Department
 City of Novi
 45175 West Ten Mile Road
 Novi, MI 48375

Re: Novaplex (JZ19-0037)
 Woodland Review of the 2nd Revised PRO Concept Plan (PSP20-0011)

Dear Ms. McBeth:

Environmental Consulting & Technology, Inc. (ECT) has reviewed the 2nd Revised Planned Re-Zoning Overlay (PRO) Concept Plan for the proposed Novaplex project prepared by PEA, Inc. dated and stamped “Received” by the City of Novi Community Development Department on January 31, 2020 (Plan). The Plan was reviewed for conformance with the City of Novi Woodland Protection Ordinance Chapter 37. ECT most-recently visited the proposed project site on August 20, 2019 for the purpose of a woodland evaluation.

ECT currently recommends approval of the Revised PRO Concept Plan for Woodlands. The Applicant should address the items noted below in the *Woodland Comments* Section of this letter prior to receiving Woodland approval of the Final Stamping Set Plan.

The following woodland related items are required for this project:

Item	Required/Not Required/Not Applicable
Woodland Permit	Required
Woodland Fence	Required
Woodland Conservation Easement	Required

The proposed project is located north of Twelve Mile Road and west of Haggerty Road (between the vacant Magna building to the north and the Botsford Center Rehabilitation Center to the south). The project site includes Parcel ID’s 50-22-12-400-009, -010, and -011. The Plan proposes the construction of ten (10) multi-family residential buildings, a club house/community building, garages, associated parking and utilities and two (2) stormwater detention basins.

The purpose of the Woodlands Protection Ordinance is to:

- 1) *Provide for the protection, preservation, replacement, proper maintenance and use of trees and woodlands located in the city in order to minimize disturbance to them and to prevent damage from erosion and siltation, a loss of wildlife and vegetation, and/or from the destruction of the natural habitat. In this regard, it is the intent of this chapter to protect the integrity of woodland areas as a whole, in recognition that woodlands serve as part of an ecosystem, and to*

place priority on the preservation of woodlands, trees, similar woody vegetation, and related natural resources over development when there are no location alternatives;

- 2) *Protect the woodlands, including trees and other forms of vegetation, of the city for their economic support of local property values when allowed to remain uncleared and/or unharvested and for their natural beauty, wilderness character of geological, ecological, or historical significance; and*
- 3) *Provide for the paramount public concern for these natural resources in the interest of health, safety and general welfare of the residents of the city.*

What follows is a summary of our findings regarding on-site woodlands associated with the proposed project.

On-Site Woodland Evaluation

ECT has reviewed the City of Novi Official Woodlands Map and completed an onsite Woodland Evaluation on August 20, 2019. ECT's in-office review of available materials included the City of Novi Regulated Woodland map and other available mapping. The subject property does include areas indicated as City-regulated woodland on the official City of Novi Regulated Wetland and Woodland Map (see Figure 1). The majority of the site has been previously cleared of trees, however, as shown on the *Topographic Survey* (Sheet C-1.0), a forested buffer remains along the western portion and a section of the northwester edge of this parcel. Sections of this remaining forested area appear to exceed 300 lineal feet in width. The remaining woodland areas consists of a high-quality beech-sugar maple forest that has a dense canopy dominated by beech and sugar maple trees with some ash, basswood, oak, elm, black cherry, and walnut. Ironwood is a dominant understory tree along with beech and sugar maple saplings. Shrubs consist of predominantly spicebush with some witch-hazel, viburnum and common elderberry. Ground cover within this woodland includes creeping strawberry-bush, woodbine, Jack-in-the-pulpit, Solomon's seal, Christmas fern, bloodroot, beech drops, and mayapple.

The *Community Impact Statement (CIS)* submitted with the Plan notes that the property is a historically disturbed and vacant site. There is regulated woodland along the west property line, with the remainder of the site an open, tilled field. Some of the woodland is located within forested wetlands (i.e., along the western side of the site) with the remainder being an upland mix of trees. The CIS states that overall, the woodlot is in fair to good condition. It is stated that the proposed development is contained within the previously cleared area of the site. The limit of disturbance will be approximately 20-feet from the edge of the proposed buildings and approximately 15-feet from paved surfaces. The CIS notes that the disturbance is necessary for the physical construction of the proposed improvements. While it is unlikely, it is possible that disruption may encroach on the easterly edge of tree roots in places. As the site design is further refined, efforts will be made to reduce the encroachments and if a regulated tree is damaged, it will be replaced per the City's tree replacement ordinance. It is noted that tree mitigation for this development will occur on-site.

An existing tree survey and tree list has been provided. The Plan includes a surveyed tree list (*Prelim. Tree List*, Sheets T-1.1 & T-1.2) that identifies tree tag numbers, diameter-at-breast-height (DBH), common/botanical name, condition, and required replacement credit quantities for all surveyed trees. The *Prelim Landscape Calculations* plan (Sheet L-1.1) includes a *Tree Replacement* Summary that lists the total woodland replacements credits that are required for the proposed tree removals.

The surveyed trees have been marked with aluminum tree tags allowing ECT to compare the tree diameters reported on the Plan to the existing tree diameters in the field. ECT found that the Plan appears to accurately depict the location, species composition and the size of the existing trees. ECT took a sample of diameter-at-breast-height (DBH) measurements and found that the data provided on the Plan was consistent with the field measurements.

The City of Novi regulates all trees 8-inches diameter-at-breast-height (DBH) and greater that are located within the areas delineated as regulated woodlands on the City-Regulated Woodlands Map. The City also regulates any individual tree greater than or equal to 36-inches DBH, irrespective of whether such tree is within a regulated woodland. Proposed woodland impacts will require a Woodland Permit and the regulated trees shall be relocated or replaced by the permit grantee.

Proposed Woodland Impacts and Replacements

A *Tree Replacement* Table has been included on Sheet L-1.1 (*Prelim Landscape Calculations*). The Applicant has noted the following woodland impacts associated with the Plan:

- Stems to be Removed 8” to 11”: 3 x 1 replacement (Requiring 3 Replacements)
- Stems to be Removed 11” to 20”: 2 x 2 replacements (Requiring 4 Replacements)
- Stems to be Removed 20” to 30”: 2 x 3 replacements (Requiring 6 Replacements)
- Subtotal Replacements Required: 13 Replacements
- Replacement Required for Trees Previously Cleared from Site and Not Replaced: 181 Replacements

- Total Replacements Required: 194 Replacements

In summary, seven (7) regulated trees are proposed for removal on the current Plan requiring thirteen (13) Woodland Replacement Credits. These existing trees are located along the northern section of the site near the northern property boundary. The Plan appears to indicate that sixteen (16) Woodland Replacement Credits will be planted on-site and the remainder (178) shall be paid into the City of Novi Tree Fund.

City of Novi Woodland Review Standards and Permit Requirements

Based on Section 37-29 (*Application Review Standards*) of the City of Novi Woodland Ordinance, the following standards shall govern the grant or denial of an application for a use permit required by this article:

No application shall be denied solely on the basis that some trees are growing on the property under consideration. However, the protection and conservation of irreplaceable natural resources from pollution, impairment, or destruction is of paramount concern. Therefore, the preservation of woodlands, trees, similar woody vegetation, and related natural resources shall have priority over development when there are location alternatives.

In addition,

“The removal or relocation of trees shall be limited to those instances when necessary for the location of a structure or site improvements and when no feasible and prudent alternative location for the structure or improvements can be had without causing undue hardship”.

The City of Novi regulates all trees 8-inches diameter-at-breast-height (DBH) and greater that are located within the areas delineated as regulated woodlands on the City-Regulated Woodlands Map. The City also regulates any individual tree greater than or equal to 36-inches DBH, irrespective of whether such tree is

within a regulated woodland. Proposed woodland impacts will require a Woodland Permit and the regulated trees shall be relocated or replaced by the permit grantee.

Woodland Comments

The following are repeat comments from our Woodland Review of the Revised PRO Concept Plan (PSP19-0129) letter date August 26, 2019. The current status of each comment follows in ***bold italics***. Please consider the following comments when submitting future site development plan submittals:

1. The majority of the site has previously been cleared of trees. The Plan notes that an additional 181 Woodland Replacement Credits are required for the trees that were to be planted on-site for the clearing that was associated with the previous development that was not built. The current Plan proposes the removal of an additional 163 trees requiring 303 Woodland Replacement Credits.

The remaining woodland areas on the subject site are of high quality, contain mature high-quality trees, and contain very few invasive plant species located in this area as well. As approximately 79% of the site has been previously cleared for development, ECT recommends that **no additional woodland impacts be authorized** for the development of this property.

The overall impacts to Regulated Woodland areas have been significantly reduced from the previous plan submittal. The current Plan proposes the removal of seven (7) regulated trees requiring thirteen (13) Woodland Replacement Credits. These existing trees are located along the northern section of the site near the northern property boundary. The Plan appears to indicate that sixteen (16) Woodland Replacement Credits will be planted on-site and the remainder (178) shall be paid into the City of Novi Tree Fund. ECT urges the applicant to make Plan modifications to preserve all of the remaining/existing on-site trees.

2. It should be noted that the Plan proposes a total of 163 tree removals requiring an additional 303 Woodland Replacement Credits. Of these trees to be removed, the applicant notes that eighteen (18) of these trees (11%) should be treated as exempt because the tree's condition. ECT evaluated these trees for the condition value of the trunk, growth rate, structure, signs of insects or disease, crown development, and life expectancy. Based on these rankings it was determined if the tree is above or below a 50% health/condition ranking. ECT agrees with the exclusion of seven (7) of these eighteen (18) trees from replacement. The trees that appear to be <50% health/condition are Trees #3385, #3680, #3702, #3822, #3833, #3977, and #3999. The applicant shall review the information related to tree removals and replacements on the Plan and make revisions as necessary.

As noted in Comment #1, above, the overall impacts to Regulated Woodland areas have been significantly reduced from the previous plan submittal. One (1) tree (Tree #3680; 8" sugar maple) is being removed and the applicant has suggested that it is exempt from replacement due to its very poor condition. ECT previously evaluated a list of trees that the applicant requested be exempt from replacement due to condition. ECT agrees with the current assessment that Tree #3680 does not require Woodland Replacement Credit.

3. A Woodland Permit from the City of Novi would be required for proposed impacts to any trees 8-inch DBH or greater located within the regulated woodland boundaries or any tree greater than 36-inches DBH. Such trees shall be relocated or replaced by the permit grantee either through

approved on-site replacement trees or through a payment to the City of Novi Tree Fund. All deciduous replacement trees shall be two and one-half (2 ½) inches caliper or greater and will be counted at a 1:1 replacement ratio. All proposed coniferous replacement trees shall be 6-feet in height (minimum) and will be counted at a 1.5:1 replacement ratio. See the attached City of Novi Woodland Replacement Chart for acceptable woodland replacement species.

This comment still applies.

4. A Woodland Replacement Performance financial guarantee for the planting of replacement trees will be required. This financial guarantee will be based on the number of on-site woodland replacement trees (credits) being provided at a per tree value of \$400.

This comment still applies. Based on the current Plan, the Woodland Replacement Performance financial guarantee shall be \$6,400 (16 On-site Woodland Replacement Credits x \$400/Credit).

5. The Applicant will be required to pay the City of Novi Tree Fund at a value of \$400/credit for any Woodland Replacement tree credits that cannot be placed on site.

This comment still applies. Based on the current Plan, the required payment to the City of Novi Tree Fund shall be \$71,200 (178 additional Woodland Replacement Credits Required x \$400/Credit).

6. It should be noted that the *Preliminary Landscape Plan* (Sheet L-1.0) indicates that woodland replacement trees are to be planted within the regulated woodland areas remaining on the west side of the project site. The Plan also notes that replacement planting numbers and locations within the woodland will be jointly determined by the applicant's landscape architect and the City of Novi's Landscape architect. Any trees that cannot be planted without bringing harm to the existing woods will be replaced by a contribution to the City of Novi Tree Fund.

It is ECT's opinion that because the quality of the remaining woodland area is so high, no Woodland Replacement Trees shall be authorized within the existing Regulated Woodland area.

This comment no longer applies. The sixteen (16) proposed on-site Woodland Replacement trees are proposed to be planted on the eastern edge of the existing Regulated Woodland area and not within the Regulated Woodland area.

7. The Plan appears to indicate that 140 Woodland Replacement Credits will be planted on-site and the remainder (343) shall be paid into the City of Novi Tree Fund. Sheet L-1.1 (*Prelim Landscape Calculations*) and Sheet L-1.0 (*Preliminary Landscape Plan*) contain some discrepancies. The *Preliminary Landscape Plan* appears to indicate a total of 104 deciduous replacement trees (104 Credits at 1-to-1 replacement ratio) and 54 evergreens (36 Credits at 1.5-to-1 replacement ratio) are to be planted. The information regarding replacements provided on the *Prelim Landscape Calculations* sheet differs slightly. Please review and revise the landscaping sheets to ensure that the woodland removal and proposed replacement information is consistent.

See Comment #1. The overall impacts to Regulated Woodland areas have been significantly reduced from the previous plan submittal. The current Plan proposes the removal of seven (7) regulated trees requiring thirteen (13) Woodland Replacement Credits. These existing trees are located along the northern section of the site near the northern property boundary. The Plan appears to indicate that sixteen (16) Woodland Replacement Credits will be planted on-site and the remainder (178) shall be paid into the City of Novi Tree Fund. ECT urges the applicant to make Plan modifications to preserve all of the remaining/existing on-site trees.

The Tree Replacement Information included on Sheet T-1.0 (Prelim. Tree Preservation Plan) is no longer accurate and shall be revised. The number of on-site replacement trees indicated on this Plan no longer appears to be correct.

8. Based on a successful inspection of the installed on-site Woodland Replacement trees (if applicable), the Woodland Replacement Performance Guarantee shall be returned to the Applicant. A Woodland Maintenance financial guarantee equal to twenty-five percent (25%) of the value of the original Woodland Replacement material will then be kept for a period of 2-years after the successful inspection of the tree replacement installation.

This comment still applies. Based on the current Plan, the required Woodland Maintenance financial guarantee shall be \$1,600 (16 On-site Woodland Replacement Credits x \$400/Credit x 0.25).

9. The Applicant shall provide preservation/conservation easements as directed by the City of Novi Community Development Department for any areas of woodland replacement trees. The applicant shall demonstrate that the all proposed woodland replacement trees will be guaranteed to be preserved as planted with a conservation easement or landscape easement to be granted to the city. This language shall be submitted to the City Attorney for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Woodland permit. Any associated easement boundaries shall be indicated on the Plan.

This comment still applies.

10. Replacement material should not be located 1) within 10' of built structures or the edges of utility easements and 2) over underground structures/utilities or within their associated easements. In addition, replacement tree spacing should follow the *Plant Material Spacing Relationship Chart for Landscape Purposes* found in the City of Novi *Landscape Design Manual*.

This comment still applies.

Novaplex (JZ19-0037)
Woodland Review of the 2nd Revised PRO Concept Plan (PSP20-0011)
February 18, 2020
Page 7 of 10

Recommendation

ECT currently recommends approval of the Revised PRO Concept Plan for Woodlands. The Applicant should address the items noted below in the *Woodland Comments* Section of this letter prior to receiving Woodland approval of the Final Stamping Set Plan.

If you have any questions regarding the contents of this letter, please contact us.

Respectfully submitted,

ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC.



Pete Hill, P.E.
Senior Associate Engineer

cc: Lindsay Bell, City of Novi Planner
Sri Komaragiri, City of Novi Planner
Madeleine Kopko, City of Novi Planning Assistant
Rick Meader, City of Novi Landscape Architect

Attachments: Figure 1 – City of Novi Regulated Wetland and Woodland Map
Site Photos

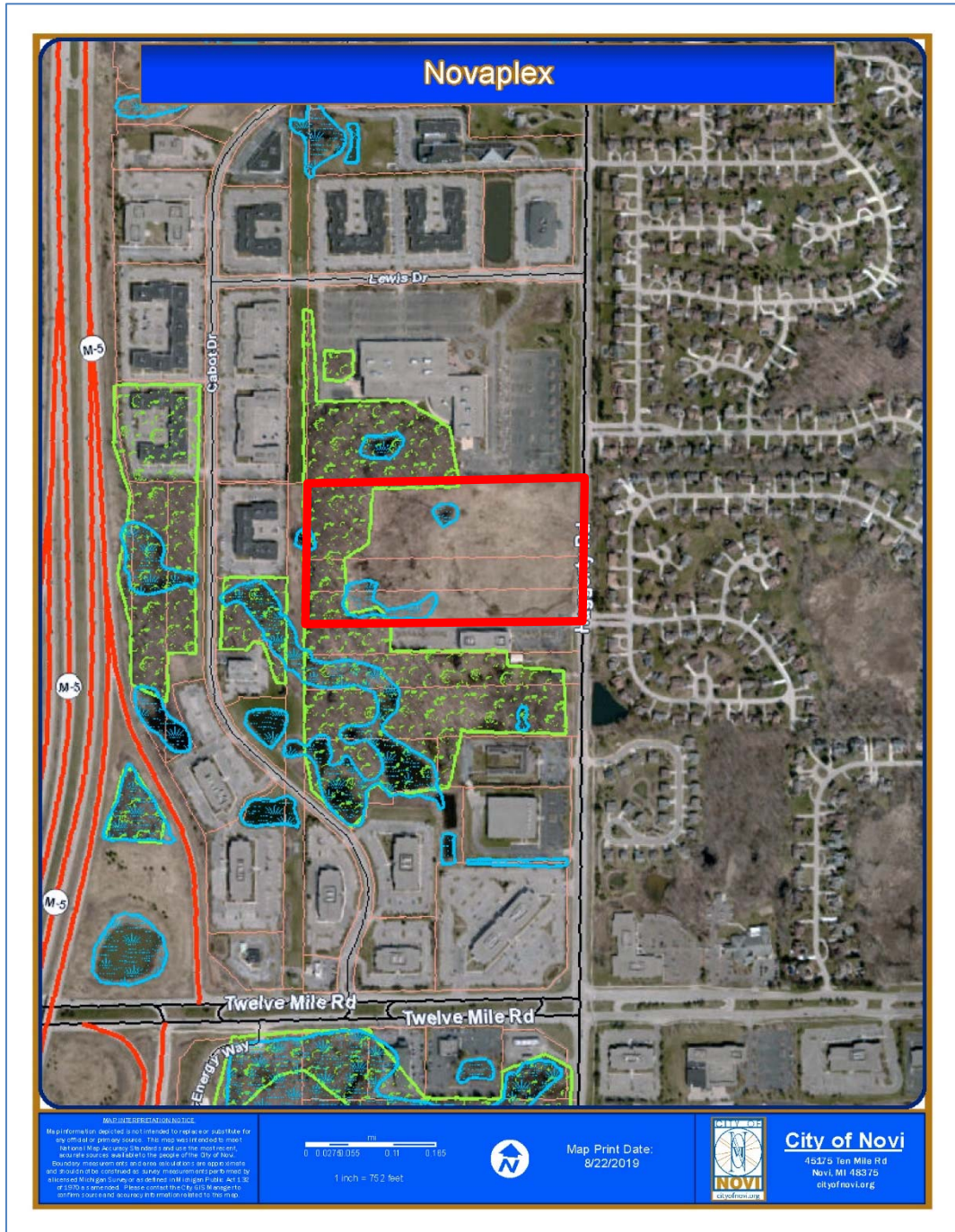


Figure 1. City of Novi Regulated Wetland & Woodland Map (approximate project boundary shown in red). Regulated Woodland areas are shown in green and Regulated Wetland areas are shown in blue.

Site Photos



Photo 1. Looking east from within the Regulated Woodland area on the western portion of the site (ECT, August 20, 2019).



Photo 2. Looking east along the existing regulated woodland area located on the northern portion of the site (ECT, August 20, 2019).



Photo 3. Looking west from the southeast portion of the site towards the regulated woodland area located on the western portion of the site (ECT, August 20, 2019).

TRAFFIC REVIEW



AECOM
27777 Franklin Road
Southfield
MI, 48034
USA
aecom.com

Project name:

JSP19-0024 Novaplex 3rd Revised PRO Concept
Traffic Review

From:

AECOM

Date:

May 8, 2020

To:

Barbara McBeth, AICP
City of Novi
45175 10 Mile Road
Novi, Michigan 48375

CC:

Lindsay Bell, Kate Richardson, Madeleine Kopko,
Victor Boron

Memo

Subject: JSP19-0024 Novaplex 3rd Revised PRO Concept Traffic Review

The 3rd revised PRO concept site plan was reviewed to the level of detail provided and AECOM recommends **denial** for the applicant to move forward until the comments provided below are adequately addressed to the satisfaction of the City.

GENERAL COMMENTS

1. The applicant, BC Novaplex LLC, is proposing an apartment complex, consisting of 10 buildings containing 270 units, garages, clubhouse, and outdoor areas on the west side of Haggerty Road, between Twelve and Thirteen Mile Roads.
2. Haggerty Road is under the jurisdiction of Oakland County.
3. The parcel is zoned OST. The applicant is proposing rezoning the area to RM-2 with a PRO.
4. Summary of traffic-related waivers/variances:
 - a. The applicant is requesting a deviation for required parking spaces.
 - b. The applicant is requesting a deviation for the width of the outer drive loop.
 - c. The applicant is requesting a deviation for parking on a major drive for the outer loop.
 - d. The applicant is requesting a deviation for exceeding the maximum 120' distance from the bicycle parking to building entrances.
 - e. The applicant is requesting a deviation for paved access route to and from the bicycle parking not being 6' in width.

TRAFFIC IMPACTS

1. AECOM performed an initial trip generation estimate based on the ITE Trip Generation Manual, 10th Edition, as follows:

ITE Code: 221 Multi-Family housing (Mid-Rise)

Development-specific Quantity: 270

Zoning Change: As indicated above for PRO

Trip Generation Summary				
	Estimated Trips	Estimated Peak-Direction Trips	City of Novi Threshold	Above Threshold?
AM Peak-Hour Trips	91	67	100	No
PM Peak-Hour Trips	115	70	100	No
Daily (One-Directional) Trips	1,470	N/A	750	Yes

- The number of trips exceeds the City's threshold of more than 750 trips per day or 100 trips per either the AM or PM peak hour. AECOM recommends performing the following traffic impact studies in accordance with the City's requirements. This study was provided during the Pre-App phase and was revised for this submittal.

Trip Impact Study Recommendation	
Type of Study:	Justification
Rezoning Traffic Impact Study	The applicant is proposing rezoning the parcels and so a rezoning traffic study comparing the trips possible under the current and proposed zoning, as well as the proposed land use, is required. A RTIS was submitted by the applicant and reviewed by AECOM in a separate letter.
Traffic Impact Study	The proposed developments exceed the City of Novi thresholds for requiring a Traffic Impact Study. This study was provided during the Pre-App phase and was revised for the PRO concept submittal. It was reviewed in a separate letter.

EXTERNAL SITE ACCESS AND OPERATIONS

The following comments relate to the external interface between the proposed development and the surrounding roadway(s).

- The applicant is proposing two (2) points of access to the development, as follows:
 - One (1) divided driveway off of Haggerty Road.
 - The dimensions of the divided entrance are generally within the ranges provided in Figure IX.3 of the City's Code of Ordinances.
 - Two (2) tie ins to existing access points for adjacent parcel on Haggerty Road.
- The applicant has included a right turn lane and taper along Haggerty Road. The applicant should submit proposed Haggerty Road revisions to the Road Commission for Oakland County for their review and approval.
- The applicant has extended the extra lane from the property to the south as a left turn bypass lane. The applicant should submit proposed Haggerty Road revisions to the Road Commission for Oakland County for their review and approval.
- The applicant should confirm that the proposed driveways meet the same side spacing requirements as indicated in Section 11-216(d)(1)(d) and Figure IX.12 of the City's Code of Ordinances and dimension the spacing on the plans. It needs to be clearly shown.
- The applicant should include sight distance measurements for the driveways along Haggerty Road. Refer to Figure VIII-E of the City's Code of Ordinances for more information.
- The applicant is proposing a sidewalk along Haggerty Road, and continuing the sidewalk along the adjacent parcel to connect to the existing sidewalk.
 - The applicant should provide proposed sidewalk and ramp details and include the latest Michigan Department of Transportation (MDOT) sidewalk ramp detail.

INTERNAL SITE OPERATIONS

The following comments relate to the on-site design and traffic flow operations.

1. General Traffic Flow

- a. The site generally appears to be accessible to passenger vehicles.
- b. The applicant has provided fire truck turning paths to ensure accessibility.
- c. The majority of the drives in the development are considered major drives as per the City's Zoning Ordinance, Section 5.10.1.B. Major drives shall have a width of 28' and angled and perpendicular parking spaces are not permitted (5.10.1.B.v.d). The inner loop of drives complies with the Ordinance; however, the outer loop remains 24' wide with perpendicular parking. **The applicant has indicated they are seeking a deviation for major drive width and parking presence.** AECOM would support these deviations if the following criteria are met:
 - i. Traffic calming measures are implemented along the outer loop to encourage slower speeds.
 1. The proposed measures (two pairs of stop signs located midway along the east/west outer loop) may result in driver confusion due to the small parking lot not having a stop sign while the mainline does.
 2. Alternate traffic calming, such as pavement markings or a reduced posted speed limit, should be considered by the applicant.
 3. A form of traffic calming should be implemented along the westernmost north/south drive prior to AECOM's support of this deviation.
 - ii. At least 9 of the parking spaces placed along the curve on the southwest corner of the site should be removed.
 1. Alternatively, the applicant could remove the curved portion of the road the spaces are on and propose a corner similar to the northeast corner of the site.
- d. The applicant has provided some width dimensions for the end island areas throughout the development to ensure compliance with Figure 5.3.12 in the City's Zoning Ordinance. The width of the islands internal to the central parking area should also have widths dimensioned.
 - i. The applicant has indicated the end islands are 3' shorter than the adjacent parking stall.
 - ii. The islands internal to the parking bays in the central area appear to also be 3' shorter than the adjacent parking stalls. The internal islands are not required to be shorter than the adjacent parking spaces and may match the length.
 - iii. All landscape islands should have a curb height of 6". 4" curb heights are permitted for vehicle overhangs only, in front of 17' long parking spaces.
- e. The applicant has not provided more than 15 consecutive parking spaces, which is in compliance with the City's Zoning Ordinance, Section 5.5.3.C.ii.i.
- f. The applicant has proposed eight (8) trash receptacles in the development. The locations of some of the proposed facilities is such that, when in active use, the collection vehicle will diminish access to the maneuvering aisle and/or parking spaces. The applicant should review the placement of the receptacles and consider alternate locations that would not diminish access, if possible, in order to be in compliance with Section 5.4.4 of the Zoning Ordinance.
 - i. The applicant has confirmed that some of the trash receptacles are accessible by trash collection vehicles via turning movement paths.

2. Parking Facilities

- a. The applicant should reference the Planning Review letter for information regarding required off-street parking quantities. **The applicant has indicated they are seeking a deviation for the number of parking spaces required on the site.**
 - i. The applicant has submitted a parking study with this submittal.
 1. If the garages are available for rent and not included in the apartment rentals, allowances will need to be made for lack of rental by residents.

- ii. The applicant is proposing a mix of surface lot and garage spaces.
- iii. The applicant should indicate the number of garages present in the buildings and how many parking spaces are included per garage.
- iv. 120 apron spaces are indicated.
 - 1. The access to the garages should also be included in the plans.
- b. As stated in Section 1.c of this letter, perpendicular parking is not allowed on major drives. **The applicant has indicated they are seeking a deviation for parking on the outer loop.**
- c. The proposed parking lot parking space dimensions are in compliance with City standards. The applicant has provided curb heights throughout the site.
- d. The applicant has generally indicated 9' parking space widths, which is in compliance with City standards.
- e. The applicant has indicated thirteen (13) accessible parking spaces.
 - i. The applicant has not indicated which spaces are van accessible. Three (3) of the thirteen spaces must be van accessible.
 - ii. Signs indicating accessible spaces must be placed at the head of each accessible space. The spaces in the central parking area must each have their own signs. Van accessible spaces must have both the van accessible placard and the accessible space sign.
- f. The applicant has generally indicated 24' aisles in the parking lot areas. Please refer with Section 5.3.2 of the City's Zoning Ordinance. The outer loop of the property is not considered a minor drive, it is a major drive. The length exceeds the maximum length for a minor drive. **The applicant has indicated they are seeking a deviation to maintain the 24' width.** AECOM would support that deviation only if the conditions listed above are met.
- g. The applicant is required to provide 54 bicycle parking spaces, one (1) space for each five (5) dwelling units as well as 10% of the parking required for the Club building. The site plan currently proposes 64 bicycle parking spaces.
 - i. The applicant has indicated the locations where the bicycle parking is proposed. Future submittals should include which spaces are covered parking, as required in Section 5.16.4 (also below in note iii).
 - ii. The Zoning Ordinance, Section 5.16.1.F suggests providing spaces in multiple locations in increments of two (2) when more than four (4) spaces are required. Given the range of buildings to be served by the bicycle parking in this development, the applicant should provide the bicycle parking throughout the development, no more than 120 feet from the building entrances being served (Section 5.16.1.E). **The applicant has indicated they are seeking a waiver for the 120' distance, given the number of entrances.** All bicycle parking should be at most 120' from a building entrance. The Ordinance does not require bicycle parking to be provided at every single entrance.
 - iii. The Zoning Ordinance, Section 5.16.4, provides the following covered bicycle parking space requirement: *Unless waived or modified as provided in subsection 5E, when twenty (20) or more bicycle parking spaces are required, twenty-five (25) percent of the bicycle parking spaces shall be covered bicycle parking spaces.*
 - 1. Under this section, the applicant is required to provide 14 (25%) of the 54 bicycle parking spaces as covered parking.
 - 2. **The applicant has indicated that they are seeking a waiver for this requirement and that spaces are available inside the buildings shared areas for bicycle storage as well.**
- iv. The applicant has provided the design of proposed bicycle racks and should indicate the height to ensure compliance with Section 5.16.5.B of the City's Zoning Ordinance.
- v. The applicant has provided a proposed bicycle parking layout, which is in compliance with the requirements.

3. Sidewalk Requirements

- a. The applicant has generally proposed a 5' sidewalk width details throughout the site. The sidewalks adjacent to parking spaces at the Community Building have been dimensioned as 7'.
- b. The applicant should indicate locations of and details for all proposed sidewalk ramps throughout the site and include the latest MDOT sidewalk ramp detail.
 - i. Crosswalks near trash receptacles should be considered for sidewalk ramps to improve accessibility to the trash receptacles.
- c. It should be noted that all bicycle parking facilities shall be accessible from adjacent street(s) and pathway(s) via a paved route that has a minimum width of 6'. **The applicant has indicated they are seeking a deviation.** Sidewalks are currently proposed to be 5' wide.

SIGNING AND STRIPING

1. All on-site signing and pavement markings shall be in compliance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD). The following is a discussion of the proposed signing and striping.
 - a. The applicant has provided proposed signing locations but should provide additional details in a signing quantities table (MMUTCD designation and proposed size) in future submittals.
 - b. The applicant should review stop sign locations and ensure that only two non-conflicting directions have no stop signs at intersections or that only parking lot driveways (with implied driver expectation uncontrolled intersection stop) have no stop signs.
 - i. The parking lot along the north drive at the traffic calming stop signs presently has the right of way at that intersection, due to lack of a stop sign.
 - ii. The community building parking lot/major drives intersection currently has 1 controlled and 3 uncontrolled approaches, which may cause driver confusion.
 - c. The stop sign detail shown on sheet C-9.0 indicates a sign size of 24". Stop signs are required to be a minimum of 30".
2. The applicant should provide the following notes and details related to the proposed signing.
 - a. Single signs with nominal dimensions of 12" x 18" or smaller in size shall be mounted on a galvanized 2 lb. U-channel post. Multiple signs and/or signs with nominal dimension greater than 12" x 18" shall be mounted on a galvanized 3 lb. or greater U-channel post as dictated by the weight of the proposed signs.
 - b. The applicant should indicate a bottom height of 7' from final grade for all signs installed.
 - c. The applicant should indicate that all signing shall be placed 2' from the face of the curb or edge of the nearest sidewalk to the near edge of the sign.
 - d. Traffic control signs shall use the FHWA Standard Alphabet series.
 - e. Traffic control signs shall have High Intensity Prismatic (HIP) sheeting to meet FHWA retroreflectivity requirements.
3. The applicant has included parking space striping notes to indicate that:
 - a. The standard parking spaces shall be striped with four (4) inch white stripes.
 - b. The accessible parking space and associated aisle should be striped with four (4) inch blue stripes.
 - c. Where a standard space is adjacent to an accessible space, abutting blue and white stripes shall be installed.
4. The applicant has provided a detail for the proposed international symbol for accessibility pavement markings that may be placed in the accessible parking space. The symbol shall be white or white with a blue background and white border with rounded corners.
5. The applicant should provide a detail for the proposed crosswalk markings.
6. The applicant should indicate any proposed pavement markings along Haggerty Road.
7. The applicant should include maintenance of traffic plans for the work along Haggerty Road in future submittals.

TRAFFIC IMPACT STUDY REVIEW



AECOM
27777 Franklin Road
Southfield
MI, 48034
USA
aecom.com

To:
Barbara McBeth, AICP
City of Novi
45175 10 Mile Road
Novi, Michigan 48375

Project name:
JZ19-37 Novaplex Traffic Impact Study Review
Letter

From:
AECOM

Date:
August 29, 2019

CC:
Sri Komaragiri, Lindsay Bell, Kate Richardson,
Madeleine Kopko, Kale Richardson

Memo

Subject: JZ19-37 Novaplex Traffic Impact Study Review Letter

The traffic impact study (TIS) for the Novaplex development was reviewed to the level of detail provided and AECOM recommends **approval** of the TIS; however, the applicant should review the comments provided below and provide an update to the City.

GENERAL COMMENTS

1. The memo will provide comments on a section-by-section basis following the format of the submitted report.

PROJECT OVERVIEW

1. The project is proposed on the west side of Haggerty Road, between 12 Mile road and 13 Mile Road.
2. The development is proposed to consist of 350 multi-family residential units.
3. The TIS examines the traffic conditions at the intersection of Haggerty Road and Heatherbrook Drive/Infinity Medical Drive.

DATA COLLECTION

1. The study intersections are Haggerty Road and Heatherbrook Drive/Infinity Medical Drive along with Haggerty Road and the proposed Site Driveway.
2. The preparer provided the historical AADT values for Haggerty Road to show a growth rate of less than 2% annually from 2000 to 2012. However, the text states volumes decreased from 2013 to 2018, and that 2017 values were used. The AADT for any of these years is not available in the appendix, with the exception of the 2017 AADT that was added to the turn lane/taper warrants. The 2017 AADT is listed as 16,230. 4 hour counts are the only 2017 data present in the appendix. The preparer should include the data for 2013-2018 as referenced, or update the reference to the provided data.
3. A lane use and traffic control inventory was conducted as well.

BASELINE CONDITIONS

Existing Conditions (2019)

1. The delay, Level of Service (LOS), average queue length, and 95th percentile queue lengths were calculated for the existing conditions. The intersection of Haggerty Road and Heatherbrook Drive/Invinity Medical Drive is a two way stop controlled intersection.
2. During the AM peak, the westbound left turning movement experiences the worst delay, at LOS E. The eastbound left turning movement operates at LOS D. The narrative describes the eastbound turning movement as operating at either an LOS E or F and should be revised.
3. During the PM peak, both the eastbound and westbound left turning movements operate at LOS F, with motorists waiting, on average, more than a minute to complete their turns.
4. A signal warrant analysis was done for the intersection. The existing volumes did not meet any of the warrant thresholds. A signal is not warranted at this location for existing conditions.

Background Conditions (No Build 2022)

1. A 1% annual growth rate was applied to the 2019 volumes to arrive at the 2022 No Build values.
2. Eastbound and Westbound left turns operate at LOS E or F for both AM and PM peak periods under the background conditions.
3. Queue lengths remain insignificant, with a maximum of 2 to 3 vehicles.

SITE TRIP GENERATION AND DISTRIBUTION

1. ITE Code 221, for Multi-Family Homes (Mid-Rise) was used to generate trips.
2. 1,906 vpd is the AADT for the site, with 117 trips during AM peak and 147 trips during PM peak
3. Existing peak hour traffic patterns, along with the site plans and ITE methodologies, were used to assign the trips to the study road network.

FUTURE CONDITITONS (With Development 2022)

1. With the addition of the site traffic, the eastbound and westbound left turn approaches remain operating at LOS E or F. However, the delay increases for the westbound left turn movement by nearly 20 seconds in the AM peak and 25 seconds in the PM peak. The eastbound left turn movement has a delay increase of about 23 seconds during the PM peak under the build conditions.
2. Despite significant delay values, of nearly 2 minutes (103 seconds) for the east- and westbound left turns, the queue lengths indicate a queue of approximately 3 vehicles (63 feet).
3. The preparer should revise the narrative to match the max queue length present in the table and the synchro outputs.

Future Signal Warrant Analysis / Access Management

1. The warrant analysis examined 3 warrants and dfound a signal was not warranted at the intersection of Haggerty Road and Heatherbrook Drive/Invinity Medical Drive with the development traffic conditions.
2. Driveway spacing is indicated to be consistent with the requirements set forth in the city ordinances.
3. The site driveway warrants a right turn taper and a left turn treatment, according to RCOC's guidelines.

REZONING TRAFFIC COMPARISON

1. The applicant compared the previously approved site plan for this development with the multi-family .
2. Total trips proposed are lower than the previously approved site plan. However, the number of trips out-bound during the AM peak and in-bound during the PM peak exceed the previous site plan. This is a flip of the peak direction during peak hours.

CONCLUSIONS AND RECOMMENDATIONS

1. No signals are warranted for the intersections studied for either current or future traffic conditions.
2. The STOP controlled left turn movements at the intersection of Haggerty Road and Heatherbrook Drive/Infinity Medical Drive will operate at LOS E or F during both peak periods, with delays of over a minute and a half. However, due to small amounts of vehicular traffic, queue length is not expected to cause major issues.
3. Both a right turn deceleration taper and some form of a left turn treatment are warranted for the site driveway.
4. The change of use does not create significant impacts despite the flip in peak hour peak direction traffic.

Should the City or applicant have questions regarding this review, they should contact AECOM for further clarification.

Sincerely,

AECOM



Josh A. Bocks, AICP, MBA
Senior Transportation Planner/Project Manager



Patricia A. Thompson, EIT
Traffic Engineer

Memo

Should the City or applicant have questions regarding this review, they should contact AECOM for further clarification.

Sincerely,

AECOM



Patricia Thompson, EIT
Traffic Engineer



Paula Johnson, PE
Senior Transportation Engineer

FAÇADE REVIEW



May 19, 2020

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

Façade Review Status Summary:

- **Full Compliance, Section 9 Waiver Not Required.**
- **PRO Ordinance – Additional information required.**

Re: **FACADE ORDINANCE REVIEW**
Novaplex, JZ19-37

Façade Region: 1, Zoning District: OST, Rezoned to RM-2

Dear Ms. McBeth;

The following Façade Review is based on the drawing revisions and letter with attached photographs prepared by Alexander Bogaerts Architects dated 5/14/20 and 5/13/20 respectively. We understand that these revisions were made in response to our review dated 4/5/20 and are intended to enhance the façades to the extent necessary to achieve public benefit with respect to the PRO Ordinance. The proposed percentages of materials on each elevation are shown in the table below. For comparison, the façade percentages from the prior submittal are shown in parentheses.

Building 100	Front	Rear	Left Side	Right Side	Façade Ordinance Section 5.15 Maximum
Brick & Smooth Block Combined	41% (30%)	43% (30%)	40% (31%)	40% (31%)	100% (30% Minimum)
Vertical Siding, Cement Fiber Type	14% (22%)	9% (17%)	20% (27%)	20% (27%)	50%
Horizontal Siding, Cement Fiber Type	22% (26%)	20% (25%)	26% (28%)	26% (28%)	50%
Asphalt Shingles	20% (20%)	23% (24%)	9% (9%)	9% (9%)	50%
Flat Metal	3% (3%)	5% (4%)	5% (5%)	5% (5%)	50%

Building 250	Front	Rear	Left Side	Right Side	Façade Ordinance Section 5.15 Maximum
Brick & Smooth Block Combined	40% (30%)	40% (30%)	43% (33%)	43% (33%)	100% (30% Minimum)
Vertical Siding, Cement Fiber Type	17% (21%)	13% (16%)	14% (19%)	14% (19%)	50%
Horizontal Siding, Cement Fiber Type	18% (24%)	23% (30%)	32% (35%)	32% (35%)	50%
Asphalt Shingles	22% (24%)	21% (21%)	8% (9%)	8% (9%)	50%
Flat Metal	3% (3%)	3% (3%)	4% (4%)	4% (4%)	50%

Building 300	Front	Rear	Left Side	Right Side	Façade Ordinance Section 5.15 Maximum
Brick & Smooth Block Combined	40% (30%)	40% (32%)	43% (30%)	43% (30%)	100% (30% Minimum)
Vertical Siding, Cement Fiber Type	15% (18%)	15% (19%)	20% (12%)	20% (12%)	50%
Horizontal Siding, Cement Fiber Type	31% (37%)	27% (31%)	28% (48%)	28% (48%)	50%
Asphalt Shingles	13% (14%)	13% (14%)	8% (9%)	8% (9%)	50%
Flat Metal	1% (1%)	4% (4%)	1% (1%)	1% (1%)	50%

Building 275	Front	Rear	Left Side	Right Side	Façade Ordinance Section 5.15 Maximum
Brick & Smooth Block Combined	40% (30%)	40% (30%)	41% (31%)	41% (31%)	100% (30% Minimum)
Vertical Siding, Cement Fiber Type	14% (19%)	12% (17%)	15% (21%)	15% (21%)	50%
Horizontal Siding, Cement Fiber Type	20% (24%)	20% (24%)	30% (34%)	30% (34%)	50%
Asphalt Shingles	23% (24%)	22% (23%)	10% (10%)	10% (10%)	50%
Flat Metal	3% (3%)	6% (6%)	4% (4%)	4% (4%)	50%

Community Building	Front	Rear	Left Side	Right Side	Façade Ordinance Section 5.15 Maximum
Brick	35%	42%	54%	37%	100% (30% Minimum)
Smooth Block (12" x 24", similar to Limestone)	34%	16%	27%	20%	50%
Fiber Cement Siding, horizontal	7%	9%	13%	15%	50%
Cement Panels (Similar To EIFS)	5%	11%	0%	22%	50%
Asphalt Shingles (non-residential building)	19%	22%	6%	6%	50%

Garage Buildings	Front	Rear	Left Side	Right Side	Façade Ordinance Section 5.15 Maximum
Brick	31%	31%	32%	32%	100% (30% Minimum)
Vertical Siding, Cement Fiber Type	20%	22%	20%	20%	50%
Horizontal Siding, Cement Fiber Type	8%	21%	29%	29%	50%
Asphalt Shingles (residential style building)	41%	26%	19%	19%	50%

Façade Ordinance (Section 5.15) - As shown above, all facades on all buildings are in full compliance with the Façade Ordinance. For reference, our prior review dated 8/27/19 identified significant deviations from the Façade Ordinance on all buildings, to the extent that a Section 9 Waiver was not recommended. All such deviations have now been eliminated and a Section 9 waiver is no longer required.

A façade material sample board as required by Section 5.15.4.D of the Ordinance should be provided to more clearly illustrate the proposed types, colors and textures of all façade materials.

PRO Ordinance (Section 3402.D.2.a) – The PRO Ordinance requires enhancements that would be unlikely to achieve absence of the use of the PRO Ordinance. The revisions made in this submittal consist primarily of the addition of the 12” x 24” format Smooth Block. This material may be considered as Cast Stone with respect to the Façade Ordinance, subject to a physical sample being provided to verify the color and texture of this material. As shown above this revision results in a nominal increase in the percentage of masonry (Brick and Smooth Block Combined) and a corresponding reduction in Cement Fiber Siding. In general, the percentage of masonry has been increased by approximately 10% as compared to the prior submittal. The corresponding reduction in the Horizontal and Vertical Cement Fiber Siding reduces the combined percentage of these materials to less than the maximum amount allowed by the Ordinance of 50%. The applicant has also listed LEED certification as part of the public benefit.

The photographs provided by the applicant are helpful in illustrating how Cement Fiber Siding is used on similar buildings, however they are not necessarily representative of the appearance of the proposed building. In considering the enhanced public benefit of the architectural design, criteria in addition to the percentage of materials must be considered. The renderings provided for prior iterations of the design have not been updated to illustrate the two types of masonry and proposed colors. The sample board required by Section 5.15.4.D has not been provided. While we believe that the proposed revisions may contribute to the public benefit with respect to the PRO, the aforementioned information is required to make a final determination. *Therefore, at this time our prior recommendation, that a public benefit with respect to the architecture has not be demonstrated, remains unchanged.* The applicant should provide updated renderings and the sample board required by Section 5.15.4.D, prior to the City Council Meeting.

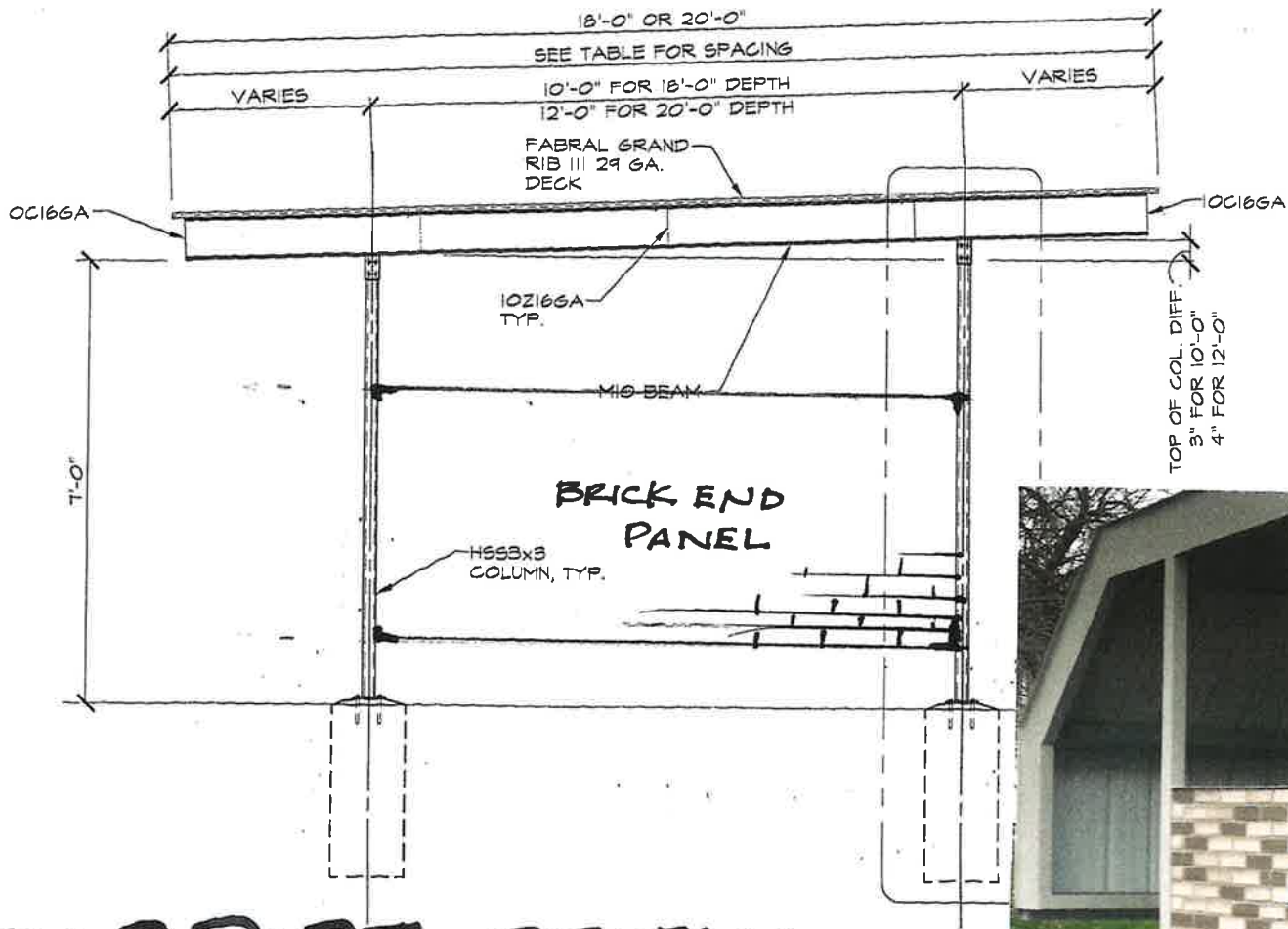
Carports – Section 5.15.12 of the Façade Ordinance requires that canopies also comply with the Façade Ordinance and be consistent with the primary buildings. The applicant has provided a conceptual sketch indicating single slope painted steel canopies with brick end-panels (attached). It appears from this sketches that the side elevations (end-panels) will be in substantial compliance with the Ordinance. However, if the front elevations have less than the 30% minimum brick required by the Ordinance, a Section 9 Waiver would be required. We would suggest that the carports could be brought into compliance by adding brick enclosures to the vertical steel posts supporting the canopy.

If you have any questions regarding this review, please do not hesitate to call.

Sincerely,
DRN & Architects PC

A handwritten signature in black ink, appearing to read "Douglas R. Necci", written in a cursive style.

Douglas R. Necci, AIA



CARPORT DETAIL

N.T.S.

FIRE REVIEW



February 6, 2020

TO: Barbara McBeth- City Planner
Sri Ravali Komaragiri- Plan Review Center
Lindsay Bell-Plan Review Center
Madeleine Kopko-Planning Assistant

CITY COUNCIL

Mayor

Bob Gatt

Mayor Pro Tem

Dave Staudt

Andrew Mutch

Laura Marie Casey

Kelly Breen

Hugh Crawford

Justin Fischer

City Manager

Peter E. Auger

Director of Public Safety

Chief of Police

David E. Molloy

Fire Chief

Jeffery R. Johnson

Assistant Chief of Police

Erick W. Zinser

Assistant Chief of Police

Scott R. Baetens

Assistant Fire Chief

John B. Martin

RE: Novaplex Residential – Revised PRO Concept Plan

PSP # 20-0011

JZ19-37

PSP # 19-0162

PSP # 19-0129

PSP# 19-0090

PSP# 17-0181

Project Description:

Build a 11 building Multi-tenant Community off of Haggerty Rd north of Twelve Mile Rd.

Comments:

- **All** fire hydrants **MUST** in installed and operational prior to any building construction begins.
- **CORRECTED 8/9/19KSP**-All water mains and fire hydrants **MUST** be put on plans for review.
- **CORRECTED 8/9/19 KSP**-In front of building #7, the drive is > 150'. **MUST** put hammerhead turn around, or shorten the drive to < 150' or connect the drive to the drive to the west. **(IFC 503.2.5)**
- Fire Hydrant spacing is 300' from hydrant to hydrant (as the hose comes off the fire truck driving). **Novi City Ordinance 11-68(F)(1)c.**
- All FDC's **MUST** be within 100' from a fire hydrant. **(IFC 912.2.3)**

Recommendation:

APPROVED WITH CONDITIONS

Sincerely,

Kevin S. Pierce-Fire Marshal
City of Novi – Fire Dept.

Novi Public Safety Administration

45125 Ten Mile Road
Novi, Michigan 48375
248.348.7100
248.347.0590 fax

cityofnovi.org

cc: file

APPLICANT RESPONSE LETTERS

Novaplex Apartments (BC Novaplex LLC)

31731 Northwestern Highway, Suite 250W, Farmington Hills, MI 48334

May 14, 2020

Ms. Barbara McBeth, AICP, City of Novi Planner
City Development Department
47175 Novi Road
Novi, MI 48375

Re: **Novaplex Apartments' revised Submittal for Planning Commission review.
Response to Planning Commission Comments & March 9, 2020 Review comments**
Haggerty Road, North of 12 Mile, from OST to RM-2 with a Planned Rezoning Overlay (PRO).

Dear Ms. McBeth,

Attached please find our revisions to the submittal package PRO for Planning Commission review. Changes have been made to explain, reduce or eliminate some of the previous listed deviations. This letter identifies changes that will be made to the plans and supporting and/or clarifying information issues identified in the previous Planning Commission meeting and staff review.

It is important to again state our goal for this development is for it to "fit in". Novaplex is being reviewed under an ordinance for designing multifamily residential developments on multifamily residential sites in a multifamily residential district. Many communities are recognizing that separating uses may not necessarily be the best approach. The number of proposed deviations for Novaplex is primarily because we want this Use to fit into the OST context.

With that being stated, we offer the following excerpts from review letters and responses/information regarding concerns and deviations noted. "

RECOMMENDATION

Approval of the **PRO Concept plan is recommended for conditional approval** for the reasons stated below and rest of the letter. **The applicant should consider providing responses to items listed below prior to May 14, 2020 so that staff can present it to the Planning Commission.**

1. The number of deviations identified has been reduced from 21 in the last review to 15 remaining. **The applicant should either revise or provide additional information for the remaining deviations that are not currently supported. Particular attention should be paid to the three traffic deviations that will require additional traffic calming strategies in order to be supported, and the wetland mitigation deviation.**

Traffic Review - Summary of traffic-related waivers/deviations:

COMMENT: a. The applicant is requesting a deviation for required parking spaces. AECOM would support the parking deviation as long as the applicant can provide data supporting high garage rental frequency and notifies residents apron spaces should be utilized.

RESPONSE: Garages are one of the most sought-after amenities. Our garages have roughly the same occupancy rate as our apartments, in excess of 90% occupied. In addition, all our rental contracts include a clause that garages must be used for parking. Storage is prevents parking in the garage is

prohibited. We will also include a clause in our rental contracts that aprons in front of garages are assigned to that garage and the apron shall be utilized by that resident for parking. If the deviation for parking reduction is not approved, we will be required to provide more parking which has been shown to not be necessary, generating more impervious surface and more runoff, creating an undue burden on downstream facilities.

COMMENTS: b. The applicant is requesting a deviation for the width of the outer drive loop. The outer loop remains 24' wide with perpendicular parking. **The applicant has indicated they are seeking a deviation for major drive width and parking presence.** AECOM would support these deviations if the following criteria are met:

- i. Traffic calming measures are implemented along the outer loop to encourage slower speeds.
 1. The proposed measures (two pairs of stop signs located midway along the east/west outer loop) may result in driver confusion due to the small parking lot not having a stop sign while the mainline does.
 2. Alternate traffic calming, such as pavement markings or a reduced posted speed limit, should be considered by the applicant.
 3. A form of traffic calming should be implemented along the westernmost north/south drive prior to AECOM's support of this deviation.

RESPONSE: Stop signs were added as requested, including at the point where interior parking lot drives connect to the main drives. Crosswalks with identification signs were added as well. If the drive width deviation is not granted, we will be required to increase the paved surface without benefit of improved circulation, generating more impervious surface and more runoff, creating an undue burden on downstream facilities.

COMMENT: ii. At least 9 of the parking spaces placed along the curve on the southwest corner of the site should be removed.

1. Alternatively, the applicant could remove the curved portion of the road the spaces are on and propose a corner similar to the northeast corner of the site.

RESPONSE: The curve in the outer drive at the southwest corner was revised as a 90-degree intersection with a stop sign. This change is not a deviation.

COMMENT: d. The applicant is requesting a deviation for exceeding the maximum 120' distance from the bicycle parking to building entrances.

RESPONSE: The bike parking is spread throughout the site. Each building has access to bike parking. Each building has multiple entrances. The parking is within 120' of most building entrances. If this deviation were not approved, we would install more bike parking that will not be necessary and will not be used.

COMMENT: e. The applicant is requesting a deviation for paved access route to and from the bicycle parking not being 6' in width.

RESPONSE: A 6' wide concrete access shall be provided at the front of each bike parking rack/spaces. The remainder of the onsite walks are 5' wide. The design requirement does not appear to require all sidewalks must be 6' wide, just the area immediately adjacent to all bike parking spaces. If this deviation is not granted, and all sidewalks are required to be 6' wide, it will result in additional impervious surface intended to benefit bikes that is not necessary.

Façade Review - Summary of facade-related waivers/deviations:

COMMENT: PRO Ordinance (Section 3402.D.2.a) - The applicant has requested that the quality of architectural design along with LEED certification be considered as part of the project's public benefit. The level of LEED certification has not been indicated. The PRO Ordinance requires enhancements that would be unlikely to achieve absence of the use of the PRO Ordinance. In this case the architectural design exhibits interesting overall composition. However, the percentage of high-quality materials used on the residential buildings does not significantly exceed the minimum amount required by the Façade Ordinance. For example, the proposed percentage of Brick is only marginally above the minimum requirement of 30%. The predominant façade material is Cement Fiber Siding. Although various patterns and colors of this material is used, the combined percentage is approximately 40%. We believe that a much higher percentage of brick, stone or other masonry material would be required in order for the design to represent a level of architectural design that would not otherwise be achieved, absent the PRO Ordinance.

RESPONSE: The amount of brick/stone has been increased to a minimum of 40% and the amount of cement fiber siding has been reduced accordingly. In addition, we have attached information for your review relating to the use of cement fiber siding as a quality building product. This is not a deviation, but rather a determination of what material percentages is adequate to qualify for a public benefit.

COMMENT: Carports – Section 5.15.12 of the Façade Ordinance requires that canopies also comply with the Façade Ordinance and be consistent with the primary buildings. The applicant has provided a conceptual sketch indicating single slope painted steel canopies with brick endpanels (attached). It appears from this sketches that the side elevations (end-panels) will be in substantial compliance with the Ordinance. However, if the front elevations have less than the 30% minimum brick required by the Ordinance, a Section 9 Waiver would be required. We would suggest that the carports could be brought into compliance by adding brick enclosures to the vertical steel posts supporting the canopy.

RESPONSE: The detail provided includes picture of approved carports within the City. The names of the developments with these carports were provided to us by the Planning Department. We are requesting the section 9 waiver (if required) for the carports we proposed. This deviation is required, in part by the nature of carports. With an open front and partially open sides and rear, carports cannot conform to the required brick/stone percentage for facades.

Public Benefit - Summary of benefits:

COMMENT: 1. *"We will complete the sidewalk connections in the Haggerty Corridor Corporate Park, as shown on the map exhibit, to ensure that the Master Plan goal of providing non-motorized connectivity is met;"* **The Concept plan proposes to fill two off-site gaps totaling 600 feet as a benefit to the public. This completes the sidewalk loop between Lewis Drive, Cabot Drive Twelve Mile Road and Haggerty Road. The applicant indicated that they would be responsible for survey, design, permitting and construction. Right-of-way acquisition is also required for these locations. They also indicate these sidewalks will be completed "prior to requesting occupancy for any of the proposed buildings, provided the property owners at each connection point are willing to provide the required easements."**

RESPONSE: If we are unable, with the help of the City, to obtain the necessary easement to install the proposed sidewalks, we will make an equivalent contribution to the City to complete walks elsewhere in

the City. This is not a deviation, but rather a determination of what is adequate to qualify for an appropriate amount of public benefit.

COMMENT: 2. *"We are proposing pocket park with shaded seating at approximately the halfway point between 12 Mile and 13 Mile Roads."* The pocket park is represented on the site plan on the north side of the main entrance drive along Haggerty Road. The open space plan includes this area, with a size of 1,371 square feet, so it appears to be double-counted as both an open space amenity and a public benefit. Details are unclear, but it appears to include a quarter-circle sidewalk and a bench with landscaping (3 sub-canopy trees).

RESPONSE: The pocket park is open space on the site and it is located on private property. Without the appropriate easement dedication it is not accessible to the public. The developer takes on certain insurance costs and liability for inviting the general public onto the site. An amenity can be both open space and a benefit to the public. This is not a deviation, but rather a determination of what is adequate to qualify for an appropriate amount of public benefit.

COMMENT 3. *"We will increase the use of brick/stone/cast stone on all buildings to no less than 40% as defined by the ordinance."* **The applicant has not updated the building elevations to show this change, and still proposes to use Fiber Cement siding. The 10% increase in brick is a minor public benefit.**

RESPONSE: attached are plans showing the increase in brick and stone to 40% of the facades, with a corresponding decrease in fiber cement siding. Also, attached is information for your review relating to the use of cement fiber siding as a quality building product. Cement Fiber Board is an acceptable material for use in LEED-certified buildings (see below). This is not a deviation, but rather a determination of what is adequate to qualify for an appropriate amount of public benefit.

COMMENT: 4. *"We will seek LEED Certification for all buildings."* **Leadership in Energy and Environmental Design (LEED) is the most well-known green building certification system in the United States and possibly world-wide. There are four levels of certification buildings can achieve, with certified being the lowest level and Platinum being the highest. A project earns points based on its ability to reduce the environmental impacts through building design, material selection, energy and resource savings, and other factors. LEED certification is not a requirement of the City of Novi and would be an enhancement of the project. However, details such as what level of LEED Certification will be pursued for the buildings should be provided, and it is unclear how this benefit would be enforced. The applicant could provide any documentation received from the USGBC they receive as they complete the steps in the process, including the final certification report. However, if they fail to achieve the certification it would be difficult to enforce the PRO condition short of denying occupancy permits.**

RESPONSE: Part of the submittal for site and building permits is a scorecard prepared by a 3rd party reviewer that lists the LEED-compliant building materials, systems and design/construction features, and calculates the "score" to show that the building/site, if constructed as designed, will be certified. During the construction process, the 3rd party reviewer will inspect construction materials and processes to determine they conform to the approved plan. Once the construction is completed, the 3rd party reviewer will provide an "as-built" scorecard to prove the site/building can be certified. It is arduous to obtain any level of certification and the efforts to do so must be considered. We will share the scorecard with the City at the appropriate times during the process. This is not a deviation, but rather a determination of what is adequate to qualify for an appropriate amount of public benefit.

COMMENT: **Again, this is a PRO in which the applicant seeks both a rezoning and a significant list of ordinance deviations. The benefits to the City beyond the sort of "tax base" increase/property utilization that any viable development would result in are not clear at this point—particularly given the extensive environmental impacts of such a high-density project.**

RESPONSE: We have greatly reduced the environmental impacts of this development, along with reducing runoff, traffic potential sewer/water usage, etc. The proposed public benefits more than make up for the impacts of this development, which are actually and potentially less than an OST development on this same site. This is not a deviation, but rather a determination of what is adequate to qualify for an appropriate amount of public benefit.

Wetland Review - Summary of wetland waivers/deviations:

Please note that the developer's wetland consultant has been in contact with ECT and EGLE, and the discrepancies in existing wetland acreages have been resolved.

COMMENT: Mitigation shall be provided onsite where practical and beneficial to the wetland resources. If onsite mitigation is not practical and beneficial, mitigation in the immediate vicinity, within the same watershed, may be considered. Mitigation at other locations within the city will only be considered when the above options are impractical. If the applicant is unable to modify the Plan in order to decrease the overall impact to existing wetlands to levels below the City's threshold for wetland mitigation, ECT recommends that the applicant continue to work towards finding a workable solution to provide the 1.26 acres of City-required wetland mitigation within the City of Novi and within the same watershed. Currently the Plan proposes to construct 0.67-acre of the required 1.26-acre (53%) of the City-required wetland mitigation on-site. The remaining 0.59-acre of wetland mitigation would be provided at an off-site wetland mitigation bank

RESPONSE: During the detailed site design process, proposed disturbance of existing wetland shall be minimized and onsite mitigation will be maximized. In addition, great efforts will be made to identify an offsite wetland mitigation area within the same watershed or within the City. If no local site for mitigation can be identified, equivalent payment shall be made to the City to aid in the maintenance of the City's regional wetlands/detention system(s).

COMMENT: Finally, EGLE tends to prefer that applicants satisfy EGLE-required wetland mitigation credits through the purchase of wetland mitigation bank credits (as opposed to constructing small areas of wetland mitigation on the project site). The Plan currently states that the EGLE-required wetland mitigation would be satisfied with 0.35-acre of the on-site wetland mitigation to be constructed. Should EGLE require the mitigation to be satisfied through the purchase of wetland mitigation bank credits the Plan should be revised accordingly.

RESPONSE: State-required mitigation for this development shall conform to the requirements placed on it by EGLE during the review process.

Landscaping Review - Summary of wetland waivers/deviations:

COMMENT: LANDSCAPE DEVIATIONS NOTED:

1. Lack of screening berms between the site and the properties on the north, south and west. *Supported by staff as the existing woodlands and proposed landscaping provides sufficient screening.*
2. Lack of street trees due to overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible. *Supported by staff.*

3. Deviation to use subcanopy trees for up to 25% of the required multifamily unit trees.

Supported by staff.

RESPONSE: This development shall conform to the requirements for site landscaping, with the exception of the deviations listed above.

LIST OF REMAINING ORDINANCE DEVIATIONS

This list is from the previous submittal, with “UPDATES” added based on the most recent changes

UPDATE: Several deviations have been removed since the last review:

1. Planning deviation from section 5.16. for exceeding the maximum distance from the bike parking to a building entrance (120 ft. maximum required, varied distance greater than 120 ft. are proposed). **This has been determined to not be needed. All bike parking is within 120 feet of a building entrance.**

2. Planning Deviation from section 3.1.8.D. for not meeting the minimum requirement for usable open space area. A minimum of 54,400 square feet is required. **The applicant has provided the calculations to verify they meet the open space requirement and included a sheet in the plan set. The applicant indicates this deviation is no longer required.**

3. Planning deviation from section 3.8.2.E for exceeding the maximum percentage of off-street parking, maneuvering lanes, service drives or loading areas within the side and rear yards. A maximum of 30% allowed, 41 % proposed. **The revised calculations provided show that the area is less than 30%.**

4. Landscape deviation from 5.5.3.F.ii for deficiency in perimeter canopy trees along west sides of parking lots A and E. This is not supported. **The applicant has made changes to be able to meet the requirements.**

5. Traffic deviation from figure IX.3 of the City’s Code of Ordinances for not meeting the design standards for the entrance boulevard island. **The applicant has made the necessary changes to comply with the ordinance.**

STAFF SUPPORTED

1. *Planning deviation from section 3.8.2.C. for exceeding the maximum allowable length of buildings (180 feet, maximum allowed, a range of 185 feet to 295 feet proposed). **This is supported as the buildings meet the qualifying criteria for City Council’s approval for this deviation per section 3.8.2.C.***

Response: Variations in the front and rear facades of the buildings along with variations of the colors and materials reduce the massing and appearance in the length of the buildings.

NEW: Within a 1 mile radius, in the OST district, there are at least 4 other buildings between 300’ & 500’ long. A longer building will not be out-of-place in this area.

UPDATE: This deviation is still required. Without this deviation, the resulting buildings will have smaller footprints and there will be more buildings. The smaller buildings will appear out of place against the nearby larger buildings.

2. *Planning Deviation from section 3.8.2.D for not meeting the minimum orientation for all buildings along an outer perimeter property line (45 degrees required, 0 degrees proposed); **All buildings are abutting non-residential districts and orientation is compatible to existing office development.***

Response: The orientation of the proposed buildings fits into the context of the overall OST district and with the adjacent buildings.

UPDATE: This deviation is still required. Without this deviation, the resulting buildings would be set at a 45-degree angle to the adjacent OST buildings. The angled buildings will appear out of place against the

nearby buildings.

4. *Planning Deviation from section 5.16. for not meeting the minimum width requirements for the access path to bike parking (six feet required, 5 feet proposed); **This is supported as the plan maintains a consistent five foot width for all internal sidewalks and because it is a residential development.***

Response: The plans submitted show the internal walkways at 5' wide, however, the walks and bike parking pad will be sized to provide ample room to access the bike racks

UPDATE: This deviation will still be required. We will provide a 6' wide concrete area adjacent to and in addition to the bike parking, but the general sidewalks in the development will be 5' wide. If this deviation is not granted, it appears all sidewalks must be expanded to 6' wide, adding unnecessary impervious surface to the site.

5. *Landscape deviation from Sec. 5.5.3.B.ii and iii for lack of berms between the site and the properties on the north, south and west. **This is supported as the existing woodlands and proposed landscaping provides sufficient screening.***

Response: If further review during the detailed design of this project identifies a need for some additional landscape/screening, we will work with City Staff to improve screening as needed.

UPDATE: This deviation will still be required. If this deviation is not approved, existing perimeter trees would have to be cut down in order to install the berms.

6. *Landscape deviation from 5.5.3.F.ii 5.5.3.B.ii and iii for lack of required street trees along Haggerty road. **This is supported due to conflict with the existing overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible.***

Response: Existing condition prevent landscaping in the Haggerty Road R.O.W.

UPDATE: This deviation will still be required. Without this deviation, any development on this site will be in conflict with major electric and gas lines.

7. *Landscape deviation from 5.5.3.F.ii to allow the usage of sub-canopy trees for up to 25% of the required multifamily unit trees. **This is supported by staff due to the mix of trees proposed.***

Response: A variety of tree type and sizes provides visual interest.

UPDATE: This deviation will still be required. Without this deviation, there would be less of a variety of tree types and sizes, which would reduce the visual interest of the site dramatically.

SUPPORTED BY STAFF WITH CONDITIONS

1. *Planning Deviation from section 5.16. for lack of covered bike parking areas (25% of parking, 14 spaces should be covered when proposed parking exceeds 20, 0 spaces are covered); The applicant should provide reasons for not meeting this requirement;*

Response: Some Bike storage will be designed into common areas in the buildings.

NEW: We have determined some interior passageways have sufficient width to provide 2 to 3 bicycle parking/storage spaces, 14 spaces or more across the site.

UPDATE: This deviation may still be required. It is unclear that interior bike parking/storage does not count as "covered" storage. If does not, then the deviation is still required. If the deviation is required and is not granted, then additional bike parking will be provided, with a protective cover, outside.

3. *Planning deviation from section.5.2.12.A & B for a 30% reduction in the minimum requirements for parking. A minimum of 619 spaces required, 433 proposed. **The current plan proposes a total of 433 spread across the site, including attached/detached garages and surface parking. Following comments are provided in this regard:***

- a. *The applicant also refers to additional 120 apron spaces in front of attached garages to count towards the minimum required. Apron spaces may provide additional guest parking for certain units with access to garage parking, but not necessarily required parking for others. Apron spaces are currently not counted towards minimum required parking. Provide information about if the apron spaces are reserved for people renting the garage. If yes, indicate how that will be enforced.*

Response: Apron Spaces in front of garages will be reserved for the resident(s) renting the garage. This will be identified in the lease agreements signed by every resident. Persons parked illegally and/or in someone else's assigned spaces will be towed. If the vehicle in question has a parking permit for the site, we will try to contact that person before their vehicle is towed. Please see the letter from the Project Planner plus the calculations for our other sites showing our parking needs.

UPDATE: This deviation is still required. The total non-apron parking count is 448 spaces (with the latest attached revision). If the deviation for parking reduction is not approved, more surface parking (that is not necessary for operational purposes) will be required, generating more impervious surface and more runoff, creating an undue burden on downstream facilities.

c. The applicant should provide a parking study or existing parking demand calculations from similar development in similar cities. Sheet C 2.1 justifies 571 parking spaces. The explanation should be provided for 433 spaces.

Response: Please see the revised calculation on Sheet C-2 plus see the letter from our planner and the calculations for our other sites showing our parking needs.

UPDATE: This reduction in the City's basic parking is acceptable. It is based on the Owner's years of experience in operating numerous similar developments in the area, in addition to similar standards for other communities in the area.

4. Traffic deviation from section 5.10 for not meeting the minimum width requirements for a major road. A minimum of 28 feet required, 24 feet proposed. **This can be supported if appropriate traffic calming techniques along the major drive loops are proposed to encourage slower speeds.**

Response: We have added Stop signs at key points along the driveway. We can include additional signs for pedestrian crossings as well.

UPDATE: This deviation is still required. Additional stop signs and crosswalk signs have been added to the plans. Without this deviation, additional pavement will be added to the site. This added pavement will not improve traffic circulation or help the site fit in with the context of the district, but it will generate more storm water runoff.

5. Traffic deviation from section 5.10 for allowing angled and perpendicular parking on a major drive; **On-street perpendicular parking is proposed on all major drives. This can be supported if appropriate traffic calming techniques along the major drive loops are proposed to encourage slower speeds.**

Response: We have added Stop signs at key points along the driveway. We can include additional signs for pedestrian crossings as well.

NEW: The proposed 28' wide main drive through the interior of the site has individual driveways accessing the road. Actual Parking lots and parking spaces (not also used for driveways) are not directly on this drive.

UPDATE: This deviation is still required. Traffic calming measures have been added, and the southwesterly corner of the outer drive has been revised as recommended (see attached layout plan). Without this deviation, the site would have to be reconfigured and the result would be farther from fitting into the context of the surrounding area.

6. Traffic deviation from section 5.10 for not meeting the minimum requirements for major drive centerline radius. **A minimum centerline radius of 100 feet is required for Major Drives. Provide the radii proposed. This can be supported if appropriate traffic calming techniques along the major drive loops are proposed to encourage slower speeds.**

Response: The smaller radii at the westerly end of the loop drives act as traffic calming devices. Larger radii allow for greater speeds. We have also added Stop signs at key points along the driveway. We can include additional signs for pedestrian crossings as well.

UPDATE: This deviation is still required. One of the smaller radii has been revised into an intersection. Without this deviation, the site would have to be reconfigured and the result would be farther from fitting into the context of the surrounding area, which has been a goal from the very start.

7. Planning deviation from section 5.7 is most likely required. A lighting and photometric plan is not provided at this time. **The applicant indicated that all requirements will be met at the time of site plan. Given the proximity to the adjacent property lines, it is recommended to provide a photometric plan at**

this time.

Response: It is our responsibility to meet the lighting requirements. Given the number of lighting style options available, plus pole heights and lamp lumens, we have no doubt we can provide a photometric plan that meets the City's requirements as part of our Preliminary Site Plan submittal.

UPDATE: It is not clear why this item requires a deviation. We can and will meet the City's 'maximum lumens at the property line' and all other photometric standards. If this PRO is approved by the City, we will prepare a preliminary site plan package for review, including a detailed photometric plan.

8. *Planning deviation from section 4.19.1.J for exceeding the maximum number of accessory buildings for properties more than 21, 780 square feet. **A maximum two can be proposed; six garages and 20 carports are proposed. The applicant should provide related information to verify conformance. This can be supported if the elevations comply with the Ordinance requirements or acceptable alternatives are proposed.***

Response: The total number is due to the need to spread the garages and carports around the site to serve all the proposed buildings. The garage facades are designed to compliment the buildings. The carports are standard carports of colors to compliment the buildings.

NEW: The increased number of accessory buildings is related to the slope of the property and the number of buildings the garages will serve.

UPDATE: This deviation is still required. Without this deviation, the number of detached garages would have to be reduced and the development would be less desirable to potential residents.

9. A section 9 waiver for not meeting the minimum requirements for canopy is most likely required for the proposed carports. **The applicant should provide related information to verify conformance.**

~~Response: Walls are not necessary and do not serve a significant function for a carport. We can vary post and roof colors if desired, but no walls are proposed.~~

NEW: We have included in this submittal photos of carports with brick side-panels that were approved by the City for other developments. We commit to installing carports equal to the pictured ones, but with brick and/or stone side panels materials matching our buildings

UPDATE: This deviation is still required. The detail provided includes picture of approved carports within the City. Carports cannot conform to the required brick/stone percentage for facades, so without this deviation, we could not have carports.

10. *Landscape deviation from 5.5.3.F.ii for deficiency in perimeter canopy trees along west sides of parking lots A and E. This is not supported. **That area should be widened and planted with perimeter trees that can serve as both interior drive and parking lot perimeter trees.***

Response: We will widen the area as much as possible and add the recommended trees, provided it can be done without causing encroachments to the westerly woodland.

NEW: The plans have been revised to provide perimeter trees along the west side of lots A & E. Islands at the entrances to these lots were also adjusted to allow for plantings.

UPDATE: This item does not appear on the landscape review, so it appears the deviation is not needed.

SUBJECT TO THE COUNCIL DETERMINATION/PLANNING COMMISSION RECOMMENDATION

1. Planning deviation from section 3.8.1.A.ii.b for exceeding the maximum percentage of one bedroom units. A maximum of 20% is allowed. 36% is proposed. **The applicant notes that it fits the target renters who would be young professionals. A market study is provided.**

Response: We are proposing an RM-2 zoning In the RM-2 district, 33% of units may be 1-bedroom. It will still be a deviation, but a significantly smaller one.

NEW: A goals for a new development is to be successful in the Market. An unsuccessful development does not benefit the owner nor the municipality. Based on our Market Study and ongoing Market research, we still believe this development is best suited for 40% one-bedroom units, but we also believe that 36% will be adequate. Any less and we are concerned about the potential for too many 2-bedroom units remaining vacant. This deviation is acceptable because it is supported by a Market

Study and based on ample years of Owner experience, and it is necessary to provide the unit mix for a successful development.

UPDATE: This deviation is still required. Without this deviation, Novaplex will not be positioned to best serve the current residential apartment market in this area.

3. Planning deviation from section 3.8.1.B for exceeding the maximum allowable number of rooms for this development. A maximum of 458 rooms is allowed, 734 rooms are proposed. **Staff provides the following comments:**

In the RM-2 district, total number of rooms dictates the maximum density that can be attained for a specific site. The current ordinance provides clear guidelines if the development contains only one type of bedroom units. This development proposes a mix of 1, 2 and 3 bedroom units. In RM-2 with unit less than four stories, maximum allowable rooms is calculated by taking the area of the parcel in square feet, divided by a factor of 2,000. For the subject parcel, the maximum number of rooms allowed for this property is 458 rooms (21.04 acres = 916, 502 sq. ft. /2,000). In this case, the DUA does not define the development as much as the total number of rooms does. The table below lists the Ordinance maximum and proposed.

	Maximum Allowable	Proposed
Dwelling Units Per Acre (DUA)	8 *	13
Total Number of Units	165 *	272 (63% more)
Total Number of Rooms	458	734 742 (60 % more)
% of 1 Bedroom Units	20	36 (80% more)
* This number is calculated based on the site acreage of 21.04 acres; the percentage of unit mix the applicant is proposing (36% 1 BR units, 56% 2 BR units and 8% 3 BR units). Please note that the total number of units may differ from 165 (and the corresponding density), if the percentage mix is revised.		

RM-2 would allow a maximum of 1309 rooms for this site size. It would also allow up to 5 story buildings. The applicant is proposing a less intense development for RM-2 zoning proposing only 45% of total number of rooms that would have been allowed for a RM-2 development. Due to the reduction of impacts to the regulated woodlands and changes to building design, staff is willing to support this deviation because

- The development will be developed with the density and heights as shown on the PRO plan. They will be conditions of approval.
- There is a good mix of three vs four stories. From the internal courtyards, it appears to be a four story development.
- As the proposed building section clearly differentiates the four stories and three stories sections.
- Building department recommendation that the buildings with mixed height are considered four story for permit review purposes.
- This is also contingent on applicant providing a high-quality façades. The proposed elevations meet the requirements of the façade ordinance. Per our façade consultant, the buildings are well designed with interesting overall composition and high attention to detail.

Response: It appears that this comment does not consider blending the calculation between 4 story buildings and 3 story buildings. If the 4 story buildings are calculated as such (and not split in half for the calc.), and the 3 story buildings are considered as such, then this site meets the room requirements.

NEW: In addition, we will increase the use of brick/stone/cast stone on all buildings to no less than 40% as defined by the ordinance. And finally, we will design all buildings to LEED Certification standards.

UPDATE: This deviation is still required. We have included revised facades showing how the 40% brick/stone façade is obtained. Without this deviation, Novaplex will not be positioned to best serve the current residential apartment market in this area.

ITEM: The applicant shall also update narrative addressing “each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that

would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas."

Response: Each deviation that is not granted leaves Novaplex farther from fitting into the OST context.

NEW: Fitting into the OST Context has been our primary goal throughout the design process. We have made several revisions that further reduce the amount and/or scope of deviations.

UPDATE: This list now contains the description of what would happen if the deviations weren't granted.

Please feel free to call or email me with any questions you may have regarding our responses. We look forward to discussing our plans with you and the Planning on the next available agenda

Thank you,

Mark Highlen – Land Development Project Manager
for Novaplex (The Beztak Companies)
248-737-6175 (direct), 248-506-9398 (mobile), mhighlen@beztak.com (email)

Copy: File

Draft list of Conditions for the PRO Agreement:

1. The applicant has already provided, as a public benefit, an easement at the southeast corner of the Property in order to facilitate the extension of Heatherbrook Dr., resulting in the orderly entry into both the Property and the Infinity Medical Building.
2. The applicant offers the City a lump sum of \$60,000 in order to facilitate the design and construction of two off-site sidewalk gaps, totaling approximately 600 feet, as a benefit to the public. This will complete sidewalk coverage between 13 Mile Road, Cabot Drive Twelve Mile Road and Haggerty Road.
3. This applicant offers to increase, as a public benefit, the minimum amount of brick or stone on the building exterior to a total of no less than 40% of the building façades, per the applicable definitions provided for in the Novi Zoning Ordinance.
4. The applicant offers, as a public benefit, to design the Project in such a way so that the project can achieve the level of LEED Certification following the construction process. Prior to the issuance of Building Permits, Applicant will provide a review from a 3rd party consultant indicating that the Project, as designed, has a preliminary rating that would allow the Project to achieve the level of LEED Certification.
5. The maximum building length provided on the site shall be no greater than 300.00';
6. The zoning requirement for building orientation (45 degree orientation) shall not be applicable.
7. The applicant shall provide the total required bike rack parking as shown on the plans submitted to Planning Commission. Access to the parking spaces shall be from 5' sidewalks and bike parking pads shall provide the required bike parking space size plus the required access area. Covered bike parking shall be provided within several of the buildings and the total will be consistent with the Novi Zoning Ordinance;
8. The applicant will meet or exceed the Open Space requirement for the RM-2 District per the Exhibits provided in the applicant's submission. A minimum of 54,400 square feet of open space is required.
9. The number of parking spaces provided shall be no less than 570 (as shown on the approved plans). This includes surface parking (covered and uncovered), garage parking (attached and detached) and driveway apron parking.
10. The applicant shall provide a detailed photometric plan at the time of Site Plan Submission. The applicant intends to meet all applicable photometric requirements.
11. The number of one-bedroom units shall not be more than 37% of the unit count;
12. The maximum number of rooms, according to the applicable definitions in the Novi Zoning Ordinance, shall be 750;
13. The applicant shall meet the 30% maximum requirements for parking, drive lanes and loading areas in the side yards;
14. The requirement for screening berms to adjacent properties shall be waived;

15. The requirement for street trees on Haggerty Road shall be waived due to the presence of overhead electrical lines.
16. The applicant shall be allowed to use sub-canopy trees for up to 25% of multifamily unit trees;
17. The applicant shall meet the requirements for perimeter canopy trees;
18. The applicant shall apply for a Wetland Disturbance Permit; the applicant shall provide adequate on-site wetland mitigation and any remaining mitigation areas will be provided off-site in the form of a cash-equivalent contribution; the applicant will provide Wetland conservation easement over any areas of proposed on-site wetland mitigation;
19. The applicant will provide a Woodland Conservation Easement over any existing regulated woodlands and any replacement trees that result from disturbing existing regulated woodlands;
20. The PRO shall include a deviation allowing for parking on a Major Drive; the "outer loop" Major Drive shall be no less than 24' in width; the applicant has provided traffic calming measures on the PRO Concept Plan submittal;
21. The applicant shall provide conforming traffic island designs at the Property entrance;
22. The carport design shall provide for side paneling that shall include a brick surface, consistent with the examples provided as exhibits to the Planning Commission.
23. The height of the buildings shall not exceed four stories, as shown in the PRO Concept Plan submittal;
24. The architectural design of the buildings, including material selections, shall be as shown in the PRO Concept Plan submittal;
25. The overall density of the development shall not exceed 12.40 dwelling units per gross acre (13.95 dwelling units per net acre); The number of dwelling units shall not exceed 272 units;

The applicant offers, as a public benefit,.



ALEXANDER V. BOGAERTS & ASSOCIATES, P.C.

Architecture

Planning

Interior Design

2445 Franklin Rd.
Bloomfield Hills, MI 48302
248/ 334-5000
fax: 248/ 334-0092

May 13, 2020

To: Novi Planning Commission

Re: Exterior Cement Board Products

Having the architectural resources of Fiber Cement Board provides an architect with an ability to mix horizontal, vertical and large panel members within a simple design statement of the same material. This creates a tremendous opportunity for the architect to achieve design excellence within a project.

Due to the unique material properties of Fiber Cement Board, the horizontal, vertical and large flush panels provide a long life-cycle to any building. These products have been used throughout the U.S., due to the ability of the product to achieve design excellence.

Fiber Cement Board is a very high-quality product and its design benefits are unequalled. I have attached several examples of beautiful buildings from projects from across the country. These buildings have been designed by a number of different architects, and the fact that several firms have selected this excellent product for their projects speaks to the high quality of Fiber Cement Board.

I would be pleased to speak with any Commission member to discuss this material and its quality.

Please contact me with any questions.

Sincerely,

Alexander V. Bogaerts

Alexander V. Bogaerts, Architect







MDEQ WETLAND REPORT



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



C. HEIDI GREYER
DIRECTOR

July 5, 2018

Mr. Mark Highlen
Bezteck Companies
31731 Northwestern Highway, Suite 250W
Farmington Hills, Michigan 48334

Dear Mr. Highlen:

SUBJECT: Wetland Identification Report
Wetland Identification Site Name: 63-Haggerty Road-Novi
MiWaters Submission Number: HND-0H69-FWMKW

The Department of Environmental Quality (DEQ) conducted a Level 3 Wetland Identification Review of approximately 22 acres on property (Property Tax Identification Numbers 50-22-12-400-009, -010, and -011) located in Town 01 North, Range 08 East, Section 12, city of Novi, Oakland County on June 7, 2018. The wetland identification was conducted in accordance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA), and Rule 4 (1), Wetland Identification and Assessment (R 281.924), of the Administrative Rules for Part 303. This is a report of our findings in response to your Wetland Identification Program (WIP) application.

Based on our on-site investigation which included a review of plants, hydrology, and soils, the DEQ confirms, in part, the wetland boundary lines flagged by your consultant. The DEQ also reviewed other pertinent information such as aerial imagery, soil survey data, topographic mapping data, and surface hydrology data.

Approximately 0.72 acre of wetland area was overlooked and omitted by the consultant. The DEQ extended the consultant's wetland delineation boundary flagging associated with wetlands within the western and northcentral portion of the WIP review area and located two other wetlands within the southwest portion of the WIP review area. The wetland areas showed evidence of sustained surface (or near-surface) hydrology occurring during the growing season and were associated with hydrophytic plant species and hydric soil.

Modified boundaries were documented on the enclosed site map (Figure 2). The site map of the WIP review area was created by combining information from your consultant and the DEQ. The new map identifies areas containing regulated wetland, unregulated wetland, and non-wetland (upland).

Mr. Mark Highlen

Page 2

July 5, 2018

Approximately **0.60 acre (38 percent)** of the 1.58 acres of wetland within the WIP review area are regulated by the DEQ because of wetland size and/or proximity to a pond, lake, or stream/drain. For those areas identified as regulated wetland on the site map, specifically **Wetlands A, B, and C**, please be advised that any of the following activities require a permit under Part 303:

- a) Deposit or permit the placing of fill material in a regulated wetland.
- b) Dredge, remove, or permit the removal of soil or minerals from regulated wetland.
- c) Construct, operate, or maintain any use or development in a regulated wetland.
- d) Drain surface water from a regulated wetland.

For those areas identified as unregulated wetland or non-wetland (upland) on the site map, the DEQ lacks jurisdiction under Part 303 for activities occurring in those areas. The unregulated wetlands are not regulated by the DEQ because they are not contiguous to the Great Lakes, an inland lake or pond, or a river or stream; and are five acres or less in size.

This Wetland Identification Report is limited to findings pursuant to Part 303 and does not constitute a determination of jurisdiction under other DEQ-administered programs. Any land use activities undertaken within the WIP review area may be subject to regulation pursuant to the NREPA under Part 91, Soil Erosion and Sedimentation Control.

Please be aware that this wetland identification report does not constitute a determination of the jurisdiction under local ordinances or federal law. The United States Army Corps of Engineers (USACE) retains regulatory authority over certain wetlands pursuant to Section 404 of the Clean Water Act (CWA), and specifically those wetlands associated with traditionally navigable waters of the state. Navigable waters are generally the Great Lakes, their connecting waters, and river systems and lakes connected to these waters. In other areas of the state, the DEQ is responsible for identification of wetland boundaries for purposes of compliance with the CWA under an agreement with the United States Environmental Protection Agency. Your review area does not appear to be within those areas also regulated by the USACE. Additional information may be obtained by contacting the USACE at 313-226-2218.

You may request the DEQ reassess the wetland boundaries and regulatory status of wetlands within any portion of the review area, should you disagree with the findings, within 60 days of the date of this report. A written request to reassess the Wetland Identification review area must be accompanied by supporting evidence with regard to wetland vegetation, soils, or hydrology different from, or in addition to, the information relied upon by DEQ staff in preparing this report. The request should be submitted to:

Wetland Identification Program
Department of Environmental Quality
Water Resources Division
P.O. Box 30458
Lansing, Michigan 48909-7958

Mr. Mark Highlen

Page 3

July 5, 2018

The findings contained in this report do not convey, provide, or otherwise imply approval of any governing act, ordinance, or regulation, nor does it waive the obligation to acquire any applicable federal, state, county, or local approvals. This Wetland Identification Report is not a permit for any activity that requires a permit from the DEQ.

Should you need to apply for a permit for future work within this site, please use the same site name listed within the subject line of this letter when you are listing the site location within the MiWaters online permit application.

The findings contained in this report are binding on the DEQ until July 5, 2021, a period of three years from the date of this Wetland Identification Report unless a reassessment has been conducted. Please contact me at 517-243-5002; gyekisk@michigan.gov; or DEQ, P.O. Box 30458, Lansing, Michigan 48909-7958, if you have any questions regarding this report.

Sincerely,



Keto Gyekis
Wetland Identification Program Coordinator
Water Resources Division

Enclosures

cc: Oakland County Soil Erosion Enforcement Agent (CEA)
Oakland County Health Division
City of Novi Clerk
Mr. Jeffrey Smith, PEA, Inc.
Mr. Andrew Hartz, DEQ
Ms. Susan Tepatti, DEQ

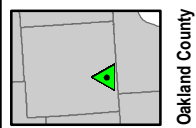
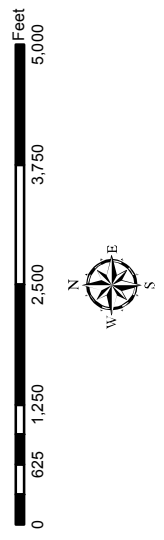
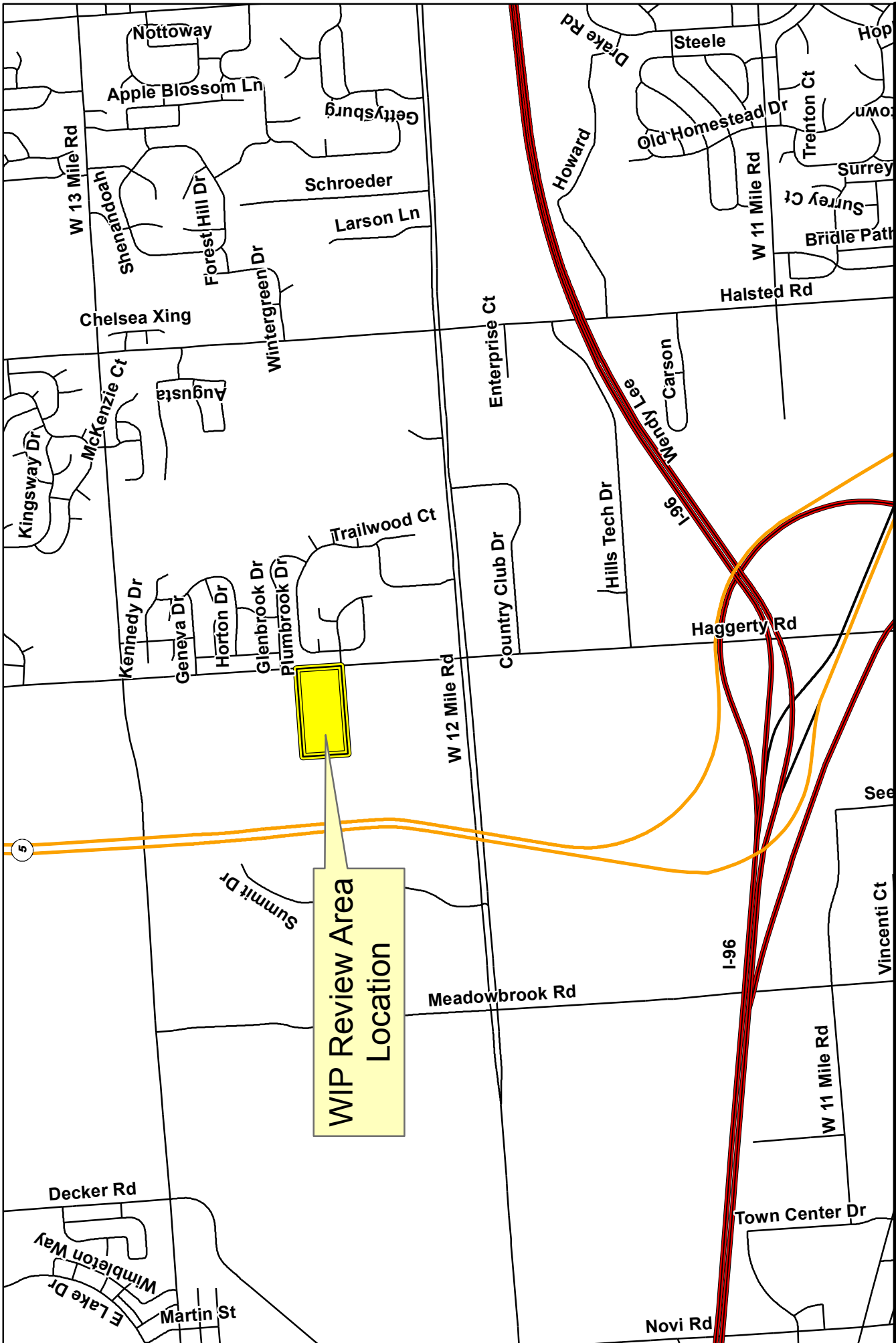


Figure 1.
 DEQ Wetland Identification Location
 Haggerty Road
 Novi

Wetlands A, B, and C are regulated under Part 303 of NREPA



This drawing showing those areas containing wetland and not containing wetland and the boundary boundaries flagged on-site. This drawing does not authorize or permit activities in accordance with Part 303 of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended.

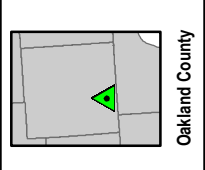
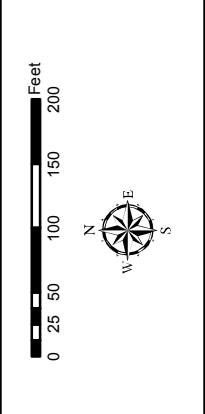


Figure 2.
DEQ Wetland Identification Detail
Haggerty Road
Novi

PLANNING COMMISSION MEETING MINUTES
PUBLIC HEARING
MARCH 25, 2020

There was nothing on the Consent Agenda.

PUBLIC HEARINGS

1. NOVAPLEX JZ19-37 WITH REZONING 18.733

Public hearing at the request of BC Novaplex, LLC for Planning Commission's recommendation to City Council for a Zoning Map amendment from Office Service Technology (OST) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay. The subject property is approximately 22 acres and is located on the west side of Haggerty Road, north of Twelve Mile Road (Section 12). The applicant is proposing to develop a 270 unit multiple-family residential development.

Planner Bell said this property is located on the west side of Haggerty Road, north of 12 Mile Road. It is currently zoned OST, Office Service Technology, and they are requesting a rezoning to RM-2, High-Density, Mid-Rise, Multiple-Family, using the Planned Rezoning Overlay Option to allow a multi-family residential development. Staff has indicated that the proposed zoning conflicts with the future land use designation which is office, research, and technology for this property and for all surrounding properties. On the east side of Haggerty Road is the City of Farmington Hills. There are significant high-quality regulated woodlands along the western boundary as well as some areas of wetlands in scattered locations on the property.

The applicant is proposing a 272-unit multi-family residential development. The development consists of two attached townhouse-style buildings toward the front of the property and eight apartment-style buildings. All units range from three to four-stories tall. The development is served by a private street network with two entrances off Haggerty Road. The PRO Concept Plan under consideration is the second revision, which was reviewed by staff and consultants and comments were provided in your packet. The first revision was reviewed by the Master Plan and Zoning Committee back in late 2019. Since that time, the applicant has reduced the number of units from 332 to 272. The percentage of 1-bedroom units was reduced from 39 percent to 36 percent and the total number of rooms was also reduced. The entire layout now appears to be outside of the regulated woodland boundary, which is on the western portion of the parcel so the impacts to the high-quality woodlands are significantly reduced. The number of deviations was also reduced. Some of those deviations that the applicant indicated are no longer needed and the response letter has not been evaluated by staff. Information was provided to address the sanitary and sewer capacity. This information shows that while the proposed development will consume about 50 percent of the total capacity of the system. In the area there will still be about 28 percent capacity remaining. The secondary access to the Infinity Medical development to the south is now provided in this plan revision.

The building cross section has been revised to eliminate the basement style design. The applicant also provided additional information in the last few days that shows the availability of residential service uses in the vicinity of the project. However, staff has not been able to complete a review of that information.

Planner Bell continued to say the subject property falls within the Novi School jurisdiction and we have confirmed that any children registered from this development would be included in their bus routes. As a community benefit the applicant has proposed to fill two off-site sidewalk gaps along Haggerty Road totaling about 600 linear feet. This would complete the sidewalk loop between Lewis Drive, Cabot Drive, 12 Mile Road, and Haggerty Road. The applicant indicated

that they would be responsible for design and construction and right-of-way acquisition is also required for these locations.

The following information has been provided by the applicant, but not yet thoroughly reviewed by staff. There was additional justification for the request to change the zoning; this was provided as an addendum to your packet on Monday. Justification for certain traffic deviations to include stop signs and marked crosswalks as a means of traffic calming. There were some new open space calculations. Some areas appear to not meet the definition of qualifying open space, but that has not been fully reviewed yet. There was a carport detail provided, which did not indicate any brick component which is required by the Façade Ordinance so that would require a Section 9 Waiver. Details of available parking supply in other multi-family communities were asked for and that has recently been provided. There's an indication that the applicant will widen a landscaping area as much as possible to add required parking lot perimeter trees, which is one of the deviations staff had noted, however, it is unclear if that widening will cause an encroachment into the wetland areas or if all the required trees would be provided to eliminate that deviation. Our Wetland Consultant has not yet received the missing information regarding the existing wetland boundaries and the required mitigation in order to determine whether the requirements of the Wetland Ordinance would be met. Considering the need to review these additional informative items provided and the significant issue of proper identification of the wetlands impacts, staff recommends that this item be postponed for consideration to a later date.

Tonight the Planning Commission is asked to hold the Public Hearing as advertised and to discuss the proposal. Tonight's meeting would be a good opportunity for the public to provide their comments and the Planning Commission members to ask questions and discuss the project. That way the applicant can take that feedback into consideration as they move forward. Representing the project are David Landry, Mark Highlen, and Zach Weiss and they can tell you more about their proposal.

Chair Pehrson said if the applicant wishes to address the Planning Commission at this time please do so now.

David Landry, attorney for the applicant, said I appreciate the opportunity to address the Planning Commission this evening. I think it's important to understand the history of this particular piece of property and how it is that we got to where we are today. Beztak purchased this property in the late 1990s. They attempted to develop it with the zoning of OST, Office Service Technology. So this is not a developer that just bought a piece of property and coming before you saying "please rezone it." We've been working with this property for twenty years. In fact, twenty years ago, Beztak went through this same process. They didn't just put a for-sale sign up and say "somebody please buy this for OST." They went through the process and a Preliminary Site Plan was approved as an OST project. No one would buy it. They marketed it after they got preliminary site plan approval. The parcel is unique in that it's narrow, it has limited frontal visibility on Haggerty Road and the topography of the property gets lower at Haggerty, so that's where the stormwater has to be. So they went back to the City in 2017 and talked about mixed-use. They talked to the planning department and I think the department would have preferred that we come up with some unique, all residential project. So in 2018 we started working with administration for a possible rezoning to RM-2 with a PRO. We have been working on this for two years. We had a Pre-Application Meeting and we got comments, we submitted again and got comments, we went to the Master Plan and Zoning Committee and we got more comments and then we submitted our most recent submittal. The comments we heard were that the project was too dense. We then reduced density. They told

us to stay out of the woodlands. We've heard that numerous times and we stayed out of the woodlands. We were told to present some unique architecture, we think we have that. At the Master Plan and Zoning Committee they asked about the schools, we contacted the Novi School District and they will provide a bus stop. There's no increase in traffic. We made a secondary access. We've added the screening. We've also looked into the sanitary capacity. We heard initially that we should hire a planner, so we did. So here we are now, after two years, and I think as the Planning Commission looks at this and as I look at it, there are two aspects to this: what I call the conceptual aspect which is, "what about the use? Can the use work here?" and the second is the technical, dimensional site plan aspect.

Let's talk about the conceptual aspect. It's residential. Somebody might say this is an island of residential surrounded by OST. It really isn't, and it's only an island of residential surrounded by OST if you ignore all the residential across street and along Haggerty between 12 Mile Road and 13 Mile Road. This is the border line of Novi, but there's a ton of residential there and also I think you have to keep in mind that the OST land owners in Novi asked us for walkable, bike-able residences. Their people want a place to live that they can walk and bike to work so we've been working with the Planning Department, were here before the Planning Commission and planning as you all well know remains flexible because things change and sometimes a plan just can't accommodate everything. I would call your attention to Novi's own experience. Fifteen years ago, Providence Hospital came in here and once that happened, the entire zoning of the northwest quadrant of the city had to be reconsidered and many rezonings were made to accommodate medical support uses that were not in the Master Plan, but that's what planning is all about, it's flexible. One thing I know that you're all aware of is once a big business comes into Novi and invests millions of dollars, we need to make sure that we have the planning in place so that they remain successful. Here, Haggerty Corporate Park, the major OST developers in the City of Novi, one of their major tenants, Harman wrote to you and said our tenants want a place they can walk and bike to work. Haggerty Corporate Park said our prospective tenants want a place they can walk and bike to work and the City has been flexible, they rezoned so Starbucks could be in this area because that's what the tenants wanted. So I believe we have a piece of property we've spent twenty years trying to develop, I think this is a minor revision to meet a confirmed need. As planners, some of the recent motions are horizontal mixed developments so instead of a mixed-use all-in-one parcel you can place them on different parcels next to each other in a horizontally mixed-use. To my knowledge, there has been no objection to the OST surrounding uses to this. That's interesting because usually the objections come from the residents who say we don't want nonresidential next to us. Well this is the flip side to that where the OST people say we want residential next to them. So I think the use can work in this situation and I don't think it's an island of residential.

From the technical standpoint, there are a number of deviations, but looking at your reports most of these are supported by staff. There's only a few of them that are not. Many of them can be dealt with at the site plan stage and we've given explanations for many of these deviations. I think technically we can deal with deviations and work with the city to work those out during the site plan review. From the standpoint of public benefit, our aim is to integrate this project with the OST that's why a lot of the setbacks are OST-type setbacks., We were trying to come up with a public benefit that integrates the residential use with the surrounding OST that's why we proposed walkable and bike-able to make sure there are paths to do that. By the way, filling in those two gaps is going to cost us in the neighborhood of around \$80,000. The Master Plan, while it might call for OST, it also talks about providing a wide range of housing, housing in proximity to other places. You can look at the zoning map, there are other areas where residential is behind commercial-just look at Twelve Oaks, there's RM-1 adjacent to OST. If you look at Beck Road, there's RM-1 next to I-1. So there have been areas of the City where this has

been done, successfully. We are anxious to bring closure to this project. Project Manager Mark Highlen and Manager of Development and Acquisition Zach Weiss are here. I would turn it over to them at this time or take any questions from the Planning Commission.

Mark Highlen, Project Manager, said I want to reiterate that the context of the development is very important. We really did look at the site and tried to design it to fit in. We wanted the site to be a multi-family site that complements and fits in to the surrounding OST districts. We are asking you to allow an RM-2 use within an OST District using OST-like development standards. You can see by the layout, we didn't follow the standard apartment layout with the large winding road with the two-hundred foot radius's, what we tried to do was more of a linear approach. We did designate the center loop as a primary road, kept it 28-foot wide, that's the road that's adjacent to all the 4-story portions of the buildings as well as the remainder of the site. The exterior road is the 24-foot wide, that's the secondary road where all the parking lots are off of for the upper side of the development. You can see that it's more of a linear design, it fits well with the site, and it doesn't look out of context with the neighboring developments. Some of the items in the layout we had adjusted. We went with longer buildings, but we did step the stairs and step the floor grades so it wouldn't appear overly long, but they are in effect no longer than any of the OST developments in the Haggerty Road Corporate Park as well as some of the buildings around us. We really did try to make this fit in, that was our big goal. We want this to look like it belongs in the area.

As far as utilities, we designed our storm sewer to drain to the front. It's a steep site, we had to put our detention basin in front and push the development back off the road so there's going to be a fairly decent setback there. We are storing for the 100-year all around the site. We ran our sanitary from our site, this is the last undeveloped site on the line for this sanitary sewer so when they say there is 25 percent remaining, the only thing left undeveloped besides our site is the narrow residential property next to the medical building with the yellow house on it to our south. So the sanitary sewer will still have capacity and be plenty for that site. We gave that information to the engineering department and they have agreed. The water main was brought up to through the site and stubbed it to the north property line where the engineering department requested it.

Mark Highlen continued to say with the woodlands and wetlands, we started this residential plan originally back in 2017 and we were trying to max out the development. So we went back in to try to leave approximately 100 feet of trees along the rear property line. Staff was very dutiful in telling us "not even close," so we started working our way back out and what we ended up with two years later is that we are out of the tree lines with our paving, we have left room in the back to expand the existing wetland. We are mitigating a lot of wetland, but we aren't mitigating the full amount. We respectfully disagree with the wetland consultant. Wetlands didn't exist in many cases twenty years ago or they were significantly smaller. The wetlands really do not present much of a habitat. There's no volume due to stormwater, they don't recharge aquifers in most cases. There are tire ruts and old test holes that were left slightly sunken. There's a couple there that we have to fill in when we tie into our shared entrance with the medical building to our south. That was built in to the edge of the wetland so we have no choice but to fill that in to get into the site. So we are asking that the City look more favorably into requiring a little less mitigation because what we're replacing really isn't significant in the way that the wetland ordinance describes what exactly a wetland is. Next Zach would like to say a few words as well.

Zach Weiss said I wanted to address two things and those things represent the exhibits that Lindsay has shown. The first exhibit, exhibit A, correcting some of the misunderstandings with the

review letter, trying to clear up some of the more technical things and provide some additional color. Four things on this exhibit I wanted to address and then following that I want to run through a quick summary of the connectivity of the neighborhood because I know that was a comment on previous reviews.

Starting with exhibit A, the four things I wanted to clear up would be clarification of open space, the explanation differences of wetlands, calculation of room counts, and then the clearing up a deviation for the amount of parking and drive aisles within the side setback. So the first one, addressing the amount of open space, we provided a quick exhibit showing that we would absolutely meet the required amount of 54,000 square feet. The exhibit to clarify how much useable open space is proposed, taking from the common walkways and the land areas and including the pool deck. In doing that we know that that includes 2.46 acres of open space so that's over 110,000 square feet, more than double the required 54,000 square feet, so we believe that should be no issue in meeting that requirement. I don't think that's a deviation technically, but it clears up that aspect of the review.

The second item addresses the differences in wetlands. It was noted in the review that EGLE identifies 1.58 acres of wetlands. We say that actually the same boundaries, were not even arguing different boundaries, but that they total 1.45 acres. The difference we were told by the engineer has to do with the technology issue: exporting the file from CAD to another format mistakenly added small amounts of wetland, but the boundary that EGLE provided we agreed to, so there's really no issue in the total amount of wetland, it's just the technology issue that led to different numerical amounts. Hopefully that clears up that issue that's it's actually 1.45 acres instead of 1.58 acres.

The third point has to do with how I approached looking at the blended site area between 3-story and 4-story buildings. The deviation that was noted, even though it is supported by staff, I wanted to provide a little bit more color. There is a mix of 3-story and 4-story buildings on the site, however, only 80 units on the site are contained in 3-story buildings and only 192 are in 4-story buildings. So if you prorate the site area based on that its 29 percent of the site basically in terms of density, is 3-story buildings and 71 percent are 4-story buildings so if your prorate the site that way and divide the 29 percent by 2,000 and the 71 percent by 700 which are the different factors for RM-1 and RM-2 you end up with having an excess of over 988 rooms. That's what the table shows in the exhibit. We are only proposing 742 rooms so that leaves an excess of 246 rooms so when you think about it yes, it is a mix of 3 and 4-story , but if you prorate the density in that way it leaves a lot of remaining rooms.

The fourth thing is the deviation about side and rear yards. That was actually addressed in a previous review, it just got carried over mistakenly onto this review so that's actually been satisfied. There's only a 21.8 percent of the side and rear yards that have parking, loading, and drive aisles and 1.4 acres out of a total 175 setback is 6.41 so only a little under 22 Percent. That's all for exhibit A.

Zach Weiss continued to say for exhibit B, I just wanted to touch on the overall connectivity with neighborhood services. It was addressed at the prior meeting that it seems like it's an island of residential in a sea of office, but when you really look at the neighborhood there's a lot of services in the area mostly within 2 miles of the property. If you go up and down Haggerty Road, just a bit north there is Costco, Target, Home Depot, PetSmart, Michaels, and Staples and if you go west toward M-5 you get to the Twelve Oaks area which is roughly within 2 miles. We also have the shops along West Oaks Drive, which includes Nordstrom Rack, DSW, and Marshalls. As far as groceries go there is a Meijer and there are two Kroger's also within 2 miles.

The Meijer is a bit longer, but both Kroger's are actually within 2 miles. As far as entertainment goes there's the United Artist Commerce Theater, there's restaurants like Steven Lellis On The Green, there's service restaurants like Panera, there's multiple Starbucks, Tropical Smoothie Café, Ruby Tuesday, there's a variety of different types of restaurants and types of entertainments and that's within two miles of property.

As far as employment goes there's a variety of employment, it's probably one of the better areas to be located in terms of employment proximity. There's Nissan, there's Bosch, the Henry Ford Medical Center, Dana, Harman, Paychex, Magna, and Mercedes Benz. One of the other items that was addressed was proximity to schools and childcare. We noted that the zone for Orchard Hills, which is a little over 3 miles away but there are other areas of the City that are zoned for elementary schools that are 3.5 to 4 miles away. One of those areas is 13 Mile and Old Novi Road that I believe serves Parkview Elementary. That's actually farther away than it is to Orchard Hills. There are also other types of schooling and childcare in the area. There are a couple daycare centers, there's a Montessori, there's a preschool, KinderCare and a Childtime. There's also recreation, religious facilities in the area, fitness centers, and parks. So all in all there's a really good mix surrounding this property within 2-3 miles so we feel it's actually quite connected to the things that matter to the residents and the things that are kind of required to build a good community. That's really it for exhibit B and I will open it up to questions.

Chair Pehrson said thank you, if there's anyone on the Zoom meeting that wishes to address the Planning Commission, this is a public hearing and I will open it up to the public at this time.

Dorothy Duchesneau, 125 Henning, said I just have a couple comments. This project has seen a lot of work by the developer and by the City., Put it anywhere else in the city and I would say it would be a welcome addition, but the Master Plan and Future Land Use Plan calls for this area between M-5 and Haggerty Road and between I-696 all the way north to 14 Mile Road to be OST. That's what everyone else has been able to work with to bring projects to the city so OST should remain. This is not nearly a location that should have its zoning changed by going to residential renters instead of other office and business uses. The proposed claimed benefits, I think, are miniscule under the PRO. Also, the future families will be segregated from their schools by two major roadways: M-5 and I-696 on the west and south sides. There's no easy access to parks or to the rest of the city in which they live without the use of a car. You should find the schools, the parks, and the access lanes for families to engage with the rest of the Novi Community. I've lived in that area and you spend your money and time driving north to Commerce Township, and into West Bloomfield, and east into Farmington Hills. Living off of Haggerty Road, I didn't connect with Novi in any way, shape, or form. I think changing the zoning by way of a PRO will make this a solitary mini-neighborhood. When you consider Novi as one of the best places to live you consider the community of Novi, not the cities that are around Novi, at least that's how I would think of it. The residential that's on the east side of Haggerty is Farmington Hills, that's a totally different school system and totally different community and has no connection whatsoever to what's on the west side of Haggerty.

Chair Pehrson closed the audience participation seeing no one else wished to speak and asked for the correspondence.

Member Lynch said we have a few correspondence letters. The first one is from Leszek Urban, 39094 Plumbrook Farmington Hills, is opposed because of concerns with public safety, infrastructure costs, and is worried about pollution. The next one is from Victoria Cross, 39140 Plumbrook Farmington Hills, she is concerned about traffic, noise on Haggerty Road, and property values. The next two are from Matthew Sosin who is in favor and listed a bunch of

benefits. The final one is from E. Brooke Matthews from Harman and is in favor and mentioned the project being walkable and bike-able as a big benefit.

Chair Pehrson closed the public hearing for this matter and turned it over to the Planning Commission for consideration.

Member Anthony said first just in defense of the city and staff on what has been a little bit of a longer process than it would others. Some of the examples that were given of this are that this contrast in zoning and rezoning has been done elsewhere in the city, but that hasn't been done necessarily without problems. Member Anthony showed a map of the city and said in this highlighted area, which the applicant's attorney had mentioned, that's where we have a contrast in zoning. We end up focusing on those and end up having to give those areas extra attention and how do we deal with that because it becomes more difficult. So this situation is similar to that. Though, we can look at the schools and actually there's an elementary school in Novi that's maybe a mile and half away. Maybe looking within Novi it's an island of residential, but being up against Farmington Hills is where the thought is that it's not an island, but that it's a transitional zone. I can see that, and staff has been working with the applicant in order to find something to work with so that we don't have problems in the future. For instance, are we setting a precedent for more of these drastic zoning changes that have caused us problems or greater challenges in the future? I commend our staff for working with you. I also thank you for working with us, reducing the number of units, for pulling a development out of the wetland and out of the protected woodland, of recognizing that we do have a non-motorized transportation plan which also has a connection that goes through that green area so I do thank you for that. It's a difficult site and you're asking us to rezone against Future Land Use Plan and the Master Plan and really that along with the Ordinance is really all we have to hold development in the city to a cohesive set of standards that are workable and sustainable. We have to be careful on how we move through this so that's why you're feeling this frustration. I see you're working with us and I thank you for that, but our staff is really trying to take a difficult situation and trying not to have problems in the future. I do think you have made a lot of improvements with what you have done since our last meeting and it's going in the right direction.

As we have spoken earlier, we do want to reduce the number of deviations that we see and the question is to one of the comments you had made earlier: can these be handled in the next phase? I believe I'm hearing from our staff they need a little bit more information. For instance, one example there was the question or the discussion about land banked areas within the parking and does that mean that the parking lot area gets bigger and encroaches into the woodland and the wetland area. So again, I side with our staff there because of their cautious approach of preventing problems for us in the future. There was another question on the calculation of the size of the wetlands, of course, CAD does that calculation if that is simply an error in transmission from one file to the next - I'm sure that can be resolved with staff as well. I understand the frustration of that the Novi Ordinance on wetlands is stricter than what the state says. Wetlands at the state level may be considered low-quality, but we still are preserving and we are preserving that for a reason. You'll see that it really does add to our city. So with that I wanted turn my discussion or questions to Lindsay. Lindsay, when I look at all these deviations that are there, are these types of deviations that can be worked out in the next step of planning or are we making an exception here for this property that we wouldn't or haven't done on other properties?

Senior Planner Bell said I do think that we've come a lot closer to reducing and justifying certain deviations. However, certain items that were presented in the applicant's response letter we

haven't got a chance to actually review yet. We are also just hearing tonight that they're going to request a deviation from providing the full amount of wetland mitigation, which was the first I've heard of that. That will certainly need further review.

Member Anthony said for me, on the wetland, I would need to see a new updated map so that I can visualize what we are losing from what we have now.

Planner Bell said right, some may think we can evaluate just based on text, but ones like that I think we need to see on a plan for what would happen and what those areas look like and how much mitigation would be missing. There was also a landscape deviation where they were saying they would provide as much as possible but without knowing whether we can simply eliminate that deviation and they would meet it in the future or do they need a certain or lesser amount of deviation, that's something we can't really know at this point.

Member Anthony said the other piece was the argument on the prorating of that to arrive on the number of allowable units. Two things: I had trouble following that so the second part of that is I'm concerned if we applied that, once we fully understand the logic behind it, could that then be used on other sites where we feel we have unit challenges? I want to avoid setting a precedent for the future there.

Planner Bell said I haven't been able to go into that exhibit at all to really be able to understand it myself.

Member Anthony said I have gone from not wanting residential here at all, because of it not fitting with our plan, to looking at it saying now we're down the path that we can make this work. I don't agree that there are close-by amenities. To me, within two miles is still too far, I think within a mile would be better. I can see the connection with Farmington Hills. I do believe we need to have connections with our neighboring communities. I can see this being an extension of the residential there, though it is a bit of a leap. So through this path I've moved to we can get multi-family residential to work, but I'm not where I won't rely on the expertise of our staff because they don't feel that they have enough information right now. I need to feel comfortable with the proration argument, what the final wetland and woodland protection map would look like, and the sanitary and sewer connections. Though it looks like we have resolved the issue with the sanitary sewer, I still at some point want to hear from the city engineer. We should look at the length of that line and what other vacant lots Novi has in that area that would also have potential future developments connected to it. When you look at a larger map, not knowing exactly the run of that sewer line I'm not sure what vacant lots could also connect to it. So were much closer than we were the first time I've looked at this and I do believe we will find success here, but I'm not there now.

Member Gronachan said I'm on Master Plan and Zoning Committee as well and I first have to thank my fellow Commission Member Anthony because he speaks so eloquently and he takes the words right out of my mouth. So I want to say I support everything that he said, but I do want to add something else. I concur that when I sat down and read this for the very first time I said "no way, absolutely not. This is crazy," but when the petitioner came and explained in that first meeting, just as Mr. Landry explained, it was a long process. It's been twenty years of waiting to do something with this property. I think that that needs to be remembered or we need to be reminded of this long process. We do want growth in Novi. We don't want to give-in willy-nilly and I think our staff is doing an excellent job, but I also think that the petitioner has gone above and beyond doing their homework and I want to thank them for that. We can't echo those words enough. I want them to be encouraged because I do see light at the end of

the tunnel. I echo the comments of Member Anthony. I, too, feel that we need to support what the staff feels that they need in order to do justice to this project. I think this is an out-of-the-box project and I would support it further down the road, but I can't be there yet. I'm excited to see it coming. I'm glad that all three petitioners said what they said tonight and it opened my eyes even more and it shows their level of commitment. I cannot support voting on it this evening, I would like to see the rest of these deviations addressed and I would like to have the staff comfortable with the things that they need to review so that they can come back to us because after all we need to count on them. They are our experts.

Chair Pehrson said for the record Member Maday has joined for the meeting.

Member Avdoulos said I think both Planning Commissioners spoke about what I had on my list. Again, I'm on the Master Plan and Zoning Committee too. Conceptually, I don't think it's a bad fit. As Member Anthony indicated, we can have this looking as a transitional zone. It is a project that is kind of out-of-the-box, but we do have residential across the street. That, to me, is what made me feel more comfortable and the work and everything that has gone into this project and I echo what the two previous Planning Commissioners indicated that the work has been done to get us to this point. We've had the same issue with Sakura. That came in and we worked with them, it was postponed, they came back and I am actually pleased with the final product that we were able to approve and move forward with. Again, I get nervous when the staff is not fully comfortable and there are a lot of deviations here that are supported. There's a few that are not, or as Lindsay had indicated, in some of the applicant's responses, the answers may have seemed a little more open-ended where they needed to have some closure. I'm very uncomfortable in making a recommendation to the City Council if there's still a lot of open ended issues so what I would like to do is make a motion.

Motion made by member Avdoulos and seconded by member Anthony.

In the matter of Novaplex, JZ19-37, with Zoning Map Amendment 18.733, motion to postpone making a recommendation to the City Council to rezone the subject property from Office Service Technology (OST) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay Concept Plan. This motion is made for the following reasons:

- 1. To allow the applicant time to provide a revised submittal which reflects the changes described in their response letters dated 3-9-2020 and 3-16-2020;**
- 2. To allow the applicant time to develop a list of conditions to be imposed on the development in line with the PRO Concept Plan proposed;**
- 3. To allow the applicant time to address the comments in the wetland and traffic review letters;**
- 4. To allow staff time to review the additional information provided by the applicant in their response letter dated 3-16-2020, such as wetland mitigation, traffic calming measures, and carport details;**
- 5. To allow staff to review the revisions to the plans to identify any additional deviations and conditions that would be needed in the PRO Agreement, and evaluate any new information provided;**
- 6. To allow the applicant to work with staff to reduce the number of deviations requested;**
- 7. To allow additional time for the applicant to submit additional evidence/information in support of the public benefits to be achieved through this development and to justify the proposed ordinance deviations and the intent of the section 7.13.2.D.ii that the proposed PRO rezoning would be in the public interest and the benefits to public of the proposed PRO rezoning would clearly outweigh the detriments.**

8. The applicant shall have the opportunity to clarify through a modified submittal if any PRO conditions are being offered under the PRO provisions of the Zoning Ordinance.

Member Ferrell said I echo what the other Commissioners have said. One thing I was concerned about was the sewer and that was brought up by Member Anthony. I think just waiting until we get some more definitive answers to make a decision is where I stand as well.

Member Maday said I echo everything everyone has said. The one thing I do want to do and I think everybody said it is that we just want to dot our I's and cross our T's before we make a decision on a property that is out of the box. Some of our residents in Novi are going to be concerned about this development and I want to make sure what we do, we do it completely appropriately and to the best of our ability and I don't think we are all there at this point.

Member Lynch said this brings me back to when I first got appointed to the Planning Commission. Some of the things they told me in the interview had to do with OST. My understanding at the time was that OST is great for the city. Even though with my background I kind of saw where the demographics and the technology was headed. I don't think that this is going to be our first OST project that is going to need re-use. My greatest concern with this whole thing is whatever we do were not going to set precedent for other OST projects. That's just my personal opinion based on how I see technology and the work place moving. OST properties, which were once big office buildings, I think, there's not as much demand as there was in the past. I think we're going to be doing more of this as we move into the future. I have no issue with residential, but my biggest concern is whatever we do with this project we have to be prepared to apply to do for every other project across the city.

The other thing, when I was interviewed for the Planning Commission, I remember the interviewer telling me to do your best and do what you think is right, but you don't have to be right all the time, but be consistent. So whatever we do on this project is going to be a template, I believe, for what we do on other OST rezoning's and I just want to be cautious. One thing that kind of jumped out at me was the calculation of open space and I sent an email, hopefully it will be shared with the applicant, I don't know if we've ever done that before where we've considered balconies and portions of a unit or building as part of the open space. If we're going to do that that's fine, if the Planning Commission agrees I want us to think about it. I want the planners to work with the developer. I do appreciate the struggle that they've been through and in my opinion you know I've made this statement before as far as OST properties so I hear what all the commissioners are saying I hear what the applicant is saying. My recommendation to the Commission and to the Planning Department is that whatever we decide we need to be prepared to apply it across a number of OST properties. As long as what we agree on this particular project and were willing to apply it everywhere else, I have no problem with that.

Chair Pehrson said having sat in on the Master Plan and Zoning Committee for this particular session when this was brought in front of us, we have come very far; we're close to finalizing this. I'm in support of this change in zoning It is a good fit for area. I don't discount the fact that I don't see a border between us and Farmington Hills, there is residential across the street. This is equipped for businesses that want to have employees living nearby. I think we can work out these details but I do also commend everyone's comments at this point in time. I am in support of postponing this so I hope we take this back and have another chance to review.

ROLL CALL VOTE TO POSTPONE MAKING A RECOMMENDATION TO CITY COUNCIL FOR JZ19-37 NOVAPLEX TO REZONE THE SUBJECT PROPERTY FROM OFFICE SERVICE TECHNOLOGY TO HIGH-

DENSITY MULTIPLE-FAMILY WITH A PLANNED OVERLAY CONCEPT PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER ANTHONY.

In the matter of Novaplex, JZ19-37, with Zoning Map Amendment 18.733, motion to postpone making a recommendation to the City Council to rezone the subject property from Office Service Technology (OST) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay Concept Plan. This motion is made for the following reasons:

1. To allow the applicant time to provide a revised submittal which reflects the changes described in their response letters dated 3-9-2020 and 3-16-2020;
2. To allow the applicant time to develop a list of conditions to be imposed on the development in line with the PRO Concept Plan proposed;
3. To allow the applicant time to address the comments in the wetland and traffic review letters;
4. To allow staff time to review the additional information provided by the applicant in their response letter dated 3-16-2020, such as wetland mitigation, traffic calming measures, and carport details;
5. To allow staff to review the revisions to the plans to identify any additional deviations and conditions that would be needed in the PRO Agreement, and evaluate any new information provided;
6. To allow the applicant to work with staff to reduce the number of deviations requested;
7. To allow additional time for the applicant to submit additional evidence/information in support of the public benefits to be achieved through this development and to justify the proposed ordinance deviations and the intent of the section 7.13.2.D.ii that the proposed PRO rezoning would be in the public interest and the benefits to public of the proposed PRO rezoning would clearly outweigh the detriments.
8. The applicant shall have the opportunity to clarify through a modified submittal if any PRO conditions are being offered under the PRO provisions of the Zoning Ordinance.

Motion carried 7-0.

2. MORGAN PLACE JZ19-17 WITH REZONING 18.731

Public hearing at the request of Trowbridge Companies for Planning Commission's recommendation to City Council for a Zoning Map amendment from Freeway Service (FS) to General Business (B-3) with a Planned Rezoning Overlay, as well as Preliminary Site Plan consideration. The subject property is approximately 0.48 acres and is located on the east side of Haggerty Road, north of Eight Mile Road (Section 36). The applicant is proposing to develop an approximately 2,420 square foot single story building.

Planner Bell said the subject property is located on the east side of Haggerty Road, north of 8 Mile Road on a triangular-shaped parcel. This project has historically been called Triangle Place, but recently the applicant requested a name change which has been approved, which is Morgan Place. If there is any confusion on the references in the packets, that is why. This parcel is currently zoned Freeway Service (FS) with the same zoning on the south and Office Service Commercial (OSC) to the west. The site borders Farmington Hills on the east which is developed with commercial uses including a hotel, car wash, and some restaurant uses. The future land use designation is for community commercial. There are no existing natural features on the site. This property was previously rezoned with a Planned Rezoning Overlay from FS to B-3, General Business, in 2007. Several extensions of that PRO Agreement that were granted by City Council over the years, but the most recent extension expired in 2016 and therefore the property reverted back to the FS Zoning District.

The applicant is back with a similar request now with a very similar layout of a single story

PLANNING COMMISSION MEETING MINUTES (DRAFT)
MAY 20, 2020

5. **The applicant shall work with City on the review of the finished grades of the proposed homes, and on the requirements identified by the City's Engineers on the remaining issues associated with the engineering review. Motion carried 6-0.**

2. NOVAPLEX JZ19-37 WITH REZONING 18.733

Consideration at the request of BC Novaplex, LLC for Planning Commission's recommendation to City Council for a Zoning Map amendment from Office Service Technology (OST) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay. The subject property is approximately 22 acres and is located on the west side of Haggerty Road, north of Twelve Mile Road (Section 12). The applicant is proposing to develop a 270 unit multiple-family residential development. The development consists of two attached town style buildings and eight apartment style building. The development is a private street network with two entrances off of Haggerty Road.

Planner Bell said the Planning Commission held a public hearing on this item on March 25, 2020 and after discussion decided to postpone making a recommendation in order to allow the applicant and staff to provide and review new information, continue to work on the number of deviations requested, and further consider the public benefits of the development. The applicant did revise the plans to address many of our previous concerns. The number of deviations needed has gone from about 20 to 15, and staff is now able to support almost all of those. Traffic and Wetland reviews were still not recommending approval. At the time of our review, however, some additional information has been provided where we are becoming more comfortable.

For traffic, we believe that with the adjustment to the plan that was included with the applicant's response letter last week, this will remove some of the parking in the southwest corner and make that a tighter corner, which will encourage slower traffic speeds and a safer configuration and will address some of those previous concerns. We think that we can work with the applicant to address remaining traffic calming measures on that outer loop during the site plan review process, they have proposed more stop signs and cross walks. One area could still use something in our traffic consultant's view in the western north-south drive where the garages are, but that could be worked out at time of final site plan approval.

As for the Wetland issues, some of those remaining concerns seem to be addressed with updated wetland impact information also provided last week, such as buffer impacts and volumes. The outstanding issue is the wetland mitigation. The applicant has stated that disturbance of the wetlands will be minimized and on-site mitigation maximized during the detailed site design process. They will also make an effort to identify off-site wetland mitigation areas within the same watershed or within the city, as permitted by the Wetland and Watercourse Protection Ordinance. However, if they are unsuccessful, they will require a deviation. It is unclear if the applicant would choose to request the deviation now or would pursue an amendment to the PRO Agreement if they are unable to meet the requirements. Currently there is no deviation included in the draft motion as we were unclear if the developer wanted to pursue that.

Planner Bell continued to say the applicant has also revised their list of community benefits. Last time we mentioned the proposed completion of two off-site sidewalk gaps totaling 600 linear feet. They now also offer to increase the brick or stone material on the building façades to no less than 40percent, which is a 10 percent increase over the 30 percent minimum required by the ordinance. While this does exceed the ordinance standard, our consultant would encourage a somewhat higher percentage and updating the color renderings of the revised design would demonstrate more clearly the aesthetic enhancements. The other new benefit offered is to design the project to achieve the LEED Certified standard of green building practice. This would be the lowest tier of the LEED certification system, but it would represent an enhancement over our standard requirements.

Tonight the Planning Commission is asked to discuss the proposal and make a recommendation to

City Council. In particular, the Commissioners should consider whether the PRO benefits offered by the applicant are sufficient to meet the intent of the PRO Ordinance, and whether the wetland mitigation deviation would be supported. Staff, as well as our façade, traffic and woodland/wetland consultants are available to answer any questions you may have. Representing the project tonight are David Landry, Mark Highlen, and Zack Weiss, and other members of their team to tell you more about their proposal to respond to your questions as well.

David Landry, attorney for the applicant, said we are back before you after being here on March 25, 2020 and we had a very good discussion and it was decided to postpone to allow additional time to address the staff's and Commission's comments. We are asking for a rezoning from OST to RM-2 with a PRO. I believe the Commission is familiar with this project. This applicant has been trying to develop this property for over 20 years. They cannot develop it OST, it's narrow, it has limited frontage visibility, and the topography creates a problem developing it as OST. We've been working on alternatives since 2017 and we've been working with staff since 2018 on this particular RM-2 PRO project. There have been a number of submissions, we've received comments, we made changes, we've been through the entire process from Pre-Application, to concept submittals, to Master Plan and Zoning Committee, we've revised plans, and we've been before you. We decreased density, we've stayed out of the woodlands, we've enhanced the architecture, we conform to the Novi School District, there's no increase in traffic, we've provided a secondary access, screening, and we've conformed to the sanitary capacity.

When we were here before you on March 25, I discussed the two aspects, as I see it, on this project: one, the conceptual aspect of residential adjacent to OST and two, the technical/dimensional ordinance requirements. Conceptually, we discussed the fact that while at first glance this may look like residential surrounded by OST, if you consider the extensive residential to the east in Farmington Hills, I think it's important to recognize two things from a conceptual standpoint: it's a classic single family multi-family nonresidential, it's also important from the standpoint of the viability of this project. Where will these residents obtain goods and services? The same place all the residents across Haggerty Road do.

This particular project melds perfectly with the adjacent OST uses and we have support from the OST neighbors. Usually when you propose a residential use adjacent to a nonresidential use, the neighbors come in and complain. Our neighbors are asking to approve this. The OST developments want walkable, bike-able residential. They want to attract young engineers and this is exactly the kind of housing that they want so this is a symbiotic relationship between our proposed development and the adjacent OST. You have a very experienced builder in Beztak. They have a proven track record in Novi. With respect to the public benefit, we looked at the public benefit aspect and it has to be consistent with the intent of this project. So obviously if it's walkable and bike-able we have to fill the sidewalk in, so that's the initial public benefit we offered. We looked at it again to make it consistent, we offered LEED Certification. Yes, it's the basic certification, but it is LEED and it's not technically required. We think that's consistent with what the City is looking for in development, were also adding brick to 40 percent instead of 30 percent. Again, that's consistent with what we believe the City would like to see in the projects, we're offering something more that would be required by the Ordinances.

David Landry continued to say from the technical aspect, I think the Planning Commission understands that this is a challenging site. Beztak has worked extensively with the administration. Even since the last Planning Commission meeting we've decreased the amount of deviations by five. We still have a number of deviations, which are necessary, but I think the best evidence is the fact that they are necessary and that the staff is supporting virtually all of them.

We're now down to two areas: wetland mitigation and some minor traffic issues, which the staff

believes we can address. We've already offered traffic calming measures in response to the staff's request and I think we're hearing we can address those in the site plan. We have representatives from Beztak here to address the wetland issue and I'll turn it over to them and let them do that. One more thing, we've been at this for 20-years, we are at bare bones with this project and neither the City nor the applicants want a development there that won't succeed. We all want it to succeed, but tonight we need a decision. We're requesting the Planning Commission recommend approval to the City Council.

Mark Highland, Beztak, said we did make a number of revisions to the plan based on comments since our previous review, so we agree that we can add or adjust any of our traffic calming measures realistically from the base standpoint. It's fairly simple to move signs 100-feet one way or another or add a few more signs or cross walks. So we are definitely willing to do whatever it takes in the aspect. We've got a number of deviations that are all supported by staff and we appreciate them taking the time and effort in helping us go through that. David said we've been at this for quite a while with the staff and they've shown a tremendous amount of patience and some creativity and suggestions of how we can adjust some of our plans.

Regarding the wetlands, we have attempted to create one large body of wetland out of a number of small ones, which in it of itself; it's probably a better situation. Many of those small ones have virtually no volume to them for storm water storage and have virtually no depth to them for any kind of habitat for animals or plants. So we're thinking that that actually is one of the improvements in mitigating those into one larger wetland that's manufactured to actually function well as an entity. What we are willing to do though is we are willing to look into further areas where we can help. One of the things we've suggested and obviously the staff can't say they approve it or not, but we've even suggested contributing towards the city's maintenance and upkeep of all the existing storm water storage and wetlands areas in the City as part of the mitigation, so were willing to work with the City on determining an equitable and beneficial answer to this. Some of this is going to have to go with our discussion to City Council, but we are asking that you at least recognize that we are making the efforts and that we will reach an agreement with City Council on the wetland issue because that's really the only remaining issue. With that I'll step back and be willing to answer any questions you may have.

Chair Pehrson turned it over to the Planning Commission for their consideration.

Member Anthony said so I have a question for Pete Hill about the wetlands. Member Anthony pointed to a map and said when we're looking at this light blue area, that's EGLE state regulated wetlands and the green areas are regulated by the City?

Environmental Consultant Pete Hill said that's correct. Those blue shaded areas are regulated due to proximity to a drainage feature that is south and west of the project.

Member Anthony said generally the city picks up smaller wetlands that wouldn't fit the state regulation, but we do it as a community because it enhances our greenbelt areas, which when we step back and look, our greenbelt area is this very long linear north-south feature that we talked about with the developer earlier so we can see a portion of this state regulated wetland dip underneath the parking lot. With the proposed revision to the curb, does that bring about any additional wetland?

Planner Bell said I don't believe so. It would be a very small amount if it was.

Member Anthony said and that's okay, when I first went through this project I didn't even consider that additional area here so it won't make too much difference. Generally what we try to do is

create a 20 to 25-foot buffer around the wetland and that's to pick up any particulate or any other type of runoff or pollutants before they get into the wetland area. We have out here proposed the 20-foot buffer, but I see it's reduced down to a 10-foot buffer up against the pavement. I presume there's a curb here that's going to catch the runoff so any runoff that's on this surface area is going to be captured by the storm water system. So the reason why I say that is, in a sense that can help reduce the buffer if it is simply to reduce the amount of runoff and particulate that gets onto the wetland, this helps serve that purpose as well. So now I look at this as what is proposed for the mitigation and we can see the increase in size of the wetland. So Pete have you looked at what the size of this proposed wetland is versus it compared to the state regulated wetland and then the totality of the wetland? This is as large as or larger than the state regulated wetland, but we are losing some on city wetland, which is what is triggering the request for mitigations somewhere.

Environmental Consultant Pete Hill said the wetland mitigation area that you are pointing out is 0.67 acres so they're providing 0.67 acres of on-site mitigation connecting those lobes of city and EGLE regulated wetland. The total wetland impact area is 0.84 acres. Mitigation requires one and a half times that. So 0.84 acre impact for emergent wetlands requires 1.26 acres of mitigation. So the mitigation area is 0.67 acres which is 53 percent of the required mitigation that will be provided on the project site. So 0.67 acres will be constructed on site and 0.59 acres are still required and that's the big point of our latest review. We always ask that people look to minimize those impacts and for impacts that are essentially necessary to provide the mitigation on site. The applicant is doing a commendable job of providing over half the mitigation on site, but we're asking them to provide more information about the plans for the rest of the required mitigation.

Member Anthony said so here's my logic: there's a part of me that was never a big fan of residential here -- just in complying with the Master Plan and the bussing of the kids to school and it's kind of an island for the school system -- but when we're looking at the wetland issue and everything we've had them do, this is the green land belt way that we really wanted to preserve and not bifurcate this area. One, because it gives us a waterway and it also gives a wildlife corridor, which is very helpful for the city. I'm looking at it in terms of how reasonable it is and I feel that this is a reasonable solution for the wetland and for that portion of additional mitigation that were looking for, I'm willing to support this plan as is and that the additional mitigation be done elsewhere within the drainage basin. It gave us the greenbelt green corridor requirement and municipal wetlands are not quite the same quantity as the state wetlands. We're preserving the bulk of the higher quality wetland so that's my logic on that. I know they are looking for a waiver so this is one of those cases where I would look at supporting what has been presented here. Again, to the rest of the Commission, what we lost are some lower-quality wetlands that are regulated by the city, but what we picked up is that we have a nice thick green belt way for this property. So in order to fix this within the drainage basin where they mitigate, they mitigate somewhere else within the drainage basin. So I would feel that that is reasonable.

Environmental Consultant Pete Hill said I don't disagree with your logic there. One thing we didn't point out is the EGLE required amount is 0.35 acres. Initially the impact to state regulated wetlands appears to be just under a quarter acre, 0.23 acres, and multiply that by one and a half, it is 0.35 acres of EGLE mitigation required. The current plan I believe shows that 0.35 acres required by EGLE would be taken care of on-site. Something ECT noted in our letter in the last review is EGLE actually prefers off-site mitigation at an approved mitigation bank.

Member Anthony said so you know, I would normally be an advocate of having it on site or within our city, but I'm just looking at this site and I've tried to solve the puzzle with this site and I couldn't, so I just stepped back and thought, what did we gain -- we got this nice green corridor. The other thing I wanted to ask, there was a comment that was made by Mr. Landry, so for instance, one of my concerns was the capacity of the sanitary line. When we look at this site itself according to this,

it will take up to 50 percent of the sewer's capacity which meant the existing buildings took up 22 percent. That's 72 percent in total which means were only left with 28 percent of the sewer line capacity.

Staff Engineer Victor Boron said I would say that the 22 percent consumed by all other uses is tributary to the sewer that I calculated from the plan sheet that was added by PEA. It did include the one vacant property and the other property that is existing residential or could be redeveloped as OST.

Member Anthony said you did or did not include those?

Staff Engineer Boron said I did include those.

Member Anthony said that's exactly where I was going with that. When you look at the aerial photo there are a couple other vacant lots that could be developed and we don't want to tell them you're not going to be able to develop it until you put in a larger sanitary line down that street.

Staff Engineer Boron said I did also want to add that in the sheet that was provided by PEA, the property at the southeast corner of that tributary area may appear to be tributary to that sewer but it is not. Both they and I were able to find out that it is not tributary to the sewer before its enlarged. As a point of interest, where that property is discharging to currently is down the street of where the sewer becomes larger.

Member Anthony said my last comment was if a school bus does have to show up, should there be a location for it? That may be a conversation to have with the school system because its two and a half miles that children need to be bussed to get to Orchard Hills.

Member Avdoulos said I guess the wetlands were probably the stickiest issue and so with that, Member Anthony, if we look at the motion under Part 2, item number 7, does that say that or do we need to adjust that? It indicates that the applicant shall provide on-site wetland mitigation to the extent feasible as determined by the city.

Member Anthony said it can stand as is as long as the city feels that my explanation and approach is reasonable and I think Pete was leaning that way. So if city staff feels the same way, it can just stay that way.

Member Avdoulos said okay good. I do appreciate the work that was done with the city. I know that when the project first came and we saw it under the Master Plan and Zoning Committee and then we reviewed this is March, there were concerns that the staff wasn't fully comfortable with. Working with the City to limit the number of deviations and to also have the staff's support on some of the deviations is important and I appreciate that and understanding that it's a tough site. Looking at some of the benefits that Mr. Landry presented it's tough to see what you can do on a tight site like this, but I think that the sidewalk connectivity is something that Novi has always wanted to complete and enhance throughout the city. I also think achieving the LEED certification shows a commitment to sustainability and at least it could be an example for others to follow. That goes hand in hand with what Member Anthony was pointing out in relationship to the wetland and what is the plus that the site gets and how does the city benefit so you end up having that green way that allows nature and allows animals to have an area as a habitat. We're looking at a more positive direction and we're going through the typical site plan reviews and the final documentation so I think all of this helps get it down to a point where at least I'm much more comfortable than where I was a couple months ago.

Member Ferrell said I reiterate what the other commissioners have said. I was concerned with the wetlands and after discussing it tonight, I definitely feel more comfortable supporting that. The petitioner obviously has agreed to try to work with the city to mitigate due to the location or offer something with the city to work with them. As far as the traffic, I don't believe I know enough about that so I was going to see if anyone else wanted to talk about that. To Mr. Landry, yes it does appear it's been a long road.

Member Maday said with the majority of the wetlands being mitigated, I'm just pleased that we're putting all the impacted wetlands in one good area because a lot of the small wetlands that are not worth anything are not as important as one big green belt. So yes, Member Anthony, I couldn't agree with you more, but you just say it so eloquently. As far as it being residential in the middle of an office district, I'm okay with that I think. It's a great buffer zone. It bothered me in the beginning, but as you spent the last month or two thinking about it, it really doesn't bother me. We live in the suburbs and the reality is we're not all walking from place to place. We want to, but the reality is we drive places and that's okay. As far as the sidewalks, I'm thrilled with that, being I sit on the sidewalk committee, so I love the connectivity. As far as the traffic goes it sounds to me you are working on things to slow the traffic down within the community, is that correct?

Mark Highlen, Beztak, said yes.

Member Maday said so I would say continue working with the City and trying to work on a plan to make everybody happy. I know you are trying to do that.

Mark Highlen said yes the good part is that none of the stuff we're going to need to do involve anything with additional pavement or additional grading, it's all basically painting and signage.

Member Maday said that seems pretty easy and I don't think anybody is going to complain about that. I'm in support of this at this point.

Chair Pehrson said I think when this came before us in the Master Plan and Zoning Committee we had some reservations, we were looking at it in a different way and in a different light than how it actually turned out so I applaud what the developer has done with this. Twenty years does seem like a long time but hopefully it's going to pay off with everything that has been done here. I appreciate the fact that we have reduced the number of deviations that have been requested. We get to the point where we might push some of these deviations down the road, but they're a requirement of some of the last remaining parcels that we deal with. So I think what's been done and what's been moved forward I can be in support of this.

Member Lynch said I think I mentioned this last time that this won't be the last project like this that we see go from OST to some sort of residential. To be honest, I don't really have an issue with what you have done with this piece of property. I understand it's a difficult piece of property, you've tried your best with other solutions. I think City Council will certainly consider the public benefit. We know that OST requires virtually no fire and no police and very little demand compared to high density residential. So when we look at the public benefit, I think what the applicant may have to do in front of City Council is make a compelling case that by putting this project in you're going to offset the additional demand that's going to be put on some fairly high priced city resources. Since we're setting precedent with this, I just want to make sure we go in looking at this with open eyes. Is this going to be a benefit for the City and the rest of the tax payers or is it going to be a burden to the city from a financial standpoint? I think Mr. Landry can make a compelling case. He knows more about this than I do, but I think when it gets presented to City Council, I suspect that they're going to ask that question. I don't have a solution for you and that's why I'm not going to stand in

the way of this. I just don't know how we make that argument. Whatever we do in this case is going to be used in future cases where there won't be as high as a demand on this OST property as there was 10-20 years ago. This is probably something that I think City Council would appreciate and I think would be a good exercise for the applicant when it finally does go to City Council to at least make a reasonable argument that this is a public benefit. I'm in support of this project.

Motion made by Member Avdoulos and seconded by Member Ferrell.

ROLL CALL VOTE TO RECOMMEND APPROVAL OF PROJECT JZ19-37 NOVAPLEX WITH ZONING MAP AMENDMENT 18.733 TO CITY COUNCIL TO REZONE THE SUBJECT PROPERTY FROM OFFICE SERVICE TECHNOLOGY TO HIGH DENSITY MULTIPLE FAMILY WITH A PLANNED REZONING OVERLAY CONCEPT PLAN MADE BY MEMBER AVODOULOS AND SECONDED BY MEMBER FERRELL.

In the matter of Novaplex, JZ19-37, with Zoning Map Amendment 18.733, motion to recommend approval to City Council to rezone the subject property from Office Service Technology (OST) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay Concept Plan.

PART 1: The recommendation includes the following ordinance deviations for consideration by the City Council:

1. Planning deviation from section 3.8.2.C for exceeding the maximum allowable length of buildings (180 feet, maximum allowed, a range of 185 feet to 295 feet proposed) as *the buildings meet the qualifying criteria for City Council's approval for this deviation per section 3.8.2.C.*
2. Planning Deviation from section 3.8.2.D for not meeting the minimum orientation for all buildings along an outer perimeter property line (45 degrees required, 0 degrees proposed), *as all buildings are abutting non-residential districts and orientation is compatible to existing office development.*
3. Planning Deviation from section 5.16. for not meeting the minimum width requirements for the access path to bike parking (six feet required, 5 feet proposed), *as the plan maintains a consistent five foot width for all internal sidewalks and because it is a residential development.*
4. Landscape deviation from Sec. 5.5.3.B.ii and iii for lack of berms between the site and the properties on the north, south and west, *as the existing woodlands and proposed landscaping provides sufficient screening.*
5. Landscape deviation from 5.5.3.F.ii 5.5.3.B.ii and iii for lack of required street trees along Haggerty Road, *due to conflict with the existing overhead electrical lines and an underground gas line along Haggerty Road which make planting street trees impossible.*
6. Landscape deviation from 5.5.3.F.ii to allow the usage of sub-canopy trees for up to 25% of the required multifamily unit trees, *as the mix of trees proposed is acceptable.*
7. Planning deviation from Section 5.2.12.A & B for a 30 percent reduction in the minimum requirements for parking. A minimum of 619 spaces required, 433 proposed. The current plan proposes a total of 433 spread across the site, including attached/detached garages and surface parking. Following comments are provided in this regard:
 - a. An additional 120 apron spaces in front of attached garages will be provided to count towards the minimum required. Apron spaces may provide additional guest parking for certain units with access to garage parking, but not necessarily required parking for others. The apron spaces are reserved for people renting the garage, as will be stated in the lease agreement. The

- applicant indicates this will be enforced by towing vehicles that are parked illegally and/or in someone's assigned spaces.
- b. The applicant has provided a parking study of existing parking demand calculations from similar development in similar cities, which show other developments have found a lesser number of parking spaces to be sufficient.
 - c. The required parking calculation includes 68 spaces for the clubhouse/pool as a "private club." As this amenity is internal to the development for the residents, it is anticipated most residents would walk from their unit to the pool/clubhouse and not require separate parking spaces.
8. Traffic deviation from section 5.10 for not meeting the minimum width requirements for a major road (minimum of 28 feet required, 24 feet proposed), *as stop signs and pedestrian crossings will be provided at key points in the major drive loops to encourage slower speeds. The applicant shall work with the City to ensure traffic calming measures are adequate during Site Plan review.*
 9. Traffic deviation from section 5.10 for allowing angled and perpendicular parking on a major drive, *as stop signs and pedestrian crossings will be provided at key points in the major drive loops to encourage slower speeds. The applicant shall work with the City to ensure traffic calming measures are adequate during Site Plan review.*
 10. Traffic deviation from section 5.10 for not meeting the minimum requirements for major drive centerline radius, *as stop signs and pedestrian crossings will be provided at key points in the major drive loops to encourage slower speeds. The applicant shall work with the City to ensure traffic calming measures are adequate during Site Plan review.*
 11. Planning deviation from section 4.19.1.J for exceeding the maximum number of accessory buildings for properties more than 21,780 square feet (*a maximum of two are permitted; six garages and 20 carports are proposed*).
 12. A section 9 waiver for not meeting the minimum requirement of 30 percent brick for the carports on the long side, *as the proposed design will include brick on the end walls as has been supported for other projects in the City.*
 13. Planning deviation from section 3.8.1.A.ii.b for exceeding the maximum percentage of one bedroom units (maximum of 20% is allowed, 36% is proposed), *as the mix of units fits the target renters who would be young professionals, as shown in the market study provided by the applicant.*
 14. Planning deviation from section 3.8.1.B for exceeding the maximum allowable number of rooms for this development (maximum of 458 rooms is allowed, 734 rooms are proposed) *because the overall room count is still below the total number permitted in the RM-2 District.*

PART 2: If the City Council approves the rezoning, the Planning Commission recommends the following conditions be made part of the PRO Agreement, as suggested by staff based on the PRO Concept Plan and applicant submittal:

1. The applicant shall provide an easement at the southeast corner of the Property in order to facilitate the extension of Heatherbrook Drive, resulting in the orderly entry into both the Property and the Infinity Medical Building.
2. The applicant shall be responsible for the design and construction of two off-site sidewalk gaps, totaling approximately 600 feet, as a benefit to the public, up to a cost of \$60,000. This will complete sidewalk coverage between 13 Mile Road, Cabot Drive Twelve Mile Road and Haggerty Road.
3. The applicant shall increase the amount of brick or stone on the building exterior to a total of no less than 40% of the building façades, per the applicable definitions provided for in the Novi Zoning Ordinance.

4. The applicant shall design the Project in such a way so that the project can achieve the level of LEED Certified following the construction process. Prior to the issuance of Building Permits, Applicant will provide a review from a 3rd party consultant indicating that the Project, as designed, has a preliminary rating that would allow the Project to achieve LEED Certified status.
5. The applicant shall meet or exceed the Open Space requirement for the RM-2 District per the Exhibits provided in the applicant's submission. A minimum of 54,400 square feet of open space is required.
6. The number of parking spaces provided shall be no less than 570 (as shown on the PRO Concept Plan). This includes surface parking (covered and uncovered), garage parking (attached and detached) and driveway apron parking.
7. The applicant shall provide on-site wetland mitigation to the extent feasible as determined by the City, with any remaining mitigation areas will be provided offsite in the form of a wetland bank contribution as determined by the City; the applicant shall also provide a wetland conservation easement over any areas of on-site wetland mitigation.
8. The applicant will provide a woodland conservation easement over any existing regulated woodlands and any replacement trees that result from disturbing existing regulated woodlands.
9. The carport design shall provide for side paneling that shall include a brick surface, consistent with the examples provided as exhibits to the Planning Commission.
10. The height of the buildings shall not exceed four stories, as shown in the PRO Concept Plan submittal.
11. The architectural design of the buildings, including material selections, shall be as shown in the PRO Concept Plan submittal.
12. The overall density of the development shall not exceed 12.40 dwelling units per gross acre (13.95 dwelling units per net acre).
13. The number of dwelling units shall not exceed 272 units.

PART 3: This motion is made because the proposed High-Density Residential (RM-2) zoning district is a reasonable alternative to the Master Plan for Land Use, and because, as stated by the applicant:

1. Designing the new residential use next to existing OST uses allows for a unified appearance and implementation of proper safeguards between the neighboring uses:
 - a. Building styles will be compatible.
 - b. Apartment residents will move in with the full knowledge of the neighboring Use.
 - c. The residential site is higher than much of the surrounding area.
 - d. Wooded areas on this site and adjacent sites provide a great buffer.
 - e. Setback plus proposed landscaping will be used to enhance buffering.
2. The project is consistent with the Master Plan goal to enhance Novi's reputation as an attractive community in which to live;
3. The project is consistent with the Master Plan goal to protect Novi's remaining woodlands and wetlands;
4. The project is consistent with the Master Plan goal to maintain adequate infrastructure in an environment of limited federal and state funding;
5. The project is consistent with the Master Plan goal to promote interconnectivity between neighborhoods to reduce vehicle trips on main roads;
6. The project is consistent with the Master Plan goal to promote active living and healthy lifestyles in the City of Novi; and

7. The project is consistent with the Master Plan goal to ensure that Novi continues to be a desirable place for business investment.
Motion carried 6-0.

3. APPROVAL OF THE MAY 6, 2020 PLANNING COMMISSION MINUTES.

Motion made by Member Lynch and seconded by Member Ferrell.

ROLL CALL VOTE TO APPROVE THE MAY 6, 2020 PLANNING COMMISSION MINUTES MADE BY MEMBER LYNCH AND SECONDED BY MEMBER FERRELL.

Motion to approve the May 6, 2020 Planning Commission Minutes. *Motion carried 6-0.*

SUPPLEMENTAL ISSUES

There were no supplemental issues.

AUDIENCE PARTICIPATION

There was no audience participation.

ADJOURNMENT

Moved to adjourn made by Member Lynch and seconded by Member Ferrell.

Motion to adjourn the May 20, 2020 Planning Commission meeting.

The meeting was adjourned at 8:24 PM.