CITY COUNCIL AGENDA

CITY OF NOVI
Regular City Council Meeting
July 10, 2023 | 7:00 PM
Council Chambers | Novi Civic Center | 45175 Ten Mile Road
(248) 347-0460

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL – Mayor Gatt, Mayor Pro Tem Staudt, Council Members Casey, Crawford, Fischer, Smith, Thomas

APPROVAL OF AGENDA

PUBLIC HEARINGS

PRESENTATIONS

REPORTS

1. Manager/Staff

2. Attorney

AUDIENCE COMMENT – In order to hear all citizen comments at a reasonable hour, the City Council requests that speakers respect the three-minute time limit. This is not a question-answer session. However, it is an opportunity to voice your thoughts with City Council. Speakers wishing to display visual materials through the City's audiovisual system must provide the materials to the City Clerk's Office no later than 12:00 P.M. the day of the meeting. The materials cannot be changed before the meeting.

CONSENT AGENDA REMOVALS AND APPROVALS – All items listed under Consent Agenda are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member so requests, in which event the item will be removed from the Consent Agenda and considered at the end of the normal Agenda.

MATTERS FOR COUNCIL ACTION

1. Consideration of Zoning Ordinance Text Amendment 18.296 in order to establish the new City West zoning district, along with associated ordinance changes to reference the new district, and to amend text related to the EXO District, to reflect an underlying zoning of CW - City West. Establishment of the City West District was recommended by the 2016 Novi Master Plan Update to create a vibrant, walkable mixed-use district in proximity to the Suburban Collection Showplace and Ascension Providence Hospital. **FIRST READING**

2. Consideration of Zoning Map Amendment 18.741 to rezone approximately 250 acres of property located north and south of Grand River Avenue, east of Beck

Road and west of Taft Road, from B-3 General Business, I-1 Light Industrial, RA Residential Acreage, OS-1 Office Service, and OST Office Service Technology to CW City West District. **FIRST READING**

3. Consideration of Approval of Change Order No. 1 to Mattioli Cement Company, Inc. for the 2023 Neighborhood Road Program – Concrete Streets in the amount of $337,104.25.

4. Consideration of Approval of Change Order No. 1 to Cadillac Asphalt, LLC for the reconstruction of the eastern 500-feet of Drakes Bay Drive as part of the 2023 Industrial Roads Rehabilitation Program in the amount of $386,927.26.

5. Consideration to approve the Purchase Agreement for property on the east side of Meadowbrook Road, north of Ten Mile Road, approximately 4.51 acres, Parcel No. 22-24-301-013, in the amount of $295,000, plus closing and other related costs, to amend the budget, and to direct the City Manager and City Attorney to take such action as is required to close on such purchase.

6. Approval to purchase rapid deployment barricades for the Novi Police Department from Meridian Rapid Defense Group, sole source provider and through an existing GSA contract, for a total of $155,646.18.

CONSENT AGENDA REMOVALS FOR COUNCIL ACTION – Consent Agenda items which have been removed for discussion and/or action.

AUDIENCE COMMENT – In order to hear all citizen comments at a reasonable hour, the City Council requests that speakers respect the three-minute time limit. This is not a question-answer session. However, it is an opportunity to voice your thoughts with City Council. Speakers wishing to display visual materials through the City's audiovisual system must provide the materials to the City Clerk's Office no later than 12:00 P.M. the day of the meeting. The materials cannot be changed before the meeting.

COMMITTEE REPORTS

MAYOR AND COUNCIL ISSUES

COMMUNICATIONS

CONSENT AGENDA – Background information for Consent Agenda items is available for review at the City Clerk's Office.

A. Approve Minutes of:
June 26, 2023 - Regular Meeting

B. Enter Approval to purchase Courts and Law Enforcement Management Information System (CLEMIS) and Fire Records Management System (FRMS) fees and services from Oakland County for the 2023-2024 fiscal year in the amount of $61,060.

C. Approval to purchase a 2024 Ford Expedition vehicle for the Novi Police Department from Lunghamer Ford of Owosso, LLC through the Macomb County cooperative purchasing contract, in the amount of $61,851.

D. Approval to award engineering services to Spalding DeDecker to evaluate the City's existing surveying benchmarks in the amount of $27,500.

E. Approval to award engineering design services to AECOM for the design of the southern portion of the Lakeshore Park Parking Lot Reconstruction in the amount of $36,345.66

F. Approval to award condition assessment services to Pure Technologies for inspection of PCCP water main, in the amount of $61,700.

G. Approval of a Street Light Purchase Agreement with Detroit Edison Company for the installation and ongoing operation cost of seven (7) standard streetlights at six (6) intersections along Ten Mile Road between Meadowbrook Road and Haggerty Road.

H. Approval of request for Fireworks Permit by Eddie's Barrel of Wine to be operated by Gen-X Pyrotechnics, on Saturday, July 22nd, 2023, on Walled Lake.

I. Approval of a Resolution to close the westbound of Grand River Avenue from Taft Road the to 46850 Grand River Avenue for the 2023 Michigan State Fair 5K Run from 7:30 AM to 9:15 AM on Saturday, September 2, 2023.

J. Enter Executive Session immediately following the regular meeting of July 10, 2023, in the Council Annex for confidential written communication for legal counsel and to discuss Union negotiations.

K. Approval of claims and warrants – Warrant 1135

ADJOURNMENT

SCHEDULED MEETINGS – All Regular Council meetings are held in the Council Chambers unless otherwise noted. For a complete listing of scheduled meetings, please visit the Event Calendar at cityofnovi.org.

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk (248) 347-0456 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Consideration of Zoning Ordinance Text Amendment 18.296 in order to establish the new City West zoning district, along with associated ordinance changes to reference the new district, and to amend text related to the EXO District, to reflect an underlying zoning of CW - City West. Establishment of the City West District was recommended by the 2016 Novi Master Plan Update to create a vibrant, walkable mixed-use district in proximity to the Suburban Collection Showplace and Ascension Providence Hospital. **FIRST READING**

SUBMITTING DEPARTMENT: Community Development, Planning

BACKGROUND INFORMATION:
The City of Novi 2016 Master Plan Update included recommendations for redevelopment of three sites within the City that were considered vacant or under-utilized given their location, unique features, and size: 1) Pavilion Shore Village, near Walled Lake, which was rezoned to a new zoning classification in 2021; 2) the Anglin Property near Town Center, which is now incorporated into the Sakura Novi development; and 3) City West. City West is located north and south of Grand River Avenue, east of Beck Road and west of Taft Road. The Master Plan recommendation for this area was to create a vibrant, walkable, mixed-use arts and entertainment district that would support and enhance the nearby Suburban Collection Showplace and Ascension Providence Park.

Working with the Planning Commission's Implementation Committee, and the City Attorney's office, we have developed the City West Zoning Ordinance text to provide the standards under which properties in the new district will be developed, as well as a Design Guide that offers visual examples that the Master Plan and ordinance language are working together to accomplish. The Design Guide complements the ordinance language and will be made part of the ordinance by reference. It includes background information on the area, inspiration images from around Novi and other communities, and 3D models to visually show certain requirements or suggestions. The intent is that both documents would be used in conjunction to guide development within the district. Each 3D model shown in the Design Guide is conceptual only; actual projects would need to be designed by professional architects and engineers based on specific on-the-ground information not currently available to staff.

Over time, the City West ordinance text has evolved to incorporate elements from the Town Center districts, Gateway East and the Planned Development options. We also drew from examples of mixed-use districts in other communities, as well as best practices in planning guidelines.

As the current 2023 Master Plan update effort continues, Novi continues to grow, as evident from the 20% population growth from 2010-2020. At the recent community open houses, 74% of participants indicated the City West area should be "transformed" when given the definition "long-term and large-scale change in the appearance and function of an area with the intent for dramatic shift in use, design, and accessibility." Another 21% indicated the area should "evolve," while only 5% thought the area should be "maintained" in its current state.

The City West area provides an opportunity to expand the housing choices available for young professionals, empty nesters, and other residents who prioritize a more urban, walkable community, easy access to the highway and destinations within Novi, and entertainment opportunities. Grand River Avenue is a major corridor with greater road capacity than many areas of the city. SMART has recently released its proposed route expansion and has proposed extending bus service along the Grand River corridor through Novi and into Wixom. One of the proposed locations for a transit stop would be within the City West area, which makes it a logical location for additional density to be permitted.

The City West District includes a baseline level of development for principal permitted uses, which would be allowed at a similar intensity to what can currently develop in the I-1 District. Within 100 feet of a single-family residential district, non-residential buildings are not permitted, which is the same as in the I-1 District currently. At the baseline level of development, building height is limited to three (3) stories.

The ordinance includes an optional Mixed-Use Development Option (MDO), which permits a wider range of uses and higher intensity development to encourage the creation of a dynamic mix of compatible uses. While the MDO provides greater flexibility in parking and landscaping, as well as setbacks and building height to allow a more urban form of development, projects will still be subject to other applicable codes and regulations of the City, including Wetland and Watercourse protection, the Woodland Ordinance, Stormwater detention standards, façade, and landscape requirements, as well as lighting and noise ordinances. As an optional form of development under the state zoning enabling law, approvals of MDO projects are up to the discretion of City Council, and subject to the project meeting various criteria.

One of the project criteria to be evaluated for MDO projects is whether a proposed site design and layout minimizes negative impacts on existing natural features. Other criteria provide stipulations that surrounding landowners shall not be unreasonably burdened, and the proposed development is deemed to be compatible/harmonious with surrounding area.

Residential uses are permitted using the MDO option with a minimum setback of 2 feet per each foot of building height from single family residential districts. Within 100 feet of single family residential, building height is limited to 35 feet, which is the same height limit

as the single-family districts. Building heights for all uses are limited to 40 feet within 100 to 200 feet of a single-family residential district.

While the proposed ordinance standards allow for greater height along the north side of Grand River for MDO projects, staff believes that most projects will have 3-5 story buildings, with additional height potentially requested for mixed-use buildings, or for a signature office building or hotel. For buildings greater than 200 feet from single-family residential districts, they may be eligible for bonus height.

The proposed provisions for earning taller buildings involves meeting one or more criteria:

- Greater preservation/provision of open space (25% of site or more)
- Using sustainable building elements and design strategies (ex: LEED Best Practices)
- Allocation of units for Workforce Housing (at least 15%) or
- Lower-level parking or parking garage to limit impervious surfaces.

For developments on the north side of Grand River, the maximum height with any earned bonuses is limited to eight (8) stories (115 feet). Compared to current zoning, in the OST district north of Grand River buildings may be up to 115 feet in height if any portion of the building is located within 1,200 feet of the freeway, which is the approximate distance between the freeway right-of-way and the Grand River right-of-way. On the south side of Grand River Avenue, the maximum height is five (5) stories, including any bonus height.

The creation of the new district also requires some amendments to other parts of the Zoning Ordinance, especially for various Use Standards in Chapter 4, and for the sections related to the EXO Exposition Overlay District. As we are proposing to change the underlying zoning to City West, that requires changes also be made to the description and permitted uses of the EXO, and the required conditions, while still allowing the exposition facility to remain and expand, as needed.

PUBLIC FACILITIES

The Grand River Avenue corridor, running from downtown Detroit all the way to Lake Michigan on the west side of the state, bisects the City West area. In this area of the City, Grand River is an auto-centric five-lane major arterial with a speed limit of 50 miles per hour. Staff is pursuing funding to study alternatives for making this area safer for pedestrians and bicyclists to get between the north and south sides of the district as marked crossings are currently available only in three locations: the Grand River and Beck Road signal, the signal at the main entrance to the Suburban Showplace, and the Taft Road signal. The Design Guide provides samples of elevated pedestrian bridges and street-level crossing with a raised median as possible design options to consider; however, those are not the only alternatives. Traffic calming measures may also be recommended, such as reducing the speed limit through the district.

Development in this district is required to meet specific design standards to ensure future development is cohesive and walkable. Buildings are meant to front on internal street networks rather than Grand River to create a more pedestrian-friendly development than the thoroughfare can offer. Shared off-street parking facilities are encouraged. Development projects are required to provide public plazas and open spaces for gathering.

City West is meant to have sidewalks and pathways throughout the district, providing connections to the City's non-motorized network beyond the district. The recently expanded Ascension Providence campus trail network provides miles of non-motorized opportunities and connects to the ITC Trail. Bosco Fields Park is accessible via Beck Road less than 1 mile away. The planned project to expand Beck Road between 11 Mile and Grand River includes the completion of missing sidewalk segments on the east side of Beck Road. Taft Road already includes on-road bike lanes as well as an 8-foot pathway (except for a small segment near the intersection of Taft and 10 Mile where it drops to 5 feet) on the west side of the road from Grand River to south of 9 Mile. This facility connects the City West area to several Novi schools, as well as the library and Civic Center campus. Pathways along Grand River also provide a direct connection to the Town Center area within a 1–2-mile distance.

RESIDENTIAL AND MIXED-USE DEVELOPMENT OPTIONS

Residential uses can be developed under the MDO, either as a stand-alone use or as part of a mixed-use project. The granting of a Mixed-Use Development Option application requires review and recommendation by the Planning Commission and approval of the City Council. The MDO process is similar to the approval process for the PD-1 and PD-2 Options, with City Council authorized to grant deviations to area, bulk, yard and dimensional requirements, as well as density, if found to be an enhancement in the public interest and to not be detrimental to the natural features and resources of the affected property and surrounding area or would enhance or preserve such natural features and resources.

The City West area south of Grand River Avenue is adjacent to areas designated for multi-family and single-family residential. This portion of the district is intended to provide a gradual transition to the surrounding uses, with buildings between two (2) to five (5) stories tall. Within 100 feet of existing single family residential areas to the south, non-residential uses are not permitted, and residential buildings are limited to 35 feet in height to ensure a proper transition and prevent undue impact on the existing neighbors. The height limit for buildings in the adjacent districts is also 35 feet. The 100-foot setback for non-residential uses is consistent with current I-1 District requirements, to ensure that no new hardship is created on landowners, and adjacent residents are afforded very similar protections that exist today.

Residential buildings are required to be set back a minimum 2 feet for each foot of building height. If the maximum building height of 35 feet is proposed, that structure would require a minimum 70-foot setback from the single-family district. By way of comparison with existing multiple family zoning districts in Novi, in the RM-1 and RM-2 Districts, the minimum side and rear yard setbacks are 75 feet. The existing Central Park Estates buildings adjacent to the district are setback about 70 feet from the property line. The City West district also requires a 50-foot setback for any parking areas adjacent to single family zoning districts, as well as the installation of a wall or landscaped berm to provide screening. The landscape ordinance requirement for a 6 to 8 foot screening wall or berm would also apply where adjacent to single family districts.

ORDINANCE FEEDBACK

Staff has engaged with property owners and relevant stakeholders through mail notifications, in-person meetings with developers, tenants, and landowners of all 54 parcels subject to the rezoning, and by providing a feedback form on the City website. All the responses from landowners within the district have showed positive support for the amendment to the Ordinance. Some property owners were concerned over how the change would affect a current use that would become nonconforming, but that concern was eased after explaining how nonconforming uses or structures would be permitted to continue, and even expand in a limited capacity. Some current nonconforming uses would become more conforming under the proposed standards, such as restaurant uses in the I-1 district.

Staff also met with representatives from the Asbury Park Homeowners Association, who shared their concerns about noise, visibility, drainage, and property values. Issues of traffic and school impacts were also raised. Staff discussed the existing City regulations related to stormwater management, wetlands, and woodland protection ordinance, which all projects would be subject to, and how the new ordinance was designed to minimize impacts to the existing neighborhoods through use and height restrictions, setbacks, and buffer requirements.

Although some adjustments were made to the draft text amendment based on the feedback received, other items were left as standards that could be determined on a case-by-case basis in the MDO process -- this is where some conditions or deviations can be up to Planning Commission and City Council's discretion to allow some flexibility to accommodate site-specific circumstances if it makes sense within the context of the development, neighboring uses, and the overall intent of the district.

Since early April, staff has continued to work on the draft ordinance to make improvements. We included new landscaping standards within the MDO to recognize that the more compact development style would need more urban-style landscaping. The height limits have been clarified throughout, and buildings within 200 feet of single-family residential districts are now proposed to be limited to 40 feet and will not be eligible for bonus height increases. Staff has added a requirement that applicants include a contextual plan sheet with general layout and uses within 300 feet of their property lines to illustrate a proposed project in context with its surroundings. Planning Commission will need to consider Special Land Use standards, along with other items, in making its recommendation to City Council when MDO projects are considered.

Parking requirements for residential uses, based on number of bedrooms, have been included, which are consistent with the requirements in the Town Center district. Sidewalk requirements were also expanded on. An item was added to the approval standards to require applicants to demonstrate that the proposed layout of the site is designed to minimize the negative impact on existing natural features, including woodland and wetland areas.

PLANNING COMMISSION ACTION

On May 10, 2023, the Planning Commission held a public hearing on the proposed text amendment and recommended approval to the City Council. The minutes from that meeting are included in the packet.

RECOMMENDED ACTION: Approval of Zoning Ordinance Text Amendment 18.296 in order to establish the new City West zoning district, along with associated ordinance changes to reference the new district, and to amend text related to the EXO District, to reflect an underlying zoning of CW - City West. Establishment of the City West District was recommended by the 2016 Novi Master Plan Update to create a vibrant, walkable mixed-use district in proximity to the Suburban Collection Showplace and Ascension Providence Hospital. **FIRST READING**

TIMELINE OF CITY WEST DISTRICT MILESTONES

CITY WEST TIMELINE

2017

July 26

Planning Commission adopts the 2016 Master Plan update, which recommends creation of new City West District as vibrant mixed-use district to complement and support existing uses in the area.

2018

July 9

City Council approved a contract to MKSK for assistance in developing two new zoning districts for City West and Pavilion Shore Village and analysis of the uses to be included in both districts.

2018-2021

May – August

Staff and the consultant continue to work on draft ordinance language periodically.

2021

May 12

Implementation Committee of the PC review and provide additional guidance to consider. One suggestion was to provide more contextual information about existing hotels/restaurants in the area. The boundaries of the district were discussed and suggested the one parcel east of Taft shown in the Master Plan be excluded. Separate sub-districts for north and south were recommended at that time.

2022

March 9

Implementation Committee reviews the new version of the draft text, which now reflects a single district. They suggest that a Design Guide be developed to provide visual examples to ensure a consistent and harmonious design throughout the district.

November 15

Staff contacted Property owners within the proposed City West district regarding the draft ordinance and design guide and asked to provide feedback. in-person meetings, phone calls, and an on-line form are offered. Staff met with 8-10 property owners to discuss concerns and answer questions.

2023

January 25

Implementation Committee reviews latest draft text and design guide. The boundary south of Grand River is recommended to be extended to Taft Road. Committee recommends it be forwarded to full Planning Commission for introduction and public hearing.

April 5

Staff introduces the draft text amendment and design guide to Planning Commission. Planning Commission moved to hold a public hearing.

May 10

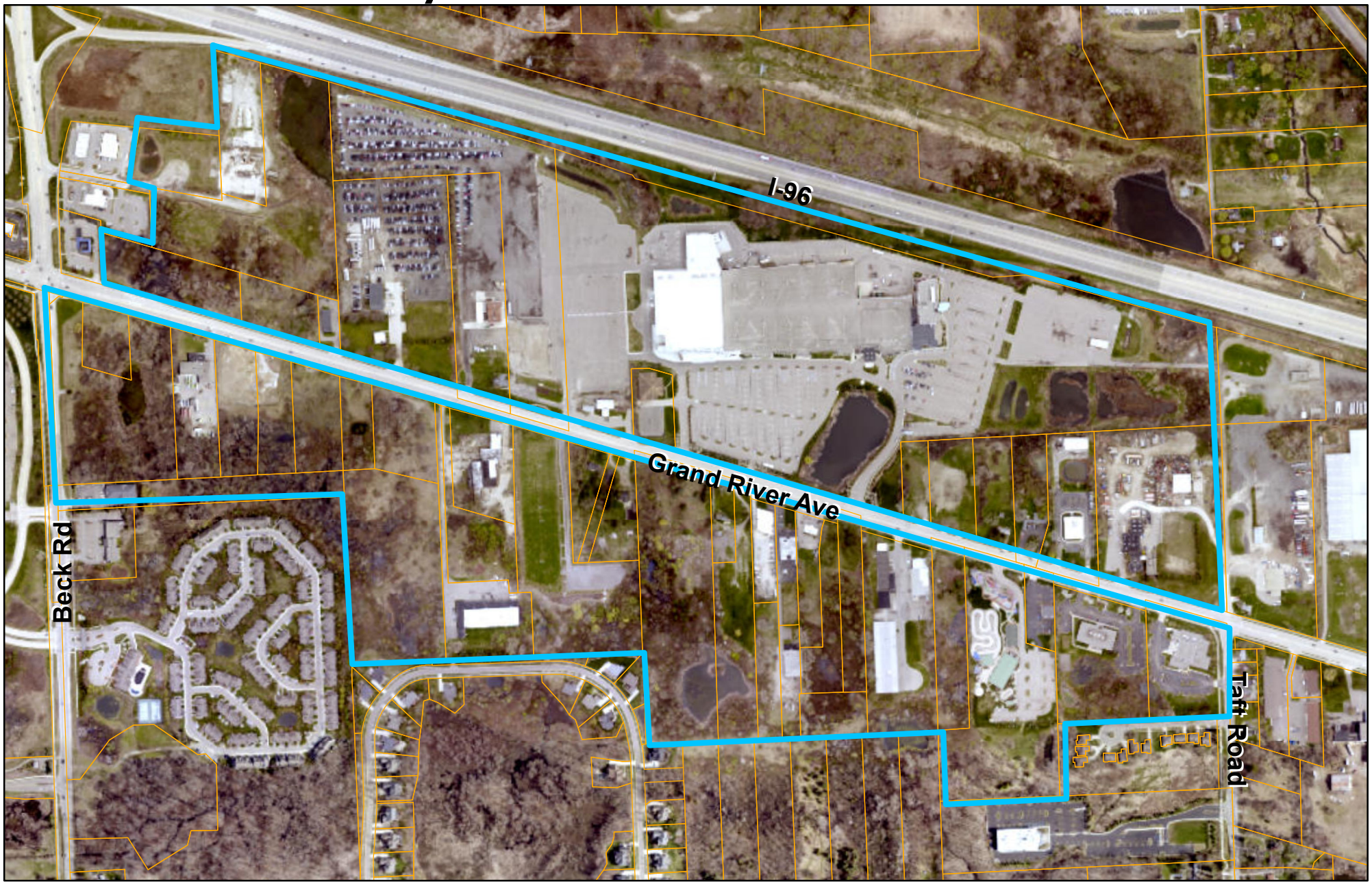
Public hearing on text amendment and rezoning of property held. Planning Commission recommended approval to City Council.

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MAPS

Location: 2020 Aerial
2005 Aerial
1990 Aerial
1974 Aerial
1949 Aerial
Current Zoning
Future Land Use
Natural Features

City West District: 2020 Aerial



0 0.1 0.2 0.4 Miles

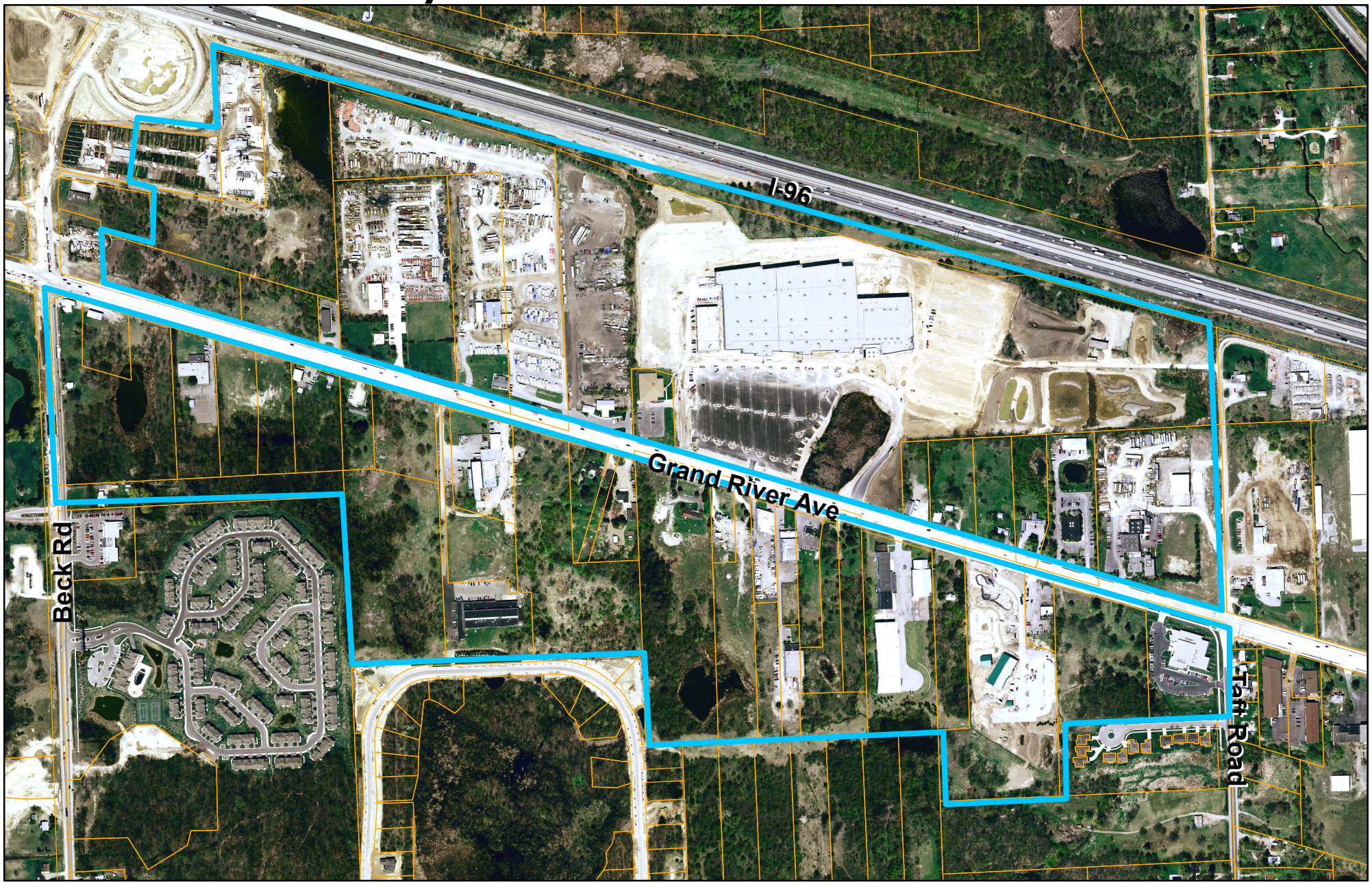
Map Author: Lindsay Bell
Date: 5/1/23
Project: City West

MAP INTERPRETATION NOTICE

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City West District: 2005 Aerial



0 0.1 0.2 0.4 Miles

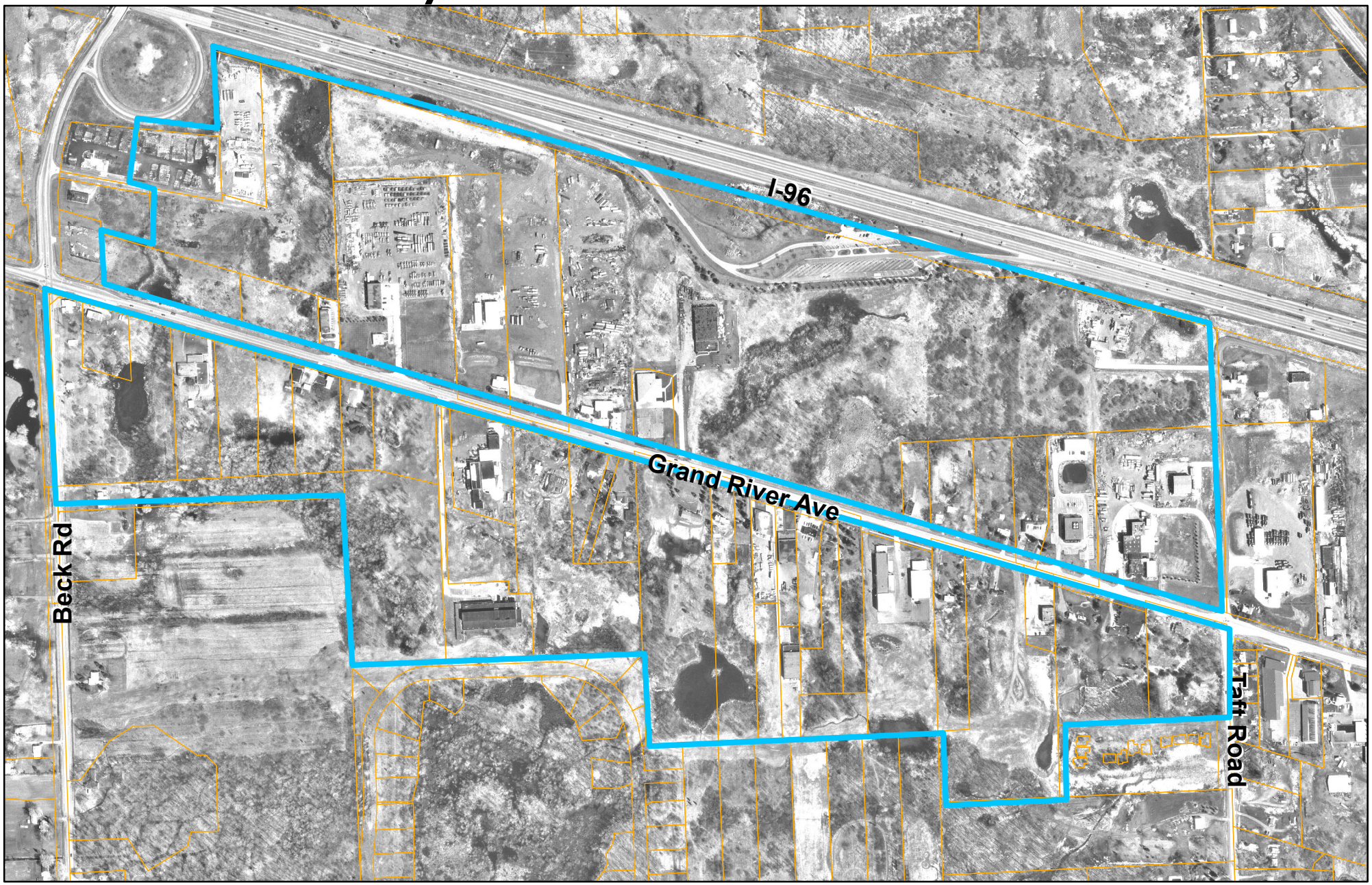
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City West District: 1990 Aerial



0 0.1 0.2 0.4 Miles

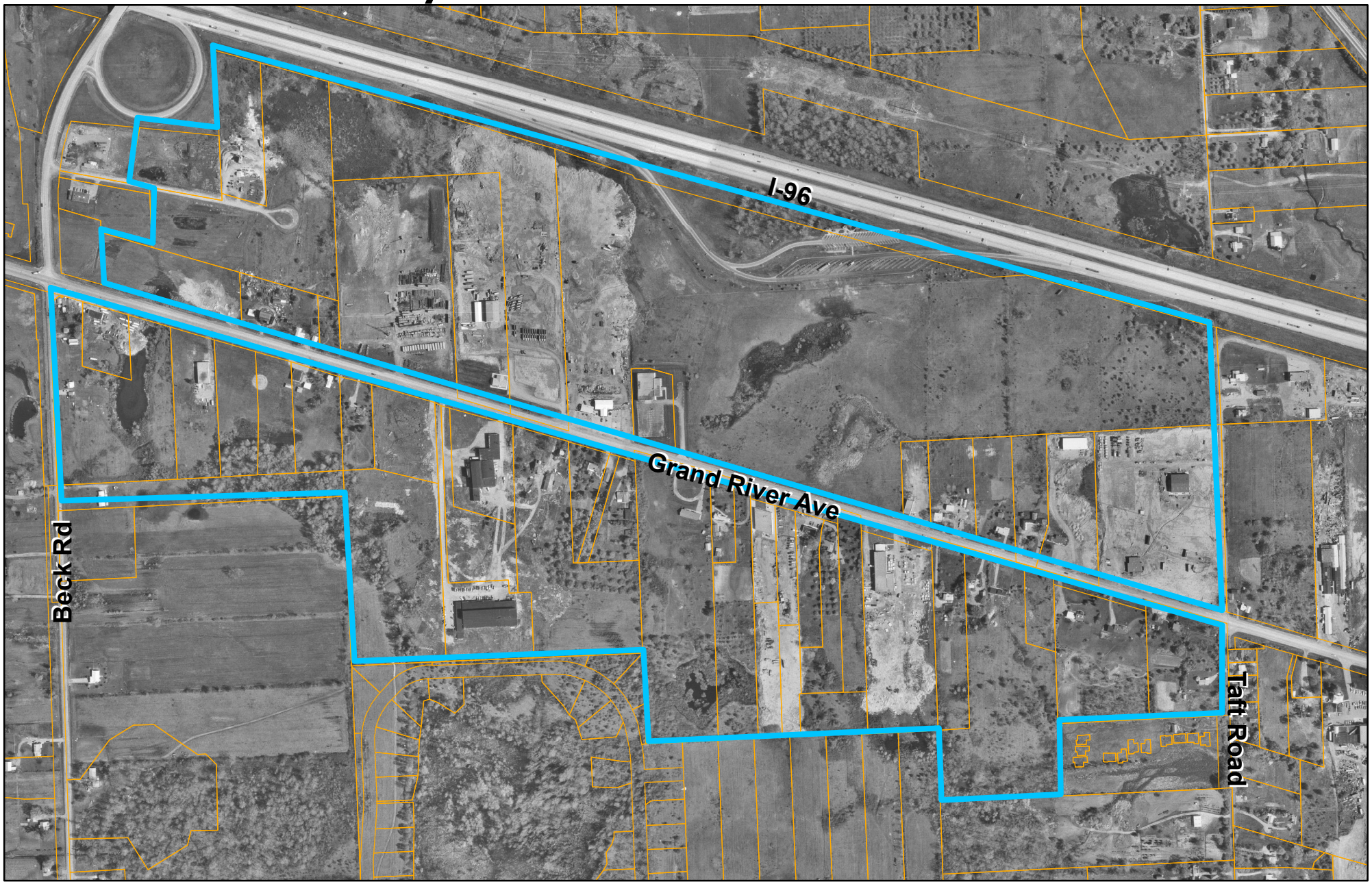
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City West District: 1974 Aerial



0 0.1 0.2 0.4 Miles

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City West District: 1949 Aerial



0 0.1 0.2 0.4 Miles

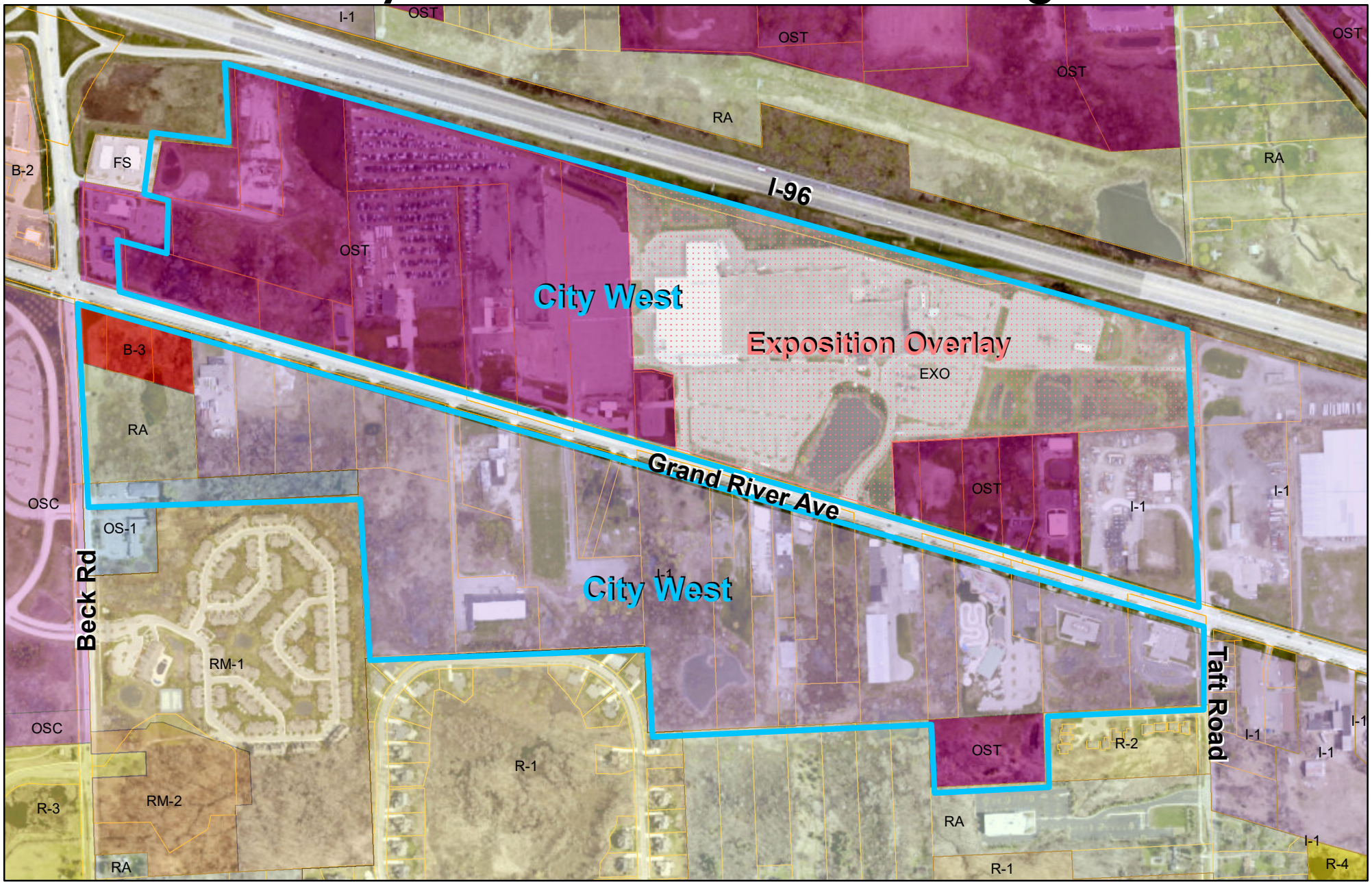
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City West District: Current Zoning



0 0.125 0.25 0.5 Miles

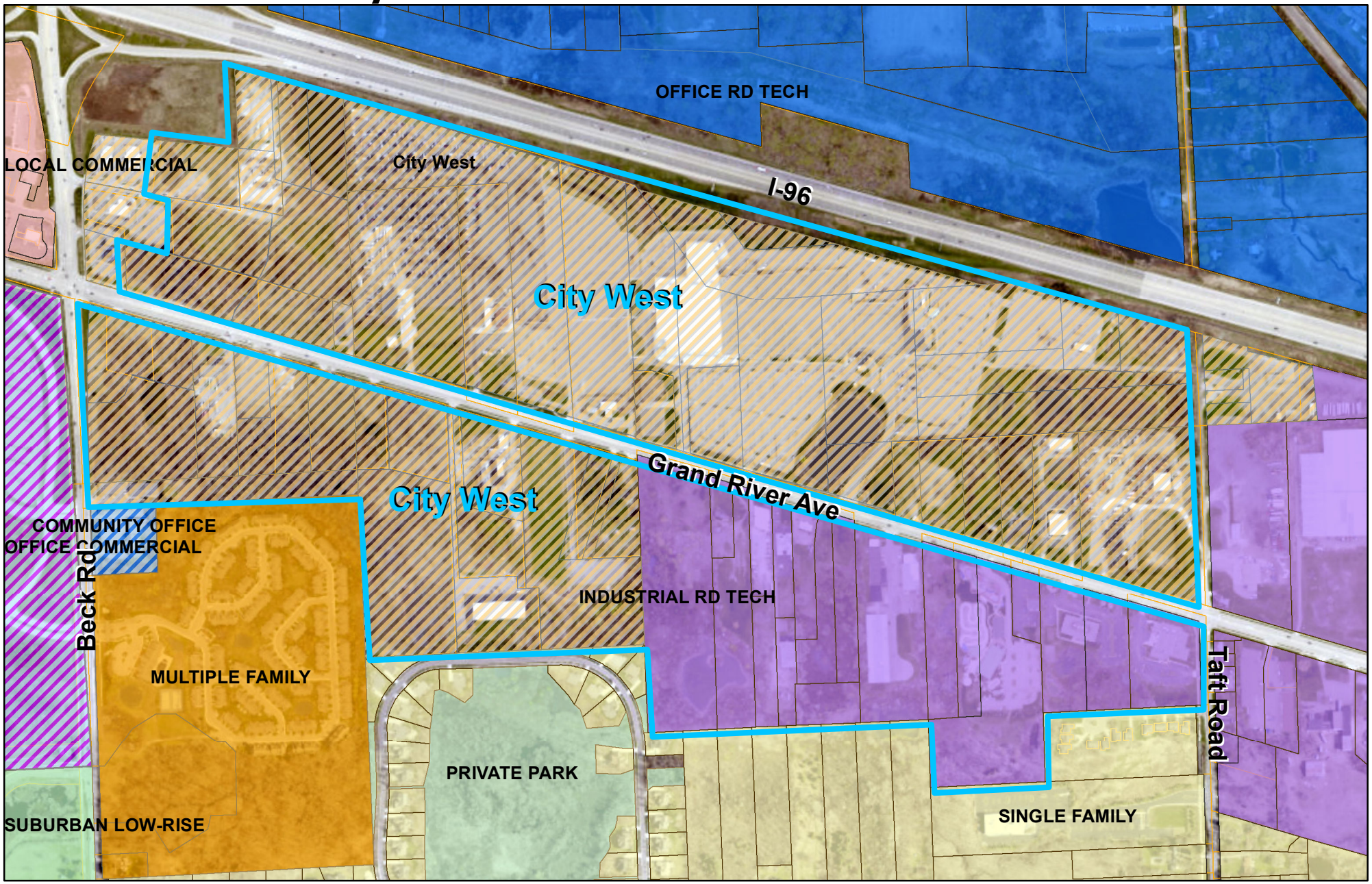
Map Author: Lindsay Bell
Date: 3/38/23
Project: City West

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City West District: Future Land Use



0 0.125 0.25 0.5 Miles

N

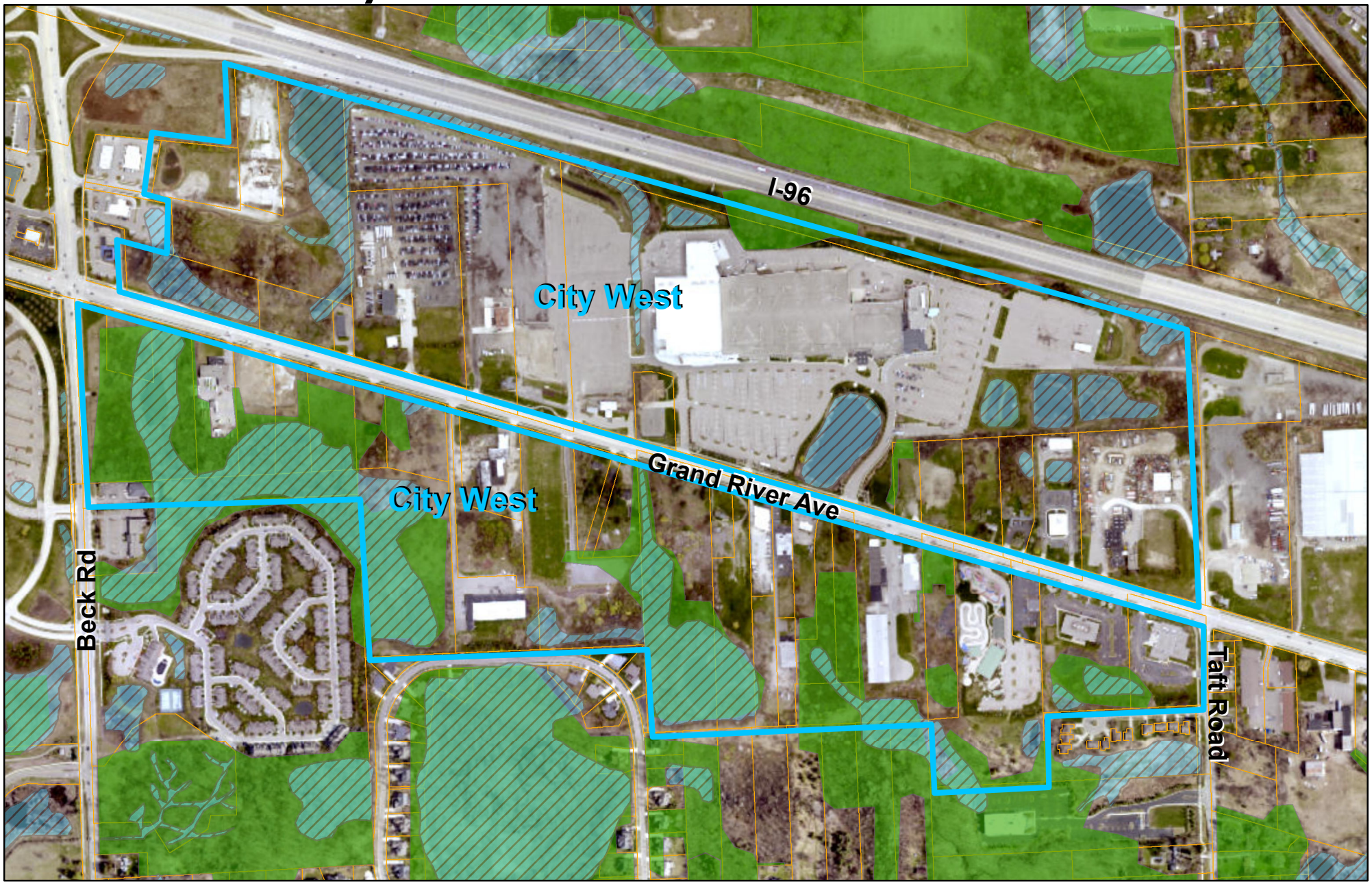
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City West District: Natural Features



0 0.125 0.25 0.5 Miles

Legend

Wetlands

Woodlands

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Date: 3/38/23
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PROPOSED TEXT AMENDMENT 18.296 - DRAFT

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF NOVI

ORDINANCE NO. 18.296

AN ORDINANCE TO AMEND THE CITY OF NOVI CODE OF ORDINANCES, ORDINANCE 14-271, THE CITY OF NOVI ZONING ORDINANCE, AS AMENDED, AT ARTICLE 3.0 ZONING DISTRICTS, ADD SECTION 3.1.30 TO ESTABLISH THE CW – CITY WEST DISTRICT, SECTION 3.33 CITY WEST REQUIRED CONDITIONS, SECTION 3.34 CITY WEST MIXED USE DEVELOPMENT OPTION, RENUMBERING GENERAL EXCEPTIONS TO SECTION 3.35, AND TO AMEND ARTICLE 4.0 USE STANDARDS, SECTION 4.12 GROUP DAY CARE HOMES, DAY CARE CENTERS AND ADULT DAY CARE CENTERS, SECTION 4.24 DRY CLEANING ESTABLISHMENTS, SECTION 4.27 RETAIL BUSINESS OR SERVICE ESTABLISHMENTS, SECTION 4.28 HOTELS AND MOTELS, SECTION 4.35 MICROBREWERIES AND BREWPUBS, SECTION 4.62 INSTRUCTIONAL CENTERS, AND SECTION 4.81 FINANCIAL INSTITUTIONS. ALL BEING DONE TO CREATE AND ADD REQUIREMENTS FOR THE CITY WEST (CW) DISTRICT. AMEND ARTICLE 2, SECTION 2.2 DEFINITIONS, TO ADD A DEFINITION FOR WORKFORCE HOUSING. AMEND ARTICLE 3.0 ZONING DISTRICTS, SECTION 3.1.15 EXO EXPOSITION OVERLAY DISTRICT AND 3.25 EXO OVERLAY DISTRICT REQUIRED CONDITIONS, TO CHANGE THE UNDERLYING ZONING OF THE EXO OVERLAY DISTRICT TO CITY WEST.

THE CITY OF NOVI ORDAINS:

Part I.
That the City of Novi Zoning Ordinance, as amended, Article 3.0, Zoning Districts, Section 3.1 Districts Established, is hereby amended to add a new district as number 30 CW City West District.

Part II.
That the City of Novi Zoning Ordinance, as amended, Article 3.0, Zoning Districts, Section 3.1 Districts Established, is hereby amended to add section 3.1.30 as follows:

3.1.30 CW City West District

A. Intent and General Provisions

1. Description of the District. The City West district permits a mix of uses, including amusement and entertainment uses, office, commercial, and multiple-family housing, that are appropriate within the context of the City West area. Key design concepts include multiple-story buildings that frame the internal street network, a corridor of buildings massed along Grand River Avenue, shared access and parking, a mix of uses including commercial and multi-family residential, and public gathering spaces. Buildings should have high-quality materials and allow for changing uses over time.

Development will be pedestrian-oriented, with a high degree of transparency on the ground level and functional, attractive outdoor amenities such as plazas and pocket parks with seating and lighting. Parking is placed to the side or rear of main buildings, preferably in parking structures, driveways are consolidated from the major thoroughfare, and on-street parking is permitted on secondary streets.

2. Intent. The intent of the City West district is to encourage high-quality and distinctive development that will complement and support nearby areas. The district will reflect an inviting and vibrant identity for this area of the City's Grand River Corridor while implementing land use planning and development techniques that result in a pleasing, compatible, visual presence. Assembly of small lots and long, narrow lots into larger development parcels is anticipated and encouraged to provide coordinated development with consolidated access points. Minimum lot and frontage thresholds are established for the mixed-use development option to further this objective. Shared parking is strongly encouraged, and vehicular and pedestrian connections between sites is expected.

   The district allows a wide range of principal uses. In conjunction with different height, area, and bulk standards, this should increase development and re-development opportunities that will look demonstratively different than existing uses.

   Additionally, some of the objectives of the district are intended to be accomplished or facilitated by the establishment of an optional development approval process, the Mixed-Use Development Option (MDO). Under this optional form of development:
   - Mixing of uses is permitted, either vertically or horizontally.
   - Building heights are greater than most traditional commercial districts in the city.
   - Floor area ratios and densities are increased to allow economies of scale.
   - Required setbacks are reduced to encourage a development pattern that frames the primary street frontage.

   Under the MDO concept, a wider variety of retail, commercial, office, and residential uses and open spaces are permitted, to further the creation of a dynamic mix of compatible uses. As a trade-off for this greater flexibility, regulations regarding streetscape and landscape design, provisions for parking facilities, architectural and façade design, multi-family residential dwelling units, and setback standards are incorporated into the district, resulting in a mix of some form-based standards and more conventional guidance. See the City West Design Guide for examples of the development vision and guidelines for projects in this district. The MDO, if successfully implemented, should:

   - Encourage the use of land in accordance with its character and surroundings;
   - Conserve natural resources and natural features;
   - Encourage innovation and creativity in land use planning;
   - Enhance pedestrian and cycling activity within the district and to surrounding destinations;
   - Provide enhanced housing, cultural, and recreational opportunities for the people of the City; and

- Bring about a greater compatibility of design and use between and among neighboring properties.

B. Principal Permitted Uses –

i. Offices, including professional, medical (including labs and clinics)
ii. Municipal uses, such as post offices and similar governmental office buildings
iii. Day care centers (4.12.2)
iv. Financial institutions (4.81)
v. Retail business or service establishments, including restaurants (4.27)
vi. Business schools and colleges or private schools operated for profit (4.27)
vii. Instructional Centers (4.62)
viii. Outdoor theaters, plazas, parks, public gathering places, farmers markets and like public facilities
ix. Art galleries, museums, and non-profit community centers
x. Personal service establishments
xi. Private recreational facilities, indoor or outdoor
xii. Publicly owned and operated parks, pathways, and recreational facilities
xiii. Transit station
xiv. Brewpubs and Microbreweries (4.35)
xv. Outdoor restaurants (4.84)
xvi. Principal uses similar to those listed above, as determined by the Planning Commission
xvii. Off-street parking lots and structures (not to include vehicle storage)
xviii. Accessory structures and uses customarily incidental to the above permitted uses, except drive-through windows (4.19)

C. Mixed-Use Development Option Permitted Uses –

i. Any of the Principal Permitted Uses above
ii. Multiple-family residential
iii. Live/work units
iv. Hotels (4.28.1)
v. Business establishments which perform services on the premises
vi. Health and fitness clubs, public or private
vii. Dry Cleaning Establishments or Pick Up Stations (4.24)
viii. Other uses similar to the above uses subject to conditions noted
ix. Accessory structures and uses customarily incidental to the above permitted uses (4.19)

D. Special Land Uses

i. Amusement and entertainment uses, including theaters, athletic and performing arts venues

ii. Private clubs, organizations, cultural facilities, and lodge halls
iii. Places of worship
iv. Drive throughs, as an accessory to a permitted use (Sec. 5.3.11)

E. Development Standards

Lot size, Lot Coverage, Lot width:
See section 3.6.2.D

Open Space:
Minimum Gross Open Space: 15% (see Section 3.33.4.1.F)
Minimum Usable Open Space: 150 sq ft per dwelling unit

Building Setbacks

Minimum front yard setback: See Section 3.33.1.E

Minimum rear yard setback: See Section 3.33.1.E

Minimum side yard setback: See Section 3.33.1.E

Building Height

Minimum building height: 2 stories or 20 feet

Maximum building height: 3 stories

Parking Lot Setbacks

Front yard setback: Front yard parking is not permitted, unless it is on-street, except as otherwise provided. See Section 3.33.1.E

Rear yard setback: 10 feet; If adjacent to existing residential zoning district a minimum of 50 feet is required

Side yard setback: 10 feet; If adjacent to existing residential zoning district a minimum of 50 feet is required

3.6.2 Applicability of Notes to District Standards

- City West Districts: D, M,

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Part III.
That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, is amended to add a new Section 3.33, City West Required Conditions, as follows in its entirety:

3.33 City West District REQUIRED CONDITIONS

1. The following standards shall apply to all uses permitted in the district except as indicated otherwise in this ordinance, or where different or additional standards are either authorized or required for developments utilizing the Mixed-Use Development Option (MDO) in Section 3.34.

A. Site Plans. Site plans shall be submitted for preliminary approval by the Planning Commission, in accordance with the provisions of this ordinance and other applicable ordinances in Section 6, unless the proposed plan qualifies for administrative review per Section 6.1.C.

B. Nonconforming Uses and Buildings: A use or structure that is lawfully operating/existing as of the date this Section takes effect shall be considered a legal non-conforming use, so long as it remains otherwise lawful, subject to the following:

   a. Such uses may be enlarged or increased by up to 10 percent of the existing total floor area, provided the resulting total floor area does not exceed the maximum floor area ratio of 0.275 as described below.
   b. Any changes to the building or site at these locations that require site plan approval as described in Section 6.1 shall also require Planning Commission approval under the requirements of the Special Land Use permit approval provisions of that Section.

C. Maximum floor area ratio (FAR): The maximum FAR (ratio of gross square feet of building area to gross land area of site, less prescribed right-of-way) shall be 0.275. Where an addition is proposed to an existing structure, the total resultant structure or combination of structures on-site shall be used in the calculations.

D. Building and Parking Setbacks: Building and parking setback requirements, except as otherwise specified herein, shall be as noted in the table below, as measured from the future Right-of-Way line. These setback requirements may be reduced or increased by the approving body where strict adherence would serve no good purpose or where the overall intent of the district would be better served by allowing a lesser or greater setback, provided that:

i. An increase or reduction of a setback will not impair the health, safety or general welfare of the city as related to the use of the premises or adjacent premise,

ii. The increase or reduction of the setback along a common parcel line between two premises would result in a more desirable relationship between a proposed building and an existing building,

iii. The increase or reduction of the setback would create a more desirable viewshed along the corridor, and

iv. The adherence to the required setback would result in the establishment of non-usable land area that could create maintenance problems.

3.33.1.E. Setback Requirements for CW Districts		
Arterials (Grand River, Beck)	**Minimum (feet)**	**Maximum (feet)**
Building - Front	20	65
Building - Exterior side[1]	20	65
Parking[4]	20	None
Nonresidential collectors and local streets	**Minimum (feet)**	**Maximum (feet)**
Building – Front	10	20
Building - Exterior Side[1]	0	none
Parking (rear and side yard)[4]	10	none
Private Drives, Aisles & Shared Access Drives	**Minimum (feet)**	**Maximum (feet)**
Building – Front	10	none
Building - Exterior Side[1]	10	none
Parking (rear and side yard)[4]	10	none
I-96 Highway ROW	**Minimum (feet)**	**Maximum (feet)**
Building[1]	75	none
Parking[4]	30	none
Adjacent to Single Family	**Minimum (feet)**	**Maximum (feet)**
Building – Non-residential use	100	none
Building - Residential use	2 feet per each foot of building height	none
Parking (rear and side yard)[4]	50 feet	none
Notes to Table		

1. Rear and interior side yard building setbacks are not prescribed, except as noted or as necessary to meet landscaping or other requirements, or where the Planning Commission or City Council determines buildings or parking require additional distance for safety, protection of natural features, or to enhance compatibility.
2. Distance Between Buildings: Buildings with a front-to-front relationship shall have a minimum separation of forty (40) feet. Buildings with a front-to-rear or front-to-side relationship shall have a minimum separation of thirty (30) feet. All other buildings shall have a minimum separation of twenty (20) feet, or thirty (30) feet for buildings sixty (60) feet or more in height, unless otherwise provided for in these district regulations.
3. The front yard setback shall be increased at intersections where necessary to obtain the appropriate clear vision area. Clear vision area shall comply with standards set forth in Section 5.9, Corner Clearance, or any more restrictive standards adopted by the Road Commission for Oakland County (RCOC).
4. Parking Setbacks.
    a. Front yard off-street parking is generally not permitted as it detracts from the intent to create a pedestrian-oriented district. If parking in the front yard is determined to be essential to the site layout and uses, it shall be limited to one bay of parking and observe a minimum of a 10-foot setback with greenbelt. Surface parking lots shall be screened from all major thoroughfares by: (1) a two and one-half (2.5) foot ornamental brick or stone wall with intermittent landscaped breaks; or (2) semi-transparent screening such as brick pilaster with metal decorative fence in order to maintain attractive streetscapes as approved by the City's Landscape Architect. Landscaping, 12 - 36 inches in height, along the street side of walls or fences shall be provided.
    b. Side yard parking adjacent to a front yard shall be setback from the front façade of the building by a minimum of five (5) feet. See illustration in Section 3.11.6.A. Screening as described above is required.
    c. Off-street parking areas may be located within the exterior side yard along arterial roads if the primary building is oriented to front on a non-residential collector or local street. If parking is located in a side yard, the minimum setback of at least twenty (20) feet is required from the right-of-way line of any major thoroughfare, presently existing or as planned by the Road Commission for Oakland County or the City of Novi Master Plan.
    d. Parking may front on shared private access road easements and similar private internal streets.
    e. Parking adjacent to a single-family residential district shall have a minimum setback of 50 feet from that district. Off-street parking areas shall be screened with a 5-foot wall or landscaped berm.

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F. Height. Buildings shall be a minimum of two stories (or equivalent height with quality architectural design) and a maximum of three stories, except as otherwise provided under the MDO. Uncovered roof seating areas for restaurant uses may be permitted by the Planning Commission upon a demonstration by the applicant that such seating would not jeopardize public safety and/or privacy of adjoining uses and would not result in any other adverse consequences to the surrounding area, and particularly to residential uses.

G. Pedestrian Development Amenities. Proposed developments, through innovative planning, design, and architecture, shall create a significant pedestrian orientation in keeping with the intent and purpose of the district and shall take into consideration the City West Design Guide recommendations.

H. Sidewalks and Bicycle Facilities. Sidewalks with a minimum width of 6 feet are required abutting any street or internal road, and shall be placed at least 5 feet from the curb where street trees are required. Along major thoroughfares sidewalks shall be 8 to 10 feet wide as shown in the Active Mobility Plan. Sidewalks are also required between vehicular parking areas and building facades with pedestrian entrances. There shall be a system of pedestrian connections within and between all developments and between all buildings within a single development to enable pedestrians to safely access buildings and adjacent developments. Bicycle parking shall meet or exceed the standards set forth in Section 5.16, and bike paths shall be provided in accordance with the Active Mobility Plan.

I. Open Space. A minimum of fifteen (15) percent of the gross site area of a commercial or mixed-use development shall be devoted to publicly accessible, permanently landscaped usable open spaces and pedestrian plaza areas (such as internal walkways, linear or pocket parks, plazas, or other space for gathering accessible to occupants and invitees). Small strips of landscaped area, landscaped end islands in parking lots, and similar areas that are less than twenty (20) feet wide shall not be counted toward the required open space on the site.

Up to 50 percent of the required open space may consist of areas that are regulated by City of Novi woodland and/or wetland ordinances if they are permanently protected by conservation easements. Wherever open spaces shall be created or preserved, they shall be physically connected, when possible, to adjacent open space areas.

Usable open spaces required for multi-family development units may count toward the 15 percent requirement if the spaces are publicly accessible (e.g., not private patios, roof decks, balconies, and clubhouses) and part of an integrated development plan. All landscaped open spaces and pedestrian plaza areas shall be maintained by the owners of the development it serves.

J. Facades. All sites in the City West districts are subject to Region 1 standards of Section 5.15. In addition, all exterior walls of any main or accessory building shall be composed of the same or complementary architectural building facade materials as others on the site. Exterior building facades shall be primarily of brick or stone, which may be augmented by materials complementary to brick or stone. When renovations, alterations, or additions are made to an existing building within the City West district, the exterior building facades of the entire building shall be brought into compliance with this subsection.

Architectural design and facade material are to be complementary to existing or proposed buildings within the site and the surrounding area. It is not intended that contrasts in architectural design and use of facade materials is to be discouraged, but care shall be taken so that any such contrasts will not be so out of character with existing building designs and facade materials so as to create an adverse effect on the stability and value of the surrounding area.

K. Parking, Loading, Landscaping, Lighting, etc. All sites must comply with Article 5, Site Standards, regarding all applicable requirements, including off-street parking, signs, landscaping, exterior lighting, and obscuring screens where abutting a single family district as those standards relate to uses permitted in the City West district, except as otherwise stated. Notwithstanding the above, loading and unloading may be in a side or rear yard, and shall be located as to be inconspicuous and properly screened. The approving body may modify the size requirement for a loading area, an alternate location, or approve a shared loading area between buildings, when the applicant provides ample justification that the uses proposed will be adequately served.

In those areas where on-street parking is permitted, off-street parking requirements may be reduced by the number of on-street parking spaces adjacent to a use. Parking requirements may be reduced when the approving body determines that given parking areas serve dual functions by providing parking capacity for separate uses which have peak parking demand periods which do not overlap. The applicant shall submit a Shared Parking Study based on requirements set forth in Section 5.2.7 to provide justification for the request. Applicant shall also provide information on cross-access and maintenance agreements.

In those instances when a parking structure, underground parking or municipal parking lot is constructed pursuant to a special assessment district, a parking exempt district shall be created for that area served by the improvement and assessed for its cost.

L. Vehicular Access. Vehicular access to a development site shall be designed to provide safe and efficient distribution of traffic to and from the site and should

form a logical street network connecting to adjacent parcels in the district where appropriate. Access design that results in an undue intensification of traffic congestion shall be prohibited. Multiple curb cuts onto major arterials is discouraged.

M. Street and Roadway Rights-of-Way. Nonresidential collector and local streets within the City West district shall provide rights-of-way and road cross sections consistent with the City's Design and Construction Standards. Additional rights-of-way area shall be provided where boulevards, squares or traffic circles are created.

N. Storm Water Detention. The use of underground and shared storm water facilities meeting all relevant standards should be used to the extent feasible to achieve permitted densities while protecting existing natural resources.

Part IV.
That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, is amended to add a new Section 3.34, Mixed Use Development Option for the City West District, as follows in its entirety:

3.34 Mixed Use Development Option (MDO) for the City West District

1. Intent and General Application. The MDO expands the number and kind of uses permitted in the district. In addition to permitting quality residential development and facilitating mixed-use developments, including multiple-family residential, office, and commercial uses, this optional form of development allows for increased building height—up to 110 ft—and increased floor area ratios (FAR), as well as the opportunity to deviate from height, area, and bulk standards provided the deviations benefit the development and are considered in context with the surrounding area.

   The granting of a Mixed-Use Development Option application requires review and recommendation by the Planning Commission and approval of the City Council, under the process contemplated in MCL 125.3503. As part of the review and appeal process, and in light of the potential additional uses and flexible building standards, the development may be subject to certain conditions, and will have to demonstrate conformance with the Design Guide adopted by the City as part of this ordinance.

   For purposes of this Section 3.34, the "City West North" area shall be that part of the district north of Grand River Avenue, and the "City West South" shall be that part of the District south of Grand River Avenue.

2. Uses permitted subject to approval of a Mixed-Use Development Option

   A. For developments utilizing the Mixed-Use Development Option (MDO) the uses listed under Section 3.1.30.B, C, and D will be permitted, with a minimum combination of two distinct use classifications. Multiple-family residential dwellings,

including senior, age-qualified, or independent housing, may be proposed as a stand-alone use.

B. MDO Projects with a single use may be considered for density reserved for mixed-use projects if there is a clearly designed relationship between complementary uses, including direct pedestrian connections and building entrances located within 300 feet measured along the pedestrian route.

3. Eligibility Criteria

A. MDO projects shall require the applicant to demonstrate that each particular use (or single use, as applicable), as well as the quantity and location of such use(s), would result in a reasonable and mutually supportive mix of uses on the site, and a compatibility of uses in harmony with the surrounding area and other nearby areas of the City, as intended in this Article.

B. Minimum acreage for a project is five (5) acres, unless varied by City Council approval with a demonstration by the applicant that the proposed development on less land meets the standards of Section 3.34, and subsections 3.33.1 and 3.33.3, and that the proposed development exemplifies the intent of this Article as stated in Section 3.1.30.A and the Design Guide.

C. Minimum public road frontage is three hundred (300) feet unless varied by City Council.

4. General Approval Standards

A. As part of the application and review for site plan approval, the applicant for the MDO must demonstrate the following:

i. The project will result in a recognizable and substantial benefit to the ultimate users of the project and to the community, where such benefit would otherwise be unfeasible or unlikely to be achieved by a traditional development.

ii. Relative to a development otherwise permissible as a Principal Permitted Use under Section 3.1.30.B, the proposed type and density of development shall not result in an unreasonable increase in the use of public services, facilities and utilities, and shall not place an unreasonable burden upon the subject and/or surrounding land and/or property owners and occupants.

iii. The layout of the site is designed to minimize the negative impact on existing natural features, including woodlands and wetland areas.

iv. Based upon the proposed uses, layout and design of the overall project, the proposed building facade treatment, the proposed landscaping treatment and the proposed signage, the MDO project will result in a material enhancement to the area of the City in which it is situated.

v. The proposed development will not have a materially adverse impact upon the Master Plan for Land Use of the City and will be consistent with the intent and spirit of this Section.

vi. Each proposed use in the development, as well as the size and location of such use, will result in and contribute to a reasonable and mutually supportive mix of uses on the site, and/or a compatibility of uses in harmony with the surrounding area and other nearby areas of the City.

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vii. The land area proposed for development represents a cohesive and logical consolidation of parcels to allow a coordinated project to be brought forward.

viii. The proposed development will be under single ownership and/or control such that there is a single person or entity having responsibility for completing the project in conformity with this Ordinance. This provision shall not prohibit a transfer of ownership and/or control, upon completion of one or more phases or upon 1) due notice to the City Clerk, 2) appropriate and customary approval by other City officials and 3) financial guarantees for completion of improvements.

5. Project Design Standards. The following project design standards shall apply to MDO projects:

A. General Design Standards. The following design standards shall apply to all projects:

i. Permitted non-residential uses may be allowed in combination with other permitted non-residential or residential uses, based upon a layout and integrated plan approved as part of the site plan.

ii. The design standards for non-residential uses shall be based upon the regulations in this Ordinance applicable to the corresponding uses, provided that modified design standards may be approved by the City Council based upon a demonstration by the applicant of the following, and the findings of Section 3.34.7.A.i.d:

a. The proposed uses will complement and support the intent of the City West district, the convention center and other established uses within this area of the City.

b. The project has shown that design coordination and connection with adjacent property, developed or not, has been accomplished;

c. An attractive street-level environment has been achieved that focuses on the pedestrian experience and provides public space amenities;

d. Vehicular safety provisions and controls have been applied particularly with regard to access to major thoroughfares; and

e. Aesthetic quality is improved in terms of design, exterior materials and landscaping, including internal compatibility within the development as well as its relationship to surrounding properties to accommodate future development.

iii. There is underground installation of utilities, including electricity and telecommunications facilities, as found necessary or appropriate by the approving body.

iv. In order to provide efficient circulation and reduce driveways and curb cuts along Grand River Avenue, all development sites fronting Grand River Avenue shall be constructed to maximize traffic safety. Toward this end, to the extent feasible internal access drive networks shall be established and utilized as local streets. The shared access drives shall be privately owned and maintained, have a cross-section meeting the City's local street standards, and shall be governed by a cross-access agreement that

provides for public access at all times and shall be recorded with the Oakland County Register of Deeds after review and approval by the City Attorney.

The shared access drive shall be a minimum of twenty-eight (28) feet wide (from back of curb) and shall be placed within a thirty-six-foot (36) (minimum) private easement. Parallel parking may be permitted along said shared access drive provided an access aisle of 26 feet is maintained.

The City Council may waive the requirement for a shared access drive where it is not feasible to extend it to another property due to 1) environmental limitations, 2) incompatible adjacent development, 3) shallow lots, or 4) other unique site features.

v. The City Council shall resolve ambiguities in the interpretation of applicable regulations using the Zoning Ordinance, Master Plan, the Design Guide, and the intent of this Article and other City standards or policies as a guide.

B. Bonus height. Buildings in an MDO project may exceed the height stated in the Development Standards, except those buildings located within 200 feet of a single-family district, subject to the following:

i. Bonus height may be granted under the following circumstances:
   a. If underground or structured parking is provided, the maximum height of the building may be increased up to 2 additional floors (1 story per 125 spaces provided);
   b. If dedicated Open Space or preservation of natural areas is provided in excess of 25 percent of the total site area, the maximum height of the building may be increased an additional story.
   c. The provision and use of energy and water efficient design, water conservation, reuse and preservation of resources, and sustainable lifestyle solutions such as electric vehicle charging or integration of solar arrays. Applicants shall provide a narrative explaining how sustainability elements will be incorporated and quantify the impacts of those strategies. For qualifying for Gold or Platinum LEED (Leadership in Energy and Environmental Design) certification, or equivalent for green building strategies, the maximum height of the building may be increased an additional floor (up to 1 story).
   d. Providing 15 percent or more residential units targeted for workforce housing as defined in Section 2 (1 story bonus).

ii. Building height, including bonuses earned, shall not exceed one hundred fifteen (115) feet or 8 stories, whichever is less, in the City West North area or 70 feet or 5 stories, whichever is less, in the City West South area.

iii. Buildings utilizing this subsection shall be designed to minimize their impact on surrounding existing uses and roadways, including, but not limited to, building design elements such as variation in building materials, mitigation of exterior and interior building lighting, and utilization of building relief strategies (including step-backs of higher stories).

iv. For all buildings utilizing bonus height strategies above, the City Council, following a recommendation by the Planning Commission, shall make a finding that the additional height will complement and be compatible with the vision for the district with respect to the size, height, area, and configuration of adjacent or surrounding parcels and structures and any other relevant characteristics and interest. The City Council shall determine whether the architectural design of the buildings provides adequate building relief to minimize the mass and height of the building and will not have a negative impact on the goal of creating a cohesive, walkable district.

6. Required Site Development Conditions for MDO projects

A. The required conditions listed within Section 3.33 must be met except as otherwise permitted within this Section 3.34

B. The following standards are required for residential-only buildings, either as a component in a mixed-use or a single-use development:

i. All residential structures shall have a minimum of two (2) stories or equivalent height.

ii. The minimum distance between townhouse buildings shall be twenty (20) feet. No more than eight (8) attached townhouse units in a single building.

iii. The minimum distance between multifamily buildings shall be one-half (1/2) the height of the taller building.

iv. The length/depth of a building shall not exceed four (4) times the height of the building.

v. Private community swimming pools and similar private amenities shall not require additional parking spaces except for barrier free spaces.

vi. Off-street parking shall not be placed within ten (10) feet of any wall of a dwelling structure. Units that have garages may be permitted parking on garage aprons if parking space dimensions are met without encroaching on sidewalks.

vii. Landscaping for residential-only buildings (See Section 5.5 for definitions):

a. Multi-family Unit Trees: 1.5 trees per first floor unit
b. Multi-family Unit Shrubs: 2 shrubs per first floor unit
c. Interior Street Trees: 1 canopy tree per 50 linear feet (less driveway widths)

viii. Parking requirements:

a. Studio and 1-bedroom units: 1 space per unit
b. 2+ bedroom units: 2 spaces per unit

C. The following additional site development conditions shall apply to all MDO projects:
   i. Commercial and office uses may occupy any number of total floors within a building used for residential uses. No commercial or office use shall be located on the same floor as residential use, unless it is considered a live work unit, and no floor may be used for commercial or office purposes which is located above a floor used for residential purposes.
   ii. All trash receptacles and trash collection areas shall be screened from view and shall not be placed within ten (10) feet of any wall of a dwelling structure which contains openings involving living areas.
   iii. HVAC units that are not placed on the roof of a structure must be located away from openings to dwellings, including windows, and must be screened from view.
   iv. Buildings may be permitted to have parking on the ground level of the building. The parking inside the building must be aesthetically and effectively screened from view through architectural design, landscaping, or other means, from adjacent drives, walkways and buildings, and particularly from the street level view.

D. The following densities/intensities shall be permitted based on mixed-use or single-use developments:

Table 3.34.6.D Development Density/Intensity – Based on Net Site Area			
	Residential Only	Mixed-Use Developments	Mixed-Use Developments
A. Maximum Density[1]		Single Use Building	Multi-Use Building
City West North	20 du/ac	25 du/ac	30 du/ac
City West South	10 du/ac	15 du/ac	20 du/ac
B. Floor Area Ratio[1]			
City West North		2.0 FAR	2.5 FAR
City West South		1.0 FAR	1.5 FAR
C. Maximum Building Height[2]			
City West North	65 feet	65 feet	65 feet
City West South	45 feet	55 feet	55 feet
D. Minimum Building Height[2]			
City West North	35 feet	40 feet	40 feet
City West South	25 feet	25 feet	35 feet
Notes to Table			

1. For all development, density/intensity shall be calculated for the net site area of the development.
2. All structures within 100 feet of a one-family residential district shall be limited to 35 feet in height. Any structure more than 100 feet but less than two hundred (200) feet of a one-family residential district shall be limited to a maximum of forty (40) feet or three stories. In all other locations building height may be exceeded with bonus height as described in subsection 3.34.5.B.
3. Buildings with a front-to-front relationship shall have a minimum separation of forty (40) feet. Buildings with a front-to-rear or front-to-side relationship shall have a minimum separation of thirty (30) feet. All other interior buildings shall have a minimum separation of twenty (20) feet, or thirty (30) feet for buildings sixty (60) feet or more in height.

E. Landscape Standards at Major Thoroughfares
   i. Greenbelt: A landscape planting buffer is required to improve the appearance from the right-of-way, including screening off-site parking and drive areas.
      a. Greenbelt that is adjacent to on-site drive or parking shall be a minimum of 10-feet in width, with a brick wall 3 feet in height to provide screening, and small plantings on the street side. The wall should be placed 3 feet from the curb. Trees should be planted within 4-foot gaps between wall sections.
      b. Greenbelt that is not adjacent to parking or drive shall be a minimum of 20 feet in width. No screening wall is required.
      c. The following greenbelt landscaping is required: 1 canopy tree per 30 feet or 1.5 subcanopy trees per 30 feet (less drive width). Trees to be evenly spaced.

F. Landscape Requirements for Mixed-Use and Commercial Buildings are shown in Table 3.34.6.F below:

Table 3.34.6.F Landscaping Requirements for Mixed Use/Commercial Buildings	
Location	Minimum Requirement
i. Interior Drives	
Street trees	1 canopy tree per 75 feet[1] on both sides, spaced not closer than 25 feet
Minimum greenspace/tree	200 sf or silva cells (or comparable alternative) with 1,000 ft^3
ii. Foundation Landscaping	
Sidewalk 12 ft or wider	15% of building frontage, 2-3 feet depth
Sidewalk less than 12 ft	None
iii. Open Space	

Paved gathering areas	5% landscaped, including movable planters
Outdoor dining areas	60% of periphery landscaped with permanent planting beds or movable planters
Primarily unpaved areas	1 canopy tree + 1 subcanopy tree + 10 shrubs per 5,000 sf of area
Landscaping feature	1 per 10,000 sf of open space in the development
iv. Parking	
Surface Lots	200 sf & 1 canopy tree per 10 spaces, 15 space contiguous limit
Parking Structures	35% of building frontage (trellis or planted walls can meet requirement)
Notes to Table	
1. Measured along linear foot of street/drive, less driveway widths. See Figure 5.5.3.B.ii 2. Buffers are not required between developments within the district, but may be desirable in some circumstances to enhance compatibility between different uses.	

5. Review and approval process for all MDO projects

A. Preliminary Application and Review

i. Pre-Application Submittal. Before formal submittal of a MDO plan, the applicant shall apply for and attend a pre-application meeting with the Plan Review Center, and other appropriate officials deemed necessary by the City Planner. Prior to the meeting, the applicant shall provide to the Plan Review Center a conceptual site plan and brief narrative of how the development meets or exceeds the standards of this ordinance and furthers the vision for the district. The Plan Review Center will provide initial comments on the plans.

ii. Preliminary MDO Application.

a. An application to develop under the MDO shall be made to the Planning Commission for its review and recommendation to City Council. The application shall be filed concurrently with a fully documented Preliminary Site Plan. The Preliminary Site Plan shall be completed in accordance with the review requirements as set forth and regulated in the City's Site Plan and Development Manual and Section 6.1. The MDO plan shall include the information required in subsection 3.34.7.C.

b. In those instances where it is necessary to request rezoning in order to effectuate a MDO plan, an application to rezone shall be made to the Planning Commission for its review and recommendation to the City Council. The application for rezoning shall be completed in accordance with the City's Site Plan & Development Manual.

c. The Planning Commission may proceed simultaneously with review and recommendation on applications for rezoning, MDO plan and Preliminary Site Plan approval, along with any associated permit reviews.

iii. Planning Commission Review. Upon receipt of an application for preliminary site plan, the application shall be reviewed by the Plan Review Center and referred to the Planning Commission for preliminary review. Following preliminary review, the Planning Commission shall set a public hearing date for review of the application. Notice of the public hearing shall be given and the hearing held as provided by the Zoning Enabling Act, at which a review shall be conducted. Following such review, the Planning Commission shall provide its report and recommendation to the City Council. In making its recommendation to the City Council, the Planning Commission shall consider:

(1) Consistency with the Master Plan;
(2) Innovative planning and design excellence;
(3) Relationship to adjacent land uses, design form and layout;
(4) Compliance with this Ordinance, including subsections 3.33 and 3.34;
(5) Adherence to the City West Design Guide;
(5) Benefits to the community such as publicly accessible parks and open areas, and public facilities.
(6) Pedestrian and vehicular safety provisions.
(7) Aesthetic beauty in terms of design, exterior materials, landscaping, and natural features, including internal compatibility within the development as well as its relationship to surrounding properties, and
(8) Provisions for the future users of the project.
(9) The standards of Section 6.1.2.C for Special Land Uses.

iv. City Council Approval. The City Council shall review the Preliminary Site Plan with regard to the Planning Commission's recommendation and the review requirements and conditions set forth in Section 3.34.4.A. The City Council shall determine whether the proposed plan meets the conditions as set forth in Section 3.33 and 3.34, and the standards of Section 6.1.2.C.

a. As part of its approval of the Preliminary Site Plan, the Council is authorized to impose conditions that are reasonably related to the purposes of this section and that will:

- Insure public services and facilities affected by a proposed land use or activity will be capable of accommodating increased services and facility loads caused by the land use or activity,
- Protect the natural environment and conserve natural resources and energy,
- Insuring compatibility with adjacent uses of land, and
- Promote the use of land in a socially and economically desirable manner.

All conditions imposed shall be made a part of the record of the approved Mixed Use Development Option.

b. Deviations From Density, Area, Bulk, Yard, and Dimensional Requirements. As part of approval of a Preliminary Site Plan, the City Council shall be authorized to grant deviations from the strict terms of the zoning ordinance governing density, area, bulk, yard, and dimensional requirements applicable to the property; provided, however, that such authorization to grant deviations shall be conditioned upon the Council finding:

1. That each zoning ordinance provision from which a deviation is sought would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest;
2. That approving the proposed deviation would be compatible with the existing and planned uses in the surrounding area;
3. That the proposed deviation would not be detrimental to the natural features and resources of the affected property and surrounding area, or would enhance or preserve such natural features and resources;
4. That the proposed deviation would not be injurious to the safety or convenience of vehicular or pedestrian traffic; and
5. That the proposed deviation would not cause an adverse fiscal or financial impact on the City's ability to provide services and facilities to the property or to the public as a whole.

c. In determining whether to grant any such deviation, the Council shall be authorized to attach reasonable conditions to the Site Plan that will:
1. Insure that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased services and facility loads caused by the land use or activity,
2. Protect the natural environment and conserving natural resources and energy,
3. Insure compatibility with adjacent use of land, and
4. Promote the use of land in a socially and economically desirable manner.

All conditions imposed shall be made a part of the record of the approval of the Site Plan.

B. Approved Preliminary Site Plan. Once the Preliminary Site Plan has been approved by City Council, no development shall take place therein nor use made of any part thereof except in accordance with the approved plan or in accordance with an approved amendment thereto. Once approval of the Preliminary Site Plan is granted, the applicant shall proceed with development of the Final Site Plan.

C. Final Site Plan approval. A Final Site Plan shall be prepared and submitted by the applicant for approval. Review and approval shall be administrative unless the City Council requests that the Final Site Plan be submitted to it for review. The Final Site Plan shall:

i. Conform with the Preliminary Site Plan and meet the conditions as set forth in the Council's approval.
ii. Contain all the requirements as set forth in Section 6.1 of this Ordinance and the requirements as set forth in the City's Site Plan and Development Manual.
iii. The dedication of public rights-of-way or planned public open spaces, where proposed on the site plan or as may be otherwise required, shall have been made.
iv. In residential use areas, any proffered open space has been irrevocably committed to be retained as open space for park, recreation and related uses, and that all such lands meet the requirements of the City.
v. Where applicable, road easements or rights-of-way have been provided.

D. Site Plan Revisions. Revisions to an approved Preliminary Site Plan or Final Site Plan shall require re-submittal of plan revisions to the City for review. Such revisions shall be resubmitted to the Planning Commission and City Council for review and approval, except those revisions permitted to be reviewed administratively under Section 6.1.1.C. Revisions requiring Planning Commission and City Council review shall include physical changes to the exterior building wall façade materials or layout alterations that will significantly change the appearance of a building or site, as determined by the City Planner. The Planning Commission and City Council, in making a review of a revised site plan, shall find that any such revisions forwarded to them for review and approval, meet all the minimum requirements of this Section, including general intent.

E. Phasing: Where a project is proposed for construction in phases, the planning and designing shall be such that, upon completion, each phase, considered together with other completed phases, shall be capable of standing on its own in terms of the presence of services, facilities, and open space, and shall contain the necessary components to insure protection of natural resources and the health, safety, and welfare of the users of the planned mixed use development and the residents and property in the surrounding area. Plans shall clearly illustrate what is to be included in each phase. The Council may require performance guarantees in accordance with Chapter 26.5 to ensure that permanent facades are constructed. In developments which include residential and non-residential uses, phasing shall be consistent with the following:

i. At least thirty (30) percent of all proposed residential units and non-residential floor area shall be constructed no later than concurrent with the first phase of construction.
ii. At least an additional thirty (30) percent of all proposed residential units and twenty (20) percent of non-residential floor area shall be constructed no later than concurrent with any second phase construction; and

iii. The balance of all proposed residential units shall be constructed no later than concurrent with any third phase of construction. For purposes of implementing the residential/non-residential phasing requirements set forth above, the percentages shall be reasonable approximations, as determined in the discretion of the City Council, and such percentages may be substantially modified should the City Council determine in its discretion that the applicant has presented adequate and effective assurances that both residential and non-residential component(s) of the development shall be completed within a specified period.

8. Plan Information

A. MDO Preliminary site plans shall include the following:

i. All requirements listed in the City's Preliminary Site Plan Checklist
ii. Statement of intent of proposed use(s) of land and any phasing of the project, including anticipated completion dates.
iii. Evidence of market need for the use(s) and economic feasibility of the project.
iv. Qualifications of applicant/developer including information of past projects, size, location, type etc.
v. A Contextual plan sheet with the general layout and all uses within 300 feet of the property lines to demonstrate the proposed project in context with the surroundings.
vi. Existing and proposed right-of-way width of all adjoining and internal roads, and layout of all internal roads and drives.
vii. A traffic study, prepared in accordance with the City's Site Plan and Development Manual requirements, shall be submitted, unless such requirement is waived by the Plan Review Center during pre-application conference.
viii. Proposed acceleration, deceleration, and passing lanes.
ix. All parking areas and number of spaces by size and any requests for shared parking reductions. The City may permit the use of a flexible shared parking formula if a Shared Parking Study is submitted and accepted by the City Council, after review and recommendation by the Planning Commission and City's traffic consultant.
x. The size and location of areas to be preserved as open and recreational space and intended programming of those spaces.
xi. Density calculations, number and types of units (if applicable), and floor area per habitable space for each use proposed.
xii. Fair representation of each type of use, square footage or acreage allocated to each use, locations of each principal structure and use in

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the development, setbacks, typical layout and elevation for each type of use.

xiii. Specification of each deviation from the applicable ordinance regulations which will be sought to be approved, and the safeguards, features and/or planning mechanisms proposed to achieve the objectives intended to be accomplished by the regulations from which a deviation is being sought.

xiv. Community Impact Statement for all projects, including impact on City services, fiscal impact analysis addressing anticipated costs and revenues to City and school district, unless such requirement is waived by the Plan Review Center during pre-application conference.

xv. If phasing is proposed, a plan showing what improvements will be constructed in each phase, with a description of the anticipated timing of construction.

B. Final site plans shall include the following:

i. All requirements specified in the City's Final Site Plan Checklist and Application.

ii. List all deviations from Ordinance standards granted by City Council and any conditions imposed.

iii. If phasing is proposed, provide detailed plans that show what will be constructed/installed by the completion of each phase to verify that each phase, considered together with previous completed phases, shall be capable of meeting ordinance requirements on its own as described in Section 3.34.7.E, including utilities, parking, end of pavement, landscaping, amenities, lighting, signage, any mechanisms designed to reduce noise, and visual screening features. Required Engineering and Landscape Cost estimates shall also be broken down by phases.

9. Performance Guarantees. The applicant shall comply with the requirements for performance guarantees contained in Chapter 26.5 of the Code of Ordinances, as amended.

Part V.

That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, is amended to renumber Section 3.33, General Exceptions to Section 3.35.

Part VI.

That the City of Novi Zoning Ordinance, as amended, Article 4, "Use Standards," Section 4.12 "Group Day Care Homes, Day Care Centers, and Adult Day Care Centers" is amended to read as follows:

Section 4.12 Group Day Care Homes, Day Care Centers, and Adult Day Care Centers

1. [unchanged]

2. Day care centers and adult day care centers are a permitted use in the B-2, B-3, OST, TC, TC-1, CW districts and EXO Overlay district and a special land use in the OS-1, OSC, and PSLR districts, all subject to the following:

A. In the B-2, B-3, OST, OS-1, OSC, TC, TC-1, CW, PSLR districts and EXO Overlay district:

i. Outdoor recreation areas shall be provided, consisting of at least one -hundred fifty (150) square feet for each person cared for, with a minimum total area of three-thousand five hundred (3,500) square feet. All such outdoor recreation areas shall be fenced with self-closing gates. The recreation area may extend into an exterior side yard up to twenty-five (25) percent of the distance between the building facade and the property line.

ii. The hours of operation shall be limited to the period between 6 a.m. and 7 p.m. for those facilities abutting residential zoning districts.

iii. Facilities shall be located either within a permitted office, or commercial structure, or in a freestanding building on a site coordinated with surrounding development (i.e., traffic flow, parking access, drop off areas, architecture and relationship to other buildings).

iv. Screening and landscaping of outdoor recreation areas, recreation area fences and parking lots shall comply with Section 5.5.

v. Off-street parking shall comply with Section 5.2.12. and Section 5.3.

B. [unchanged]

3. [unchanged]

Part VII.

That the City of Novi Zoning Ordinance, as amended, Article 4, "Use Standards," Section 4.24 "Dry Cleaning Establishments or Pick Up Stations," is hereby amended to read as follows:

Section 4.24 Dry Cleaning Establishments or Pick Up Stations

In the B-1, B-2, B-3, CW and TC districts, dry cleaning establishments, or pick-up stations, dealing directly with the consumer are a permitted use. Central dry cleaning plants serving more than one retail outlet shall be prohibited.

Part VIII.
That the City of Novi Zoning Ordinance, as amended, Article 4, "Use Standards," Section 4.27, "Retail Business and Service Establishments," is hereby amended to read as follows:

4.27 Retail Business or Service Establishments

1. In the B-2, B-3, CW, TC and TC-1 districts, all retail business or service establishments are permitted as follows:
   A. Any retail business whose principal activity is the sale of merchandise in an enclosed building.
   B. Any service establishment of an office, showroom or workshop nature of a decorator, dressmaker, tailor, bridal shop, art gallery, interior designer or similar establishment that requires a retail adjunct.
   C. Restaurants (sit down), banquet facilities or other places serving food or beverage, except those having the character of a drive-in or having a drive-through window.
   D. Theaters, assembly halls, concert halls, museums or similar places of assembly when conducted completely within enclosed buildings.
   E. Business schools and colleges or private schools operated for profit.

2. In the FS district, retail establishments to serve the needs of the highway travelers, including such facilities as, but not limited to, gift shops and restaurants, not including drive-ins are permitted uses.

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

Section 4.28 Hotels and Motels

1. In the B-2 and CW district, hotels and motels are a permitted use provided the site does not abut a residential district.
2. (Unchanged)
3. (Unchanged)
4. (Unchanged)
5. All hotels and motels in all districts, shall provide a minimum of 30 square feet of usable open space for each room subject to the following conditions:
   A. Usable open space shall include an unobstructed portion of a site which has a minimum dimension of ten feet in any direction, is landscaped and developed for active and passive recreational use, and is conveniently located and accessible;

B. The usable open space may include amenities such as pavers, benches and other landscape design elements with pervious surface materials. All such areas shall be for the benefit of the hotel patrons;
C. For TC, TC-1, CW, and PD-2 districts, the usable open space required per this section can be counted towards the minimum usable open space requirements for respective district standards;
D. The usable open space shall not be counted toward any minimum landscaping or other open space requirements of the Zoning Ordinance and required parking setback area;

6. (Unchanged)

Part X.
That the City of Novi Zoning Ordinance, as amended, Article 4, "Use Standards," Section 4.35 "Microbreweries and Brewpubs," is hereby amended to read as follows:

Section 4.35 Microbreweries and Brewpubs
Microbreweries and brewpubs are permitted uses in the B-3 and CW districts and special land uses in the RC, TC, and TC-1 districts subject to the following conditions:

1. Microbreweries and brewpubs
   A. In the B-3, CW, RC, TC and TC-1 districts:

      i-iv. (Unchanged)

   B. (unchanged)

2. (unchanged)

3. (unchanged)

Part XI.
That the City of Novi Zoning Ordinance, as amended, Article 4, "Use Standards," Section 4.62 "Instructional Centers," is hereby amended to read as follows:

Section 4.62 Instructional Centers
In the CW and NCC districts, instructional centers, such as schools for dance, music, language, arts, or general education are a permitted use subject to the following:

1. The center must comply with all applicable state laws and licensing requirements.
2. All business, servicing or processing, except for off-street parking or loading, shall be conducted within a completely enclosed building.

In the OS-1 district, instructional centers are permitted uses provided that such facilities do not exceed two-thousand (2,000) square feet in size. However, when such uses exceed two-thousand (2,000) square feet, they shall be treated as special land uses subject to approval by the Planning Commission in accordance with the additional requirements of Section 6.1.2.C for special land uses, and subject to the public hearing requirements set forth and regulated in Section 6.2 of this Ordinance. All instructions centers shall comply with the following conditions:

1. All business, servicing or processing, except for off-street parking or loading, shall be conducted within a completely enclosed building.
2. Multiple tenants with square footage less than 2,000 square feet shall be allowed in a single building.

Part XII.
That the City of Novi Zoning Ordinance, as amended, Article 4, "Use Standards," Section 4.81 "Financial Institutions," is hereby amended to read as follows:

Section 4.81 Financial Institutions
In the CW, TC and TC-1 districts, financial institutions are a permitted use, provided that such institutions shall not have drive-thru teller or ATM facilities as the principal use of the premises.

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

Section 2.2 Definitions
Workforce Housing: A residential unit for sale or for rent with combined annual rental costs or combined annual mortgage loan debt service, property taxes, and required insurance that do not exceed thirty percent (30%) of the gross annual income of a household earning between sixty percent (60%) and one hundred and forty percent (140%) of the area median income, as defined annually by the United States Department of Housing and Urban Development.

Part XIV.
That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, Section 3.1.15 EXO Exposition Overlay District, is hereby amended to read as follows:

Section 3.1.15 EXO Exposition Overlay District
A. Intent
The EXO, Exposition Overlay district is designed to accommodate the development of a planned exposition, convention, and conference facility, including exhibit halls; display floor area; meeting rooms; conference rooms; eating and lodging facilities; banquet, concession, and catering uses; museums; theaters; recreational facilities; space for school and civic affairs; warehousing accessory to principal uses; and off-street parking and loading/unloading space, all for the purpose of supporting the growing high-tech business base within the city and regional demand for an exposition facility.

The EXO Exposition Overlay district is intended to encourage the development of an exposition, conference, and convention facility that is located near the ~~City's Town Center (TC)~~ City West (CW) district as shown on the Master Plan for Land Use, has visual exposure to the I-96 freeway (whether directly or in combination with other property), is accessible from a major thoroughfare, and has adequate site area. Taking into

consideration the need to limit the overall impact of the use, and the need to have sufficient population support for the use, in no event is it the intent to have the EXO Overlay District encompass more than 55 contiguous acres, or to have more than one EXO Overlay district until the population of the City exceeds 100,000. The EXO district is intended to be utilized exclusively in connection with the ~~OST Planned Office Service Technology district~~ CW City West district as the underlying zoning district. The EXO district is not intended to be adjacent to residential districts. To permit quality design and sound economic value for the City, any exposition, conference, and convention facility should have unified architectural and functional design and provide an overall master plan for all phases for the complete development. The district contemplates the existence of a principal exposition, conference, or convention facility as part of the development before, or at least coincidental with, permitted "secondary" overlay uses. It is not the intent of this district to authorize the establishment of a new area within the City for an independent commercial center or district. Rather, it is the intent of this district to recognize the special need and character of a planned exposition, convention, and conference facility, and to make provision for this special need and character in an appropriate location.

B. Principal Permitted Uses

[existing content all removed]

See the underlying zoning district CW City West for Principal Permitted uses, standards and regulations (Section 3.1.30)

C. Special Land Use (EXO overlay uses)

The following uses are permitted as part of an EXO Overlay subject to Section 3.33 ~~3.19~~, Section 3.34 ~~3.20~~, and Section 3.25: The supplemental conditions of Section 3.25 shall govern in the event of a conflict.

i. Exposition, conference, and convention facilities

The following uses, when part of a development that includes a use described in subsection C above:

~~ii. Hotels and motels~~
~~iii. Museums~~
~~iv. Theaters~~
~~v. Places of worship~~
~~vi. Restaurants (sit-down_ but not fast food sit-down~~
vii. Indoor and outdoor recreational facilities
viii. Retail sale of products or services
ix. Onsite support retail uses
x. Outside exhibits, fairs, entertainment and festivals
xi. Surface parking lots

D. Development Standards

Lot Size

Minimum lot area: See section 3.25

Minimum lot width: Not specified

Lot Coverage

Maximum FAR: 0.5 FAR

Setbacks

Minimum front yard setback: 50 ft or height of building*

Minimum rear yard setback: 50 ft or height of building*

Minimum side yard setback: 50 ft or height of building*

Building Height

Maximum building height: 65 ft or 5 stories, whichever is less

Floor area

Minimum floor area: See Section 3.25

Parking setbacks

Minimum front yard setback: 20 ft

Minimum rear yard setback: 20 ft

Minimum side yard setback: 20 ft

Notes

For additions to the above requirements, refer to Section 3.6.2 Notes to District Standards: E, M, P, and Q

See Selected references below for applicability

*See section 3.25.2.F for further regulations

Selected references

3. Zoning Districts

~~- OST Retail Service Overlay~~

~~- OST District Regulations and Required Conditions~~

- CW City West

- MDO Mixed-Use Development Option

- EXO Overlay District Requirements

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Subsections 4-7. [unchanged]

Part XV.
That the City of Novi Zoning Ordinance, as amended, Article 3, Zoning Districts, Section 3.25 EXO Exposition Overlay District required conditions, is hereby amended to read as follows:

Section 3.25 EXO Overlay district required conditions

1. EXO Overlay required conditions

A. [unchanged]

B. An EXO Overlay district shall satisfy all of the following in order to qualify for approval:

i.-iv. [unchanged]

v. The zoning classification of the entire EXO Overlay district shall be ~~OST, Planned Office Service Technology~~ CW, City West district.

vi. [unchanged]

2. Supplemental Required Conditions for Overlay Uses. In the event of construction of building(s) for overlay uses permitted under Section 3.1.15.C, the following supplemental required conditions shall apply:

A.-K. [unchanged]

L. Approval Process

i. Approval of an EXO Overlay district shall require the approval of a Zoning Ordinance amendment to amend the Zoning Map by the City Council, in the exercise of its legislative discretion, following a public hearing held by, and receipt of a recommendation from, the Planning Commission. An applicant seeking approval of an EXO Overlay district rezoning shall submit a rezoning petition to the City. If approved, the amendment shall place, or overlay, the EXO Overlay district over the underlying CW or OST district relative to the property which is the subject of the amendment.

ii.-iii. [unchanged]

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

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

incurred prior to the amendment of the Novi Code of Ordinances set forth in this Ordinance.

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

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

MADE, PASSED, AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, ON THE ___ DAY OF _____, 2023.

_____

ROBERT J. GATT, MAYOR

_____

CORTNEY HANSON, CITY CLERK

Ayes:

Nays:

Abstentions:

Absent:

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CITY WEST DESIGN GUIDE – DRAFT

City West Design Guide

A Design Guide to accompany sections 3.33 and 3.34 of the City of Novi Zoning Ordinance

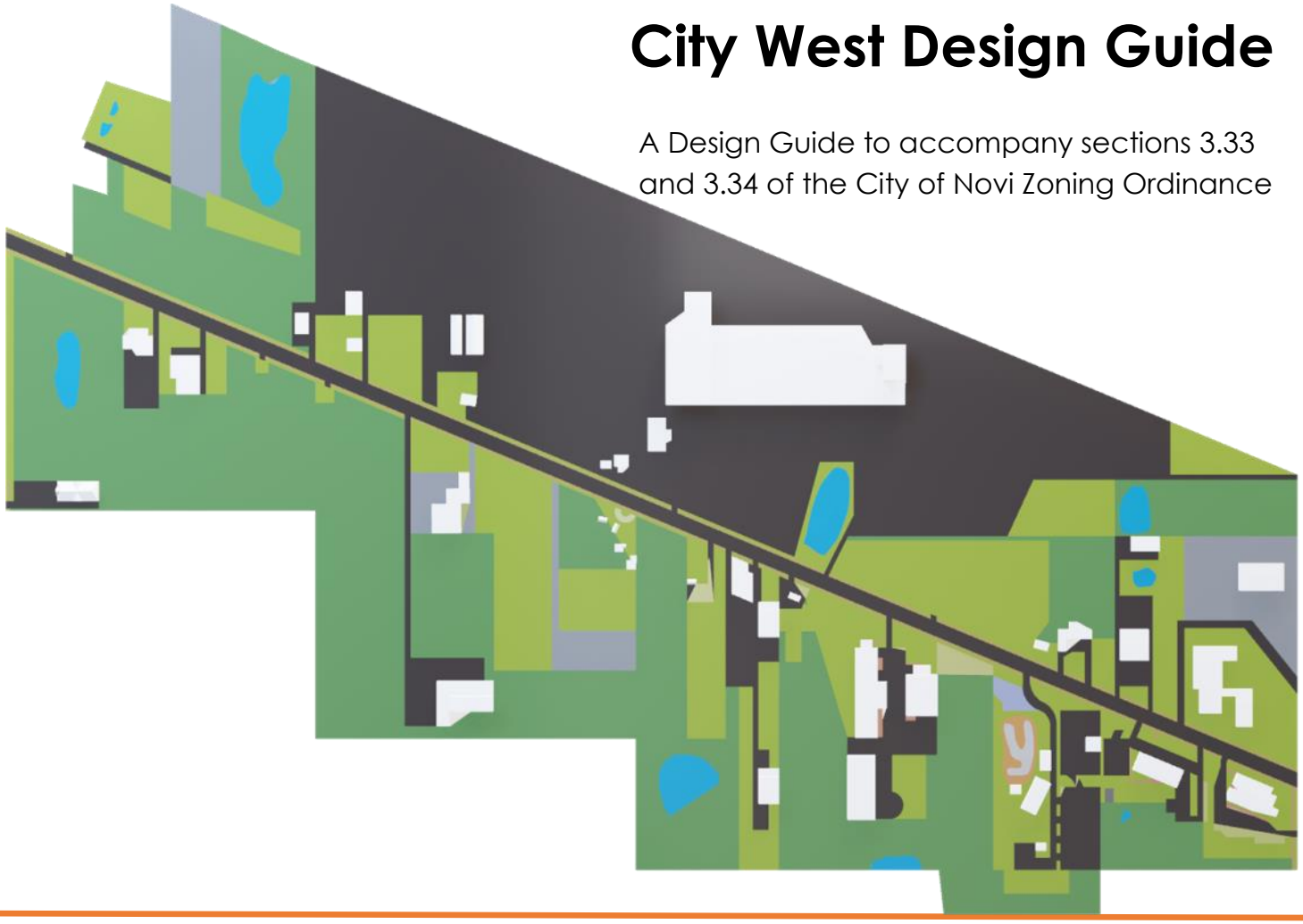


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B. Background & Existing Conditions

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E. Recommended Design Guidelines

A. Executive Summary

The City West Design Guide is meant to provide guidance and visual representation of the regulations for the City West District in addition to providing design features and concepts recommended to be included in development projects. The goal of the City West Design Guide is to facilitate development that includes high-quality project design and building materials, and works to create a vibrant, people-oriented district in the City of Novi.



Figure A1: mixed-use development and streetscape in Fishers, Indiana

"This area offers the potential for the creation of a prominent new district combining entertainment, convention, commercial, office and residential uses in a cohesive, high-density, walkable pattern."

- 2016 Master Plan

Figure A2 (below) - Fishers, Indiana mixed-use development; images of Indiana communities courtesy of Rowan Brady of Beckett and Raeder, Inc.

The guide is composed of images of developments from Novi and other communities, maps representing the current conditions of the City West area, and 3D models to illustrate standards of this district. Images and renderings are meant to serve as examples, while the Zoning Ordinance contains the actual development regulations, standards and procedures. Inspiration for the vision and guiding principles is based on the recommendations in the 2016 Master Plan and Grand River Corridor Study.



B. Background & Existing Conditions

B.1 — Land Use
B.2 — Public Facilities
B.3 — Zoning
B.4 — Utilities



Figure B1 (below): aerial of both City West areas



Figure B2 (above): aerial of the western portion of the City West North area , outlined in blue



Figure B3 (above): aerial of the City West South area, outlined in green

B. Background & Existing Conditions

B.1 — Land Use: Description of the District

The City West district is situated southeast of the intersection of Interstate 96 and Beck Road, bounded by I-96 to the north, Taft Road on the east, residential communities to the south, and Beck Road on the west. The historic Grand River Avenue corridor, running from downtown Detroit all the way to Lake Michigan on the west side of the state, bisects the City West area. In this area of the city, Grand River is an auto-centric five-lane major arterial with a speed limit of 50 miles per hour. A mix of older office, industrial and manufacturing buildings, and vacant properties are present on either side. These characteristics make the streetscape inhospitable for pedestrians and cyclists.

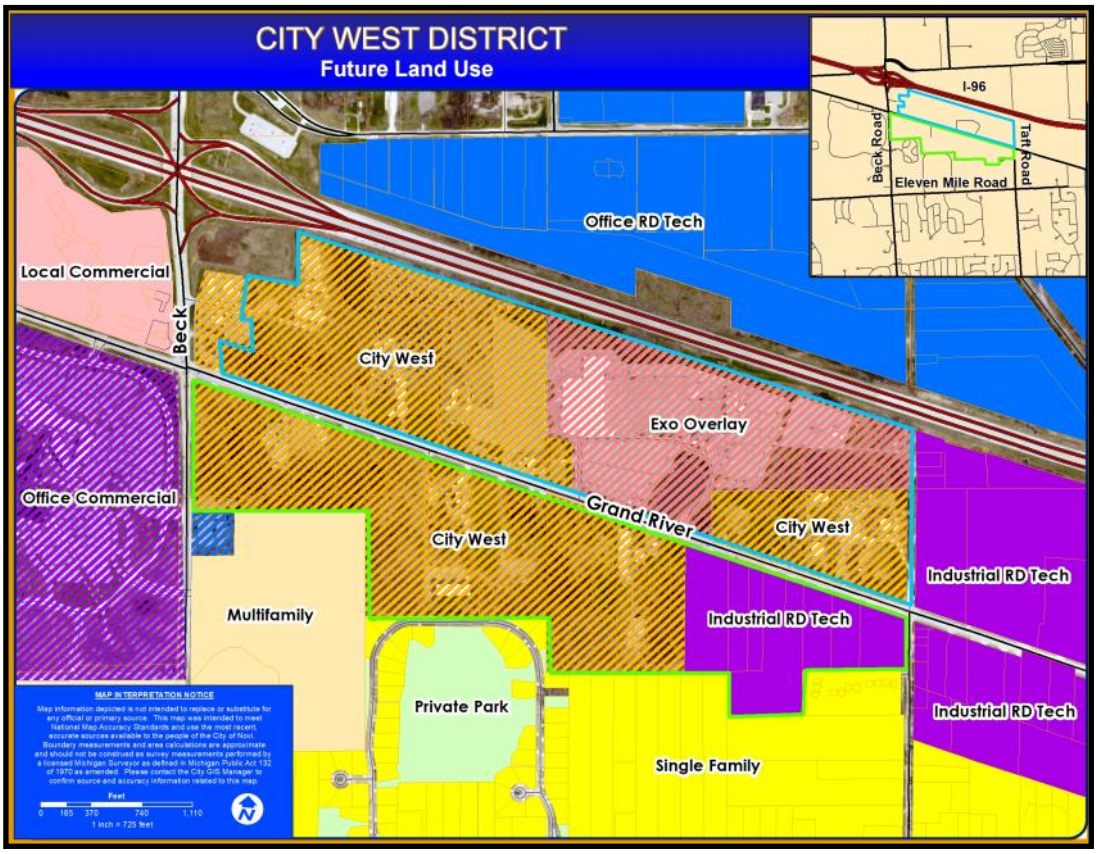


Figure B4 City West Future Land Use Map

Overall, the total land area included in the City West District is approximately 200 acres. Approximately 68.6 acres are vacant or a non-conforming residential use. Parcels developed with industrial uses that are not consistent with the desired future use for City West make up a total of about 55 acres. Destinations nearby in the corridor include Providence Park Hospital System and Suburban Collection Showplace, which are significant economic drivers in Novi, providing jobs and bringing in visitors.



Figure B5 Providence Park Hospital; Image source: Novi Chamber of Commerce

B. Background & Existing Conditions

B.1 — Land Use: Natural Features

A map of the natural features shows the presence of both woodlands and wetlands in the area. A significant amount of woodlands and wetlands are present in the City West South area, while there are just wetlands located in the City West North area.

The City West text allows for **up to 50 percent** of the required open space to consist of regulated woodlands and/or wetlands if they are permanently protected by conservation easements (3.33.H).

"Wherever natural open spaces shall be created or preserved, they shall be physically connected, when possible, to adjacent natural open space areas."

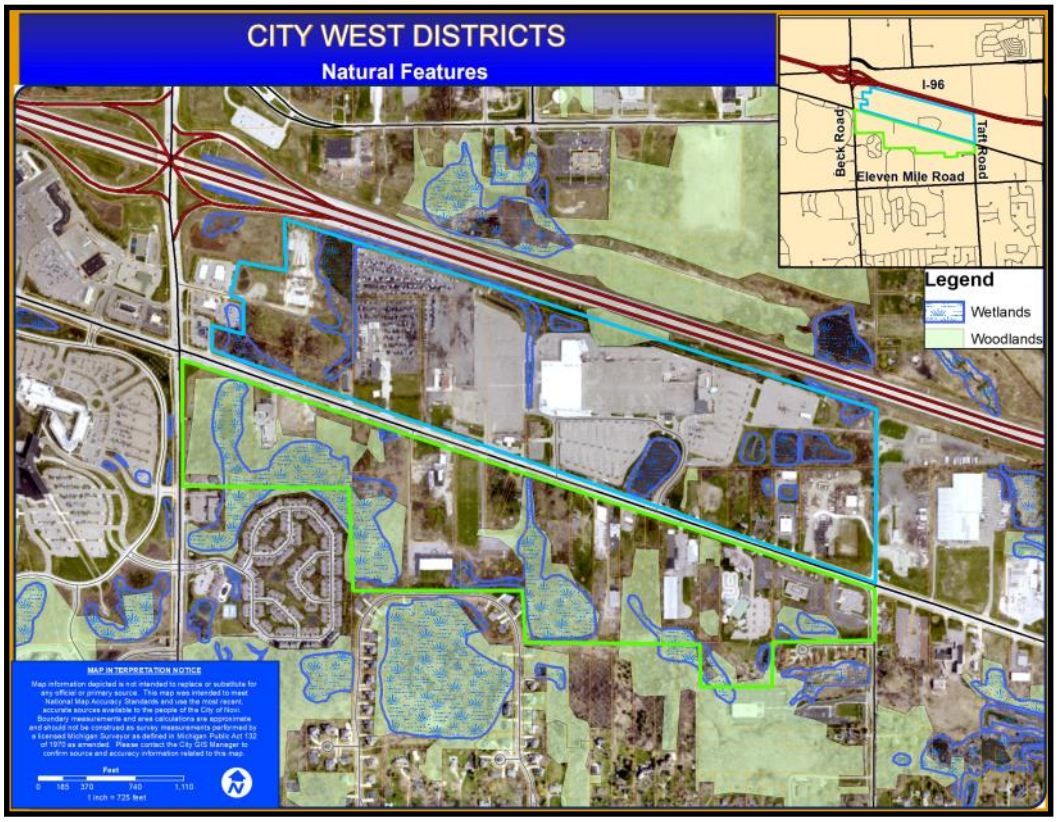


Figure B6 City West Natural Features Map, woodlands are denoted in light green while wetlands are colored in blue.



Figure B7: aerial of City West facing east

The aerial to the left shows City West facing east down Grand River. Two large ponds (circled in yellow) are present on either side of Grand River, and the difference in woodland concentration between north and south is evident. Buffers and setbacks from natural features help preserve, protect, and maintain quality of woodlands, wetlands, and streams within the district.

B. Background & Existing Conditions

B.2 — Public Facilities

Public Facilities shown in Figure B8 to the right include the sidewalk inventory of the district — 8-foot sidewalks line both sides of Grand River from Taft to Beck Road. Other facilities of note include traffic signals and street lights, which both can be found at important intersections. Road crossing difficulty, established in the Non-Motorized Transportation Plan, portrays Grand River as category E, the most difficult road category to cross.

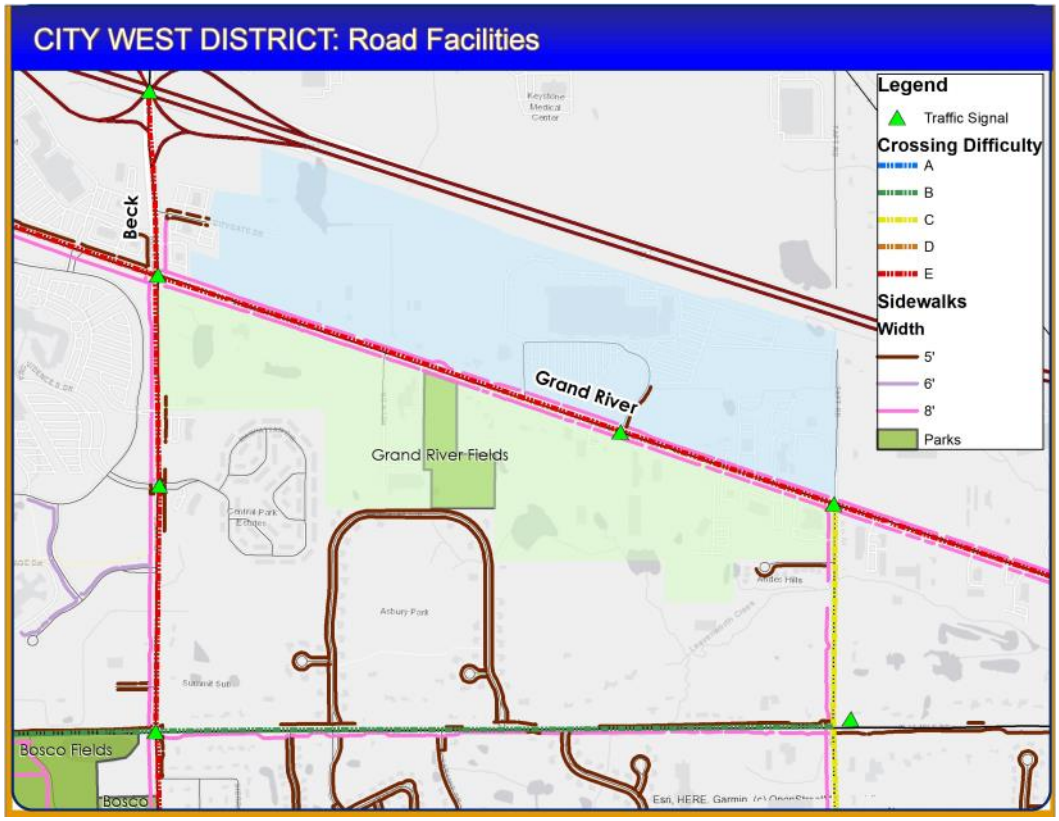


Figure B8: Roads and Sidewalk Facilities map

Beck Road runs north and south, connects with Grand River, and has been identified as a major non-motorized corridor in the City of Novi Non-Motorized Plan. The ITC Trail, depicted below, has been proposed as a regional trail connection crossing Grand River at Beck Road. The Providence Park hospital campus has recently expanded their trail network, and connects with the ITC Trail.



Figure B9: the ITC Trail is a prime example of non-motorized infrastructure in the City of Novi

B. Background & Existing Conditions

The current zoning of the City West area includes six different classifications. Approximately 140 acres are north of Grand River Avenue with 17 parcels included. The majority of the area, 124.96 acres, is currently zoned OST - Office Service Technology. The EXO Exposition Overlay District applies to a 55-acre portion of the Suburban Collection Showplace property. Approximately 10.05 acres are zoned I-1 Light Industrial. To the south of Grand River Avenue, the City West area includes 34 parcels totaling 113.48 acres. The current zoning of the majority of the area is I-1 Light Industrial.

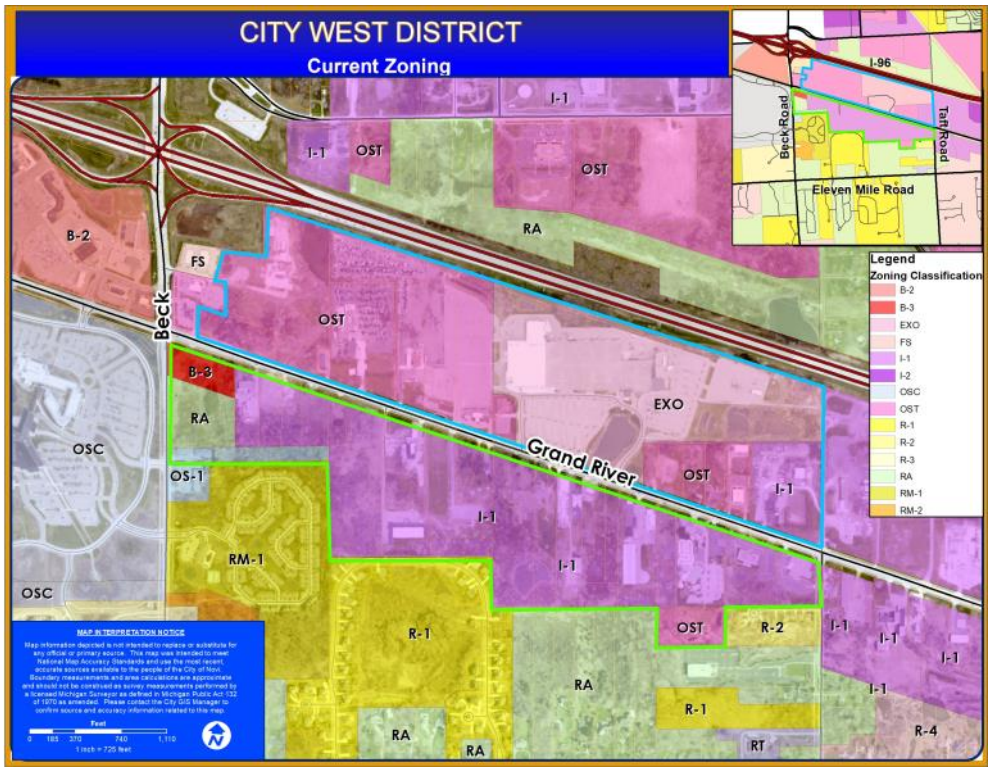


Figure B10: Current Zoning Map of the City West area

One area located at the southeast corner of the intersection of Beck Road and Grand River Avenue is zoned B-3. Fronting on Beck Road, one 6.4 acre area is zoned RA Residential Acreage, and a 3.4 acre parcel is zoned OS-1 Office Service.

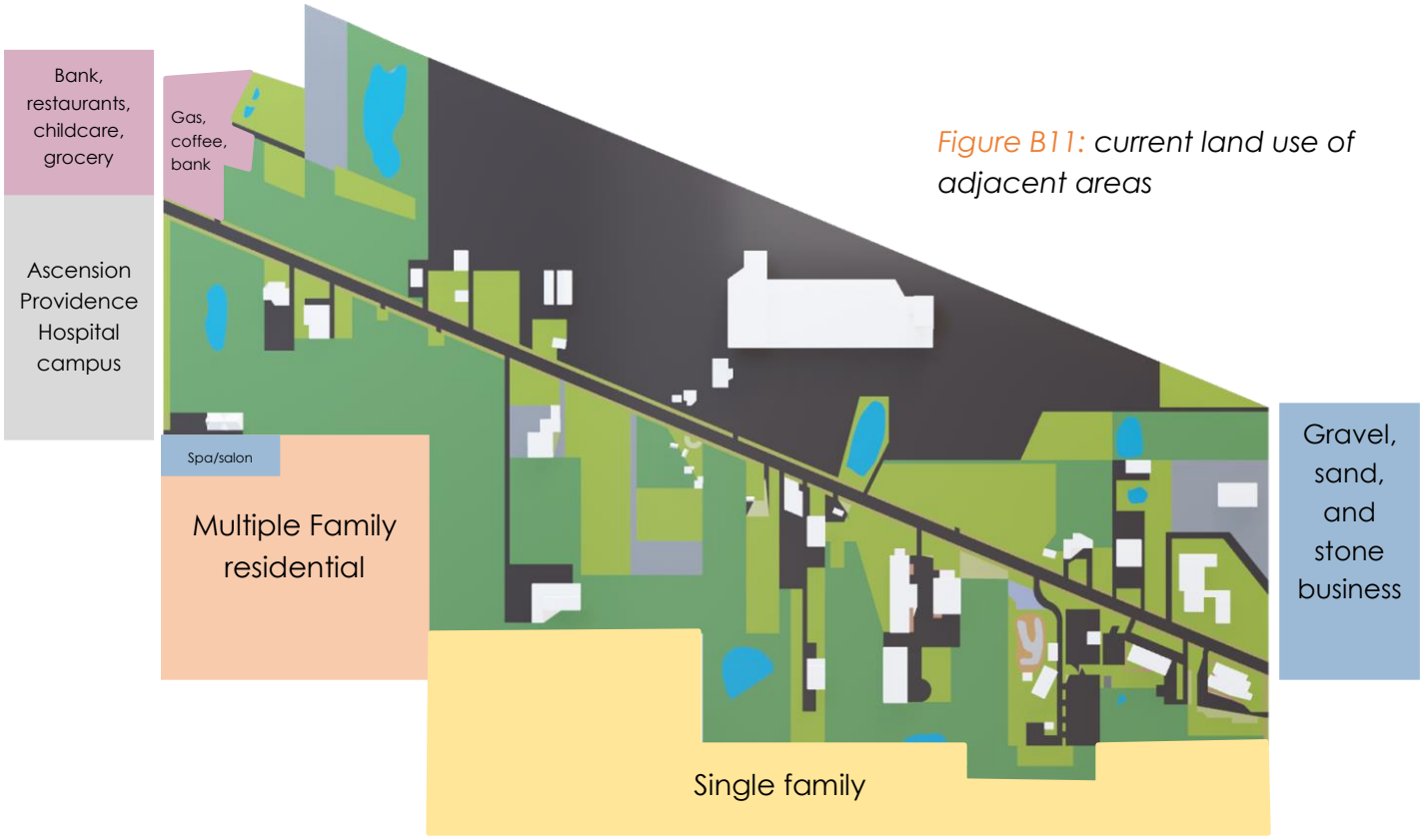


Figure B11: current land use of adjacent areas

B. Background & Existing Conditions

B.4 — Utilities

Development in the City West area will depend on both existing and future utility infrastructure to serve the needs of residents and businesses. Some sanitary sewer improvements will need to be made before all of the area is developed. Figure B12 below shows the sanitary districts and the locations of the current sanitary gravity mains.

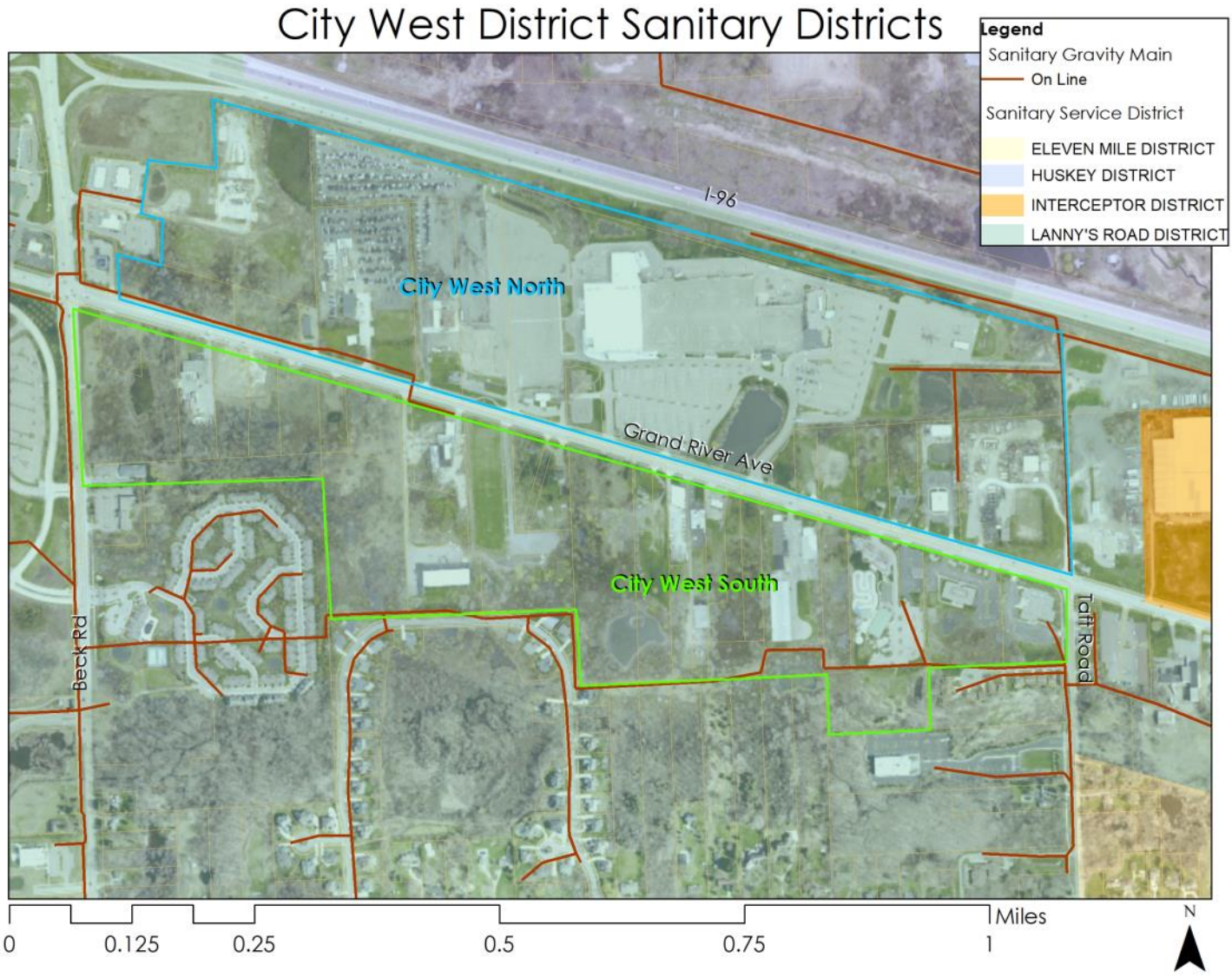


Figure B12: sanitary service districts and sanitary gravity main locations in City West

B.4 — Utilities

Regional or shared detention basins between developments, in addition to underground detention basins, are encouraged to help consolidate properties and facilitate denser development. Figure B13 below shows the drainage districts in City West and their respective status. Properties in City West are all located within one of four regional detention districts — the North Novi District and Bosco District, which are proposed but not built, and the Taft Road District and Grand River District, which both have built regional detention.

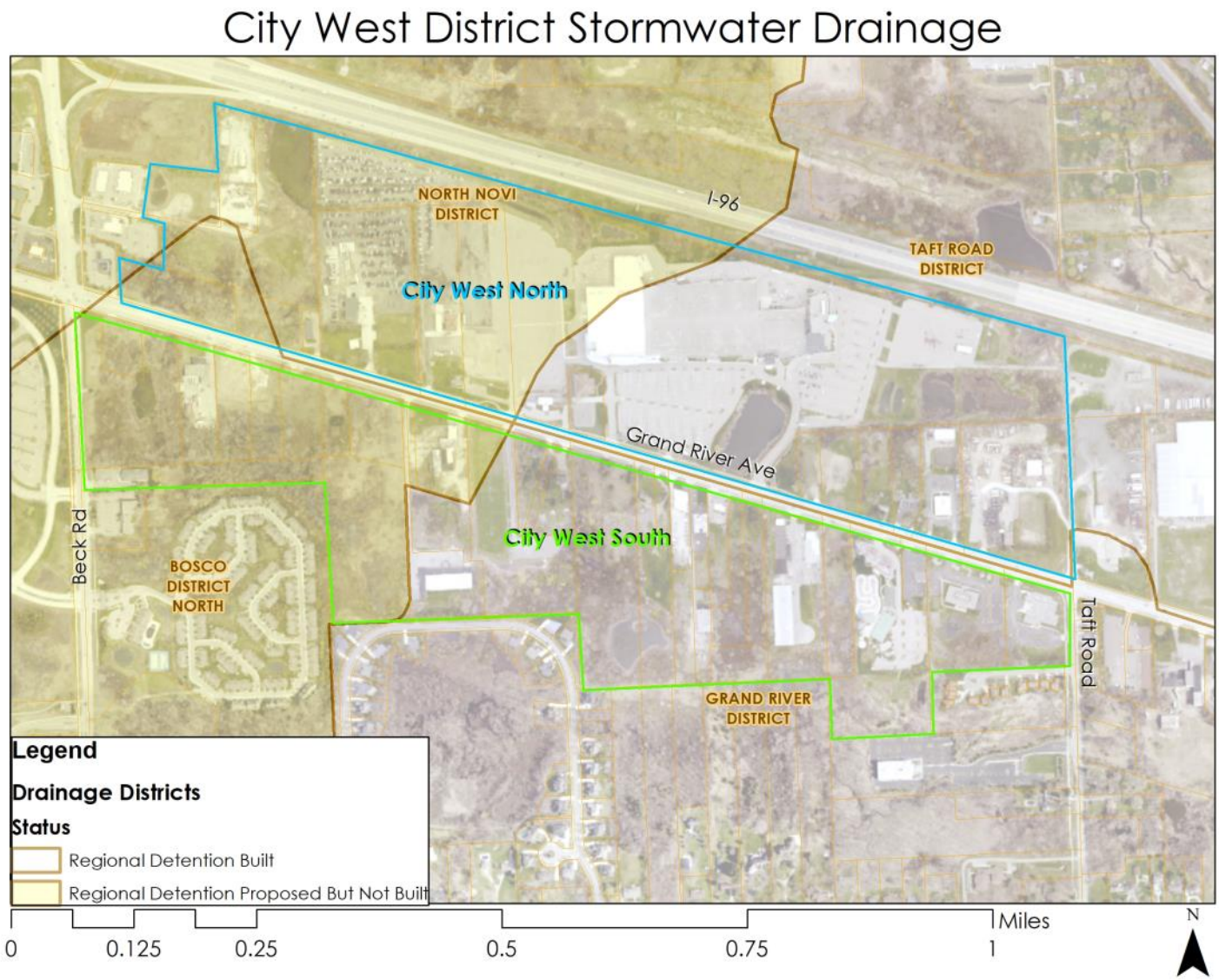


Figure B13: drainage districts and their status in City West

B.4 — Utilities

Figure B14 below shows current infrastructure for water service in the City West area. All of City West is located within the intermediate water pressure district. There is water provided on both the north and south sides of Grand River.

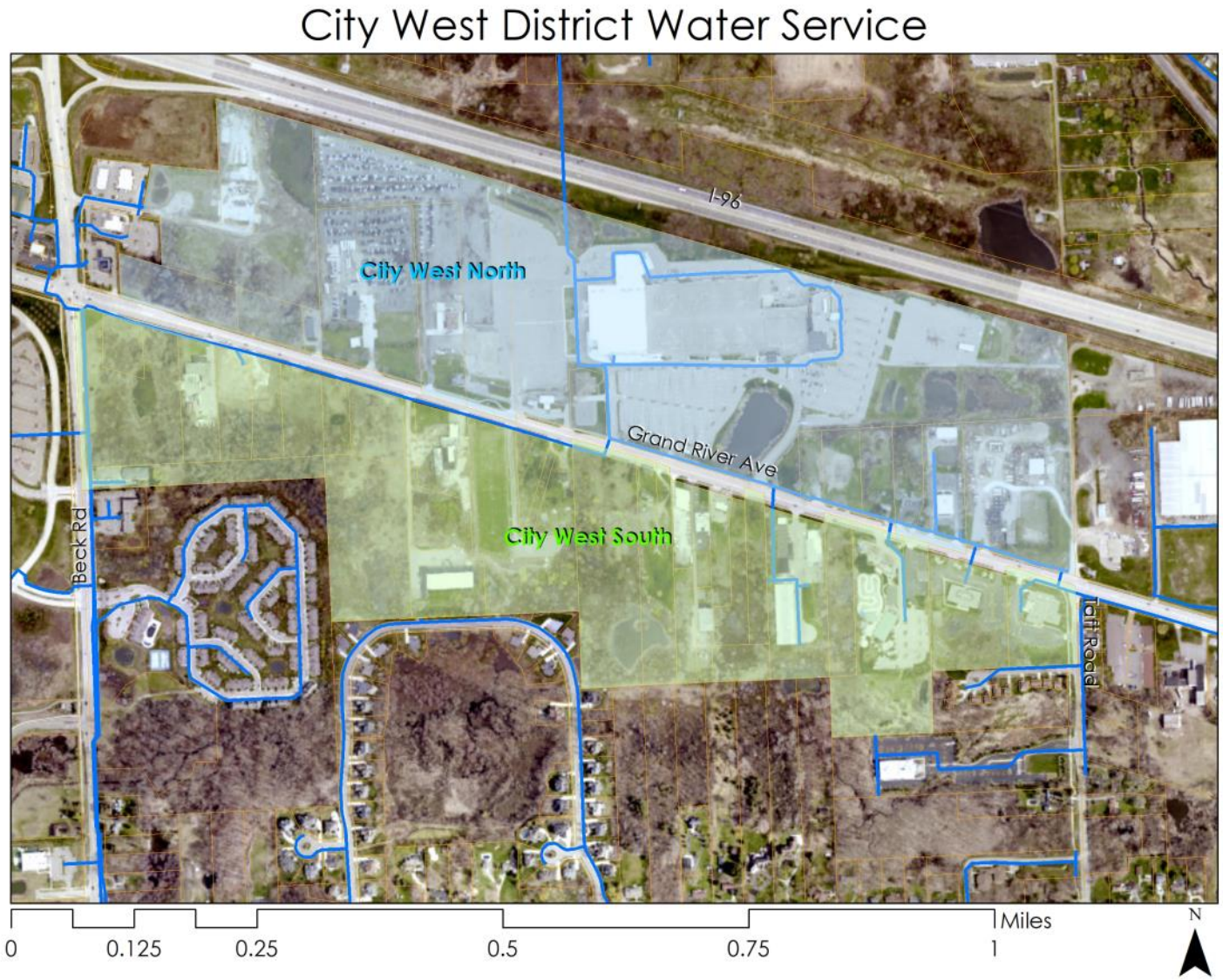


Figure B14: water main locations in City West

C. Vision and Guiding Principles

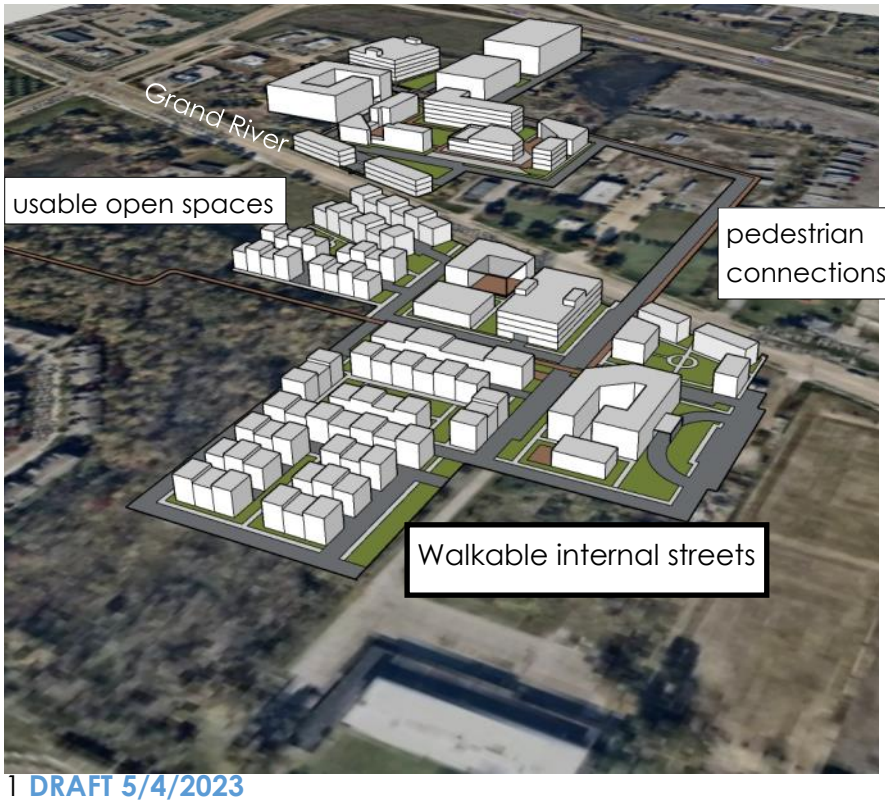
C.1 — General Vision

Figures C1 and C2 below illustrate the vision for City West in terms of building form north and south of Grand River — taller buildings in the City West North area, especially closer to I-96, and scaled down heights in the City West South area. Shared access and parking, public gathering spaces, pedestrian and vehicle connectively, and preservation of important natural features are also depicted.

Parking lots are located in the side and back of buildings with the intent of framing both Grand River and the collector streets with buildings.

Models within the Design Guide are purely conceptual and do not assume any changes to existing standards





Figures C1 (above) and C2 (left): aerial views of a part of City West with 3D model example developments overlayed. Additional development anticipated on other parcels.

It is strongly encouraged that internal access drive networks shall be established and utilized as local streets which are to be privately owned and maintained.

Buildings are to be oriented towards the primary pedestrian street

C. Vision and Guiding Principles

C.1 — General Vision

Excerpt from the 2016 Master Plan Update describing City West:

The district is envisioned as a distinct neighborhood as well as a complement to major nearby uses such as the Suburban Collection Showplace and the hospital….Creating a vibrant restaurant and entertainment scene that spills into outdoor patios and open spaces is a major goal of this redevelopment strategy.



Figure C4 (above): rendering (by Gensler) of an outdoor gathering space at San Pedro Plaza, Los Angeles.



City West District developments are expected to be designed with pedestrians in mind. Walkable connections between businesses, residences, and entertainment options should provide people with the ability to interact with one another in public areas such as the photos shown to the left and below. The images included on this page provide examples of the kind of public gathering spaces and density that is meant to take place in the City West District.

Figure C3 (below): outdoor dining in front of a vertical mixed-use development. Photo courtesy of Bethesda Magazine



Figure C5 (left): lighting and pedestrian activity at night at The BLVD in Lancaster County, California. Photo courtesy of the Congress for New Urbanism

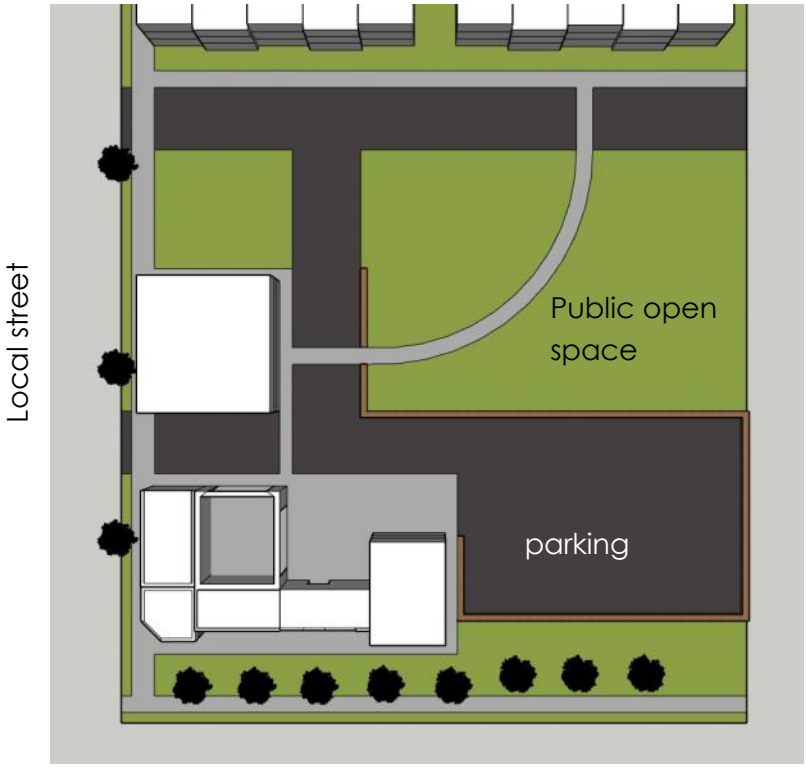
C. Vision and Guiding Principles

C.2 — Horizontal Mixed Use

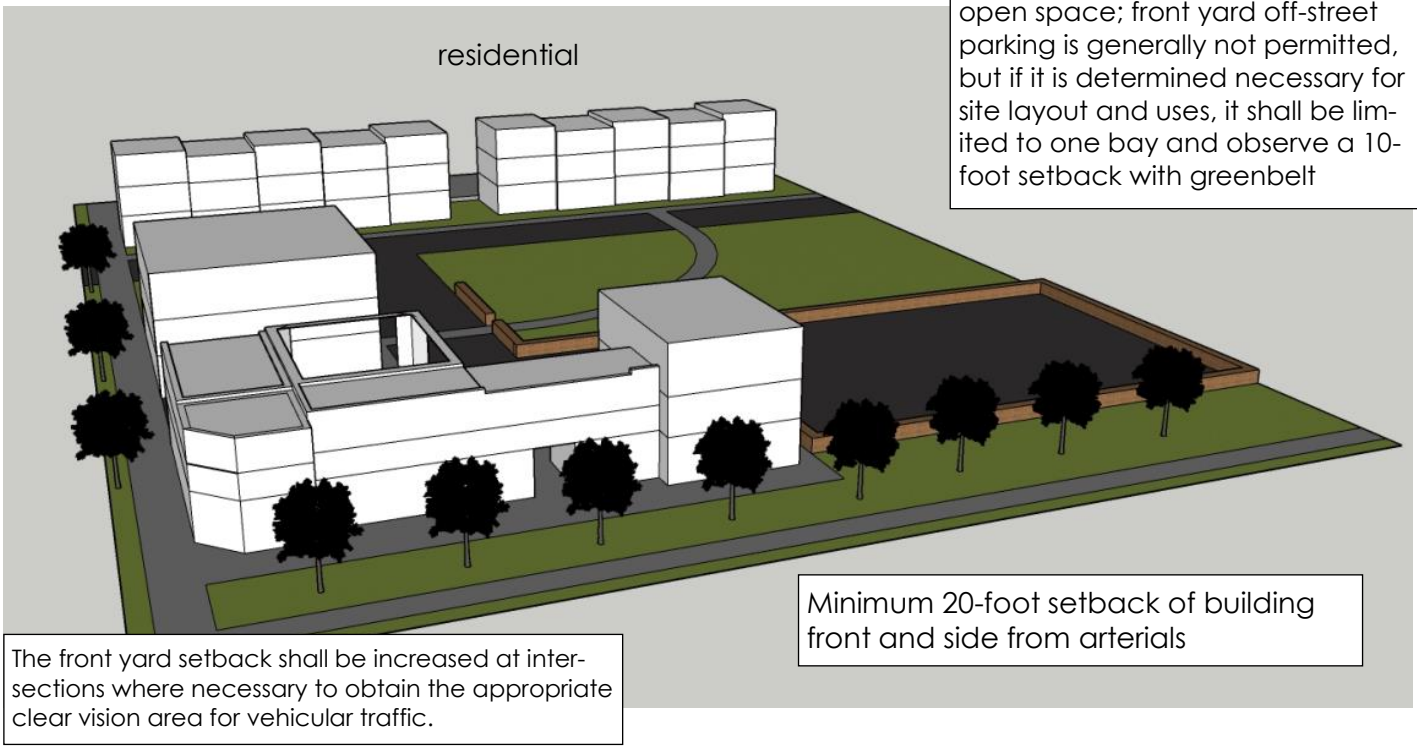
Horizontal mixed-use refers to developments where the site contains separate residential and non-residential buildings, as opposed to vertical mixed-use, where multiple uses are integrated into a single building. Both types of mixed-use developments are encouraged and permitted in the City West District.

For the Mixed-Use Development Option (MDO), the development must have at least 300 feet in public road frontage

Maximum building setbacks of 20 feet from nonresidential collectors and local streets are meant to create a building presence along the street connected by sidewalks. **Setbacks are measured from the future Right of Way.**



Figures C6 (top) and C7 (bottom): plan views of example horizontal mixed-use model



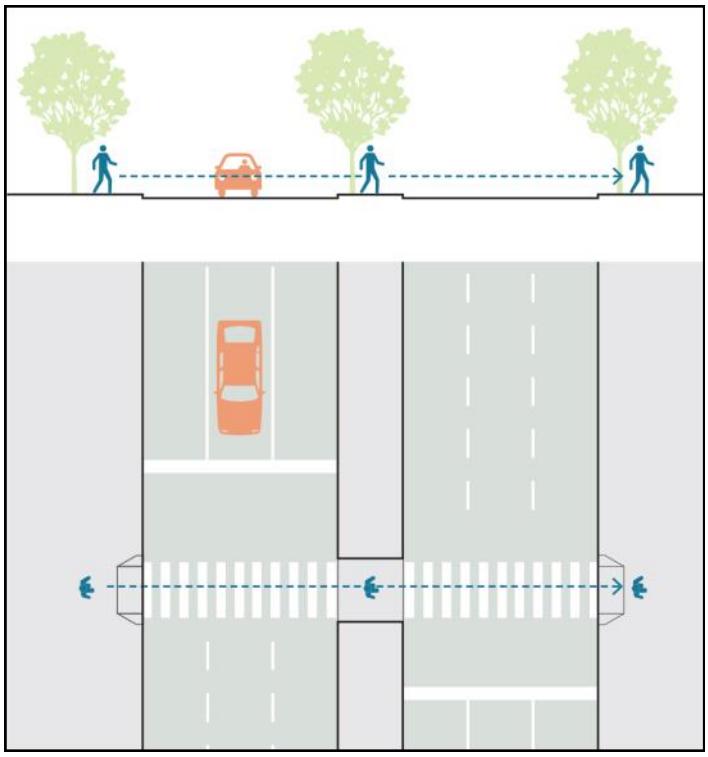
C. Vision and Guiding Principles

C.3 — Pedestrian Focus - Street Design

The City of Novi is committed to take part in capital projects that result in traffic-calming and a more pedestrian-oriented streetscape. Nonmotorized transportation infrastructure remains an important part in the City's goals. As it currently stands, Grand River Avenue consists of high volumes of fast-moving traffic that is not conducive to people on foot or on bike.
The diagram on the right portrays a midblock crossing and pedestrian refuge that allows for the crossing of a road like Grand River. These kinds of measures increase the ease and safety of crossing busy thoroughfares.

Sidewalks with a minimum of 6 feet are required abutting any street or internal road. Along major thoroughfares sidewalks shall be 8 to 10 feet.

Figure C8: diagram of a midblock crossing; image courtesy of the Global Designing Cities Initiative



It is intended the internal street network and local roads created would be designed to focus the activity **off** Grand River. However, it will be necessary to provide additional connections between the north and south sides of the district. The conceptual design of Grand River shown below in Figure C9 shows available options for pedestrian-oriented changes on Grand River.



Figure C9: new design of a section of Grand River Avenue in the City of Detroit

C. Vision and Guiding Principles

C.3 — Pedestrian Focus - Street Design

Changes to and along Grand River are expected to align with the development of this denser, pedestrian-focused corridor. To connect the north and south sides of Grand River, there will be options of implementing an at-grade crosswalk with a traffic light or potentially the construction of a pedestrian bridge as seen in Figure C10 below.



Figure C10: Pedestrian bridge with accessible switchback ramps in Columbia Heights, Minnesota. Photo courtesy of C.S. McCrossan

Another expected change to Grand River Avenue is the addition of bus traffic, with stops at Providence Park and potentially somewhere in City West. A transit stop along Grand River would likely include covered seating and a design that complements the district and the City of Novi.



Figure C11: bus shelter in Houston, courtesy of ricedesignalliance.org

D. Form Based Design/Inspiration Images

D.1 — Townhouses, apartment dwelling development and multifamily housing

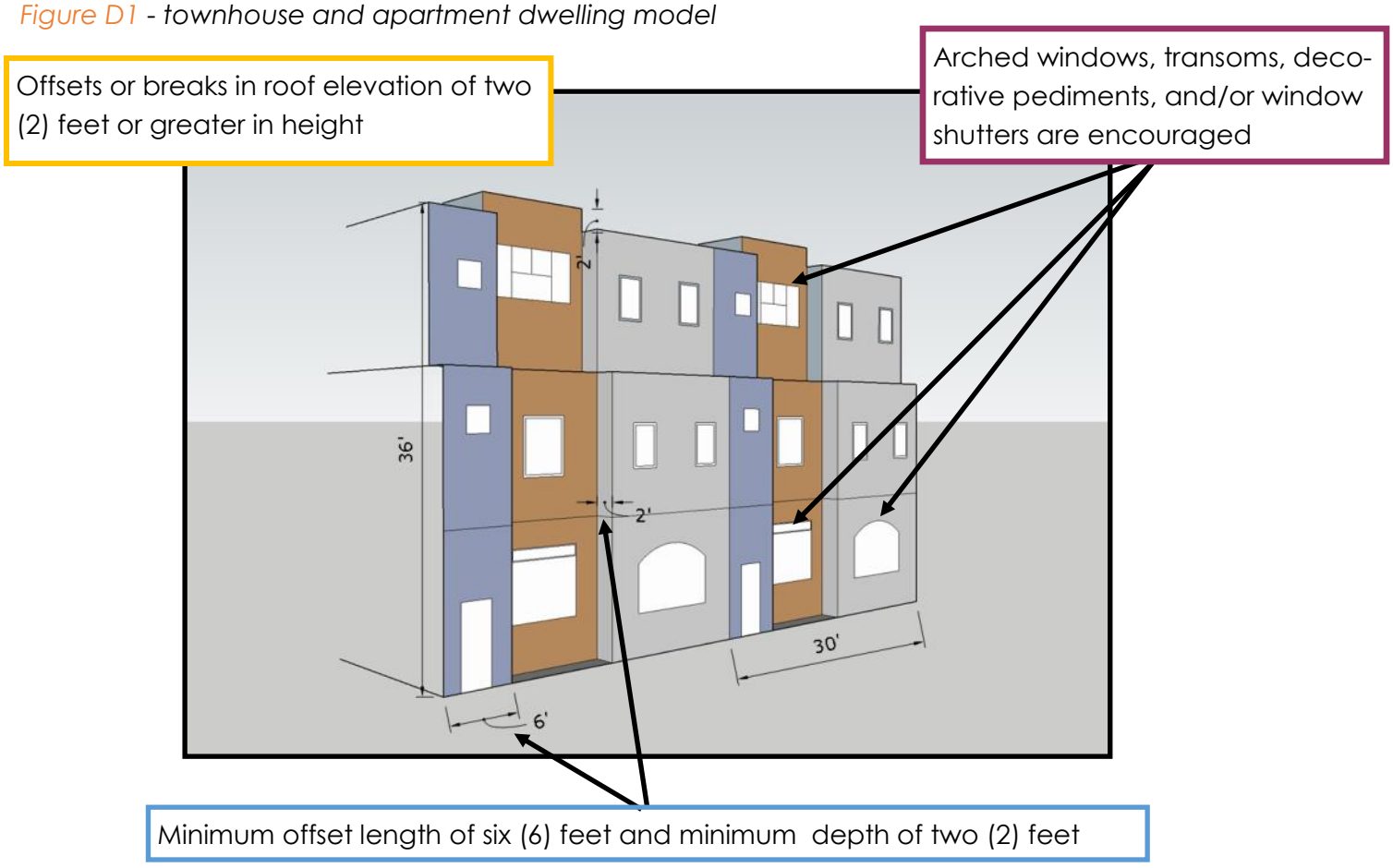
The following text and accompanying images provide guidelines to the development of townhouses, apartment dwellings, and multifamily housing in the MDO.

Wall offsets: A wall offset is defined as a projection or recess of a façade wall of at least two (2) feet in depth. Wall offsets should be incorporated onto those building facades having a length of 40 feet or greater. Wall offsets should be a minimum of six (6) feet in length

Varying roof lines and forms: Offsets or breaks in roof elevations of two (2) feet or greater in height. Incorporate roof pitch and materials of adjacent buildings into carport or garage roofs.

Windows: Decorative window features, such as arched windows, transoms, decorative pediments, and/or window shutters that are sized appropriately and proportionally to the window are encouraged on those facades fronting on streets. The use of recessed windows, moldings, decorative trim and wood frames to add three-dimensional quality and shadow lines to the façade.

Figure D1 - townhouse and apartment dwelling model



D. Form Based Design/Inspiration Images

D.1 — Townhouses, apartment dwelling development and multifamily housing



Images on this page are apartments in Exton, PA, a suburb of Philadelphia. Nearby uses include retail and commercial.

Standalone residential uses can be built under the MDO so long as nonresidential uses are nearby (within 300 feet), and connections to those uses are made.

Figure D2: Apartments in Exton, PA; courtesy of Ashbridge Apartments Facebook page



Figure D3: Amenities at Exton, PA apartments; courtesy of Ashbridge Apartments Facebook page

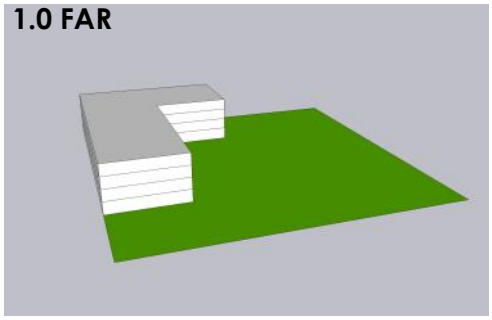
D. Form Based Design/Inspiration Images

D.2 — Building density and intensity

One of the key incentives for utilizing the MDO in the City West District is to permit greater density/ intensity. Consult table 3.34.5.D in the City West District text for greater detail. Without the MDO, the maximum Floor Area Ratio in City West is **0.275**. Under the MDO, the density of the net site area for single-use buildings is a maximum FAR of 2.0 in the City West North area and 1.0 in the City West South area. For mixed-use buildings, the maximum FAR is 2.5 for the north area and 1.5 for the south.

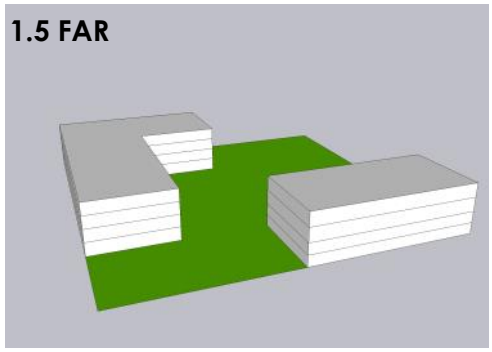
Figure D2: FAR Models depicting potential density available

Single-use buildings in City West South Area →



Four-story building covering a quarter of an acre

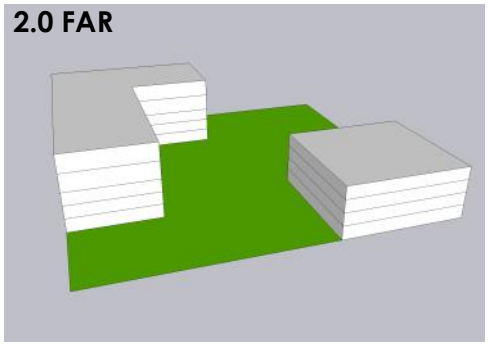
Mixed-use buildings in City West South Area →



Two four-story buildings, one covering a quarter of an acre and the other covering an eighth of an acre

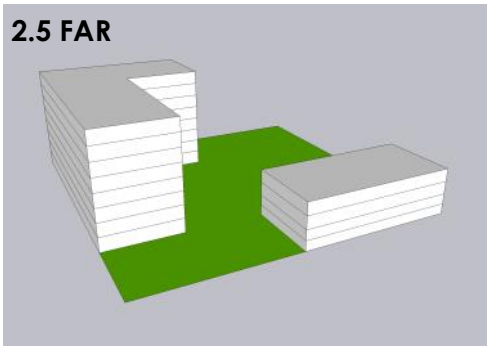
Note that other conditions such as height, parking and open space preservation must be met and may not be accurately portrayed by these models

Single-use buildings in City West North Area →



One six-story building covering a quarter of an acre and one four-story building covering an eighth of an acre

Mixed-use buildings in City West North Area →



One eight-story building covering a quarter of an acre and a four-story building covering an eighth of an acre

D. Form Based Design/Inspiration Images

D.2 — Building density and intensity

The following table is from the City West Mixed Development Option text and refers to the density of development in the district in terms of dwelling units per acre.

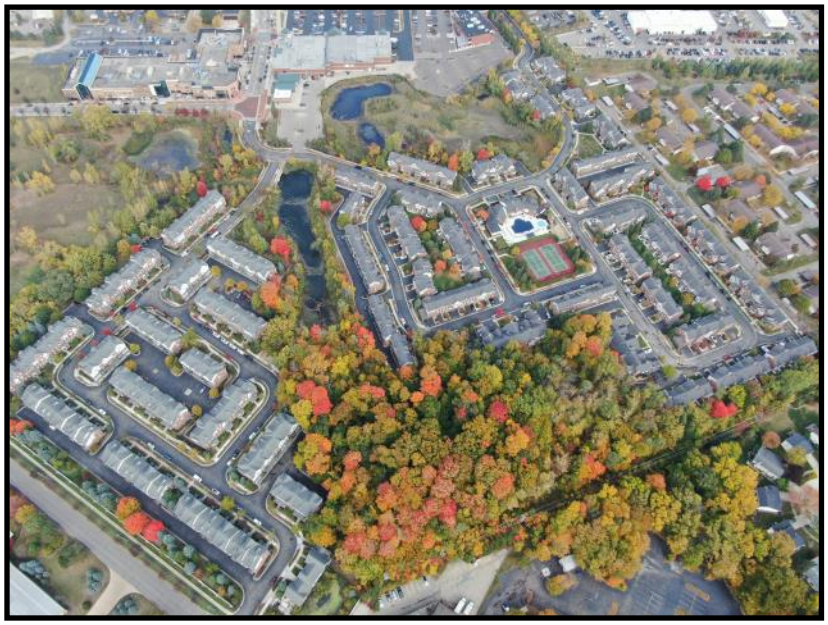
3.34.5.D Development Density/Intensity – Based on Net Site Area			
	Residential Only	Mixed-Use Developments	Mixed-Use Developments
Maximum Density[1]		Single Use Building	Multi-Use Building
City West North area	20 du/ac	25 du/ac	30 du/ac
City West South area	10 du/ac	15 du/ac	20 du/ac

[1]For all development, density/intensity shall be calculated for the net site area of the development



Haggerty Center/The Liv in Livonia is an example of horizontal mixed-use that includes retail/restaurant and single-use residential buildings on the site. The site has a density of 27.4 du/ac

Figure D3: aerial of Haggerty Center/The Liv



Main Street Village in Novi is an example of a site with a density of 15.26 du/ac. Developments with this density—if incorporated with a nonresidential use on the site—would be permitted in the City West South District

Figure D4: Main Street Village in Novi

D. Form Based Design/Inspiration Images

D.2 — Building density and intensity

The following images show other real-world examples portraying what certain density can look like. Refer to table 3.34.5.D to see the required conditions for differing levels of density.

Figure D5 (right): rendering of The Griffin Novi, by Singh Development



The two renderings shown here are approved developments in Novi—the Griffin Novi (top) and the Bond (bottom). The Griffin will have a density of 23.6 du/ac while the Bond will have a density of 32.5 du/ac.



Figure D6 (above): rendering of The Bond, Humphreys & Partners Architects

A residential-only site in the City West North area or a mixed-use site with multi-use buildings in the City West South area permits a maximum 20 du/ac, slightly less than that of The Griffin.

A mixed-use site with multi-use buildings in City West North permits a maximum of 30 du/ac, which would allow for a project such as The Bond.

Figure D7 (right): aerial of Huntley Manor Apartments in Novi. Huntley Manor has an overall density of 7.6 du/ac, which would be permitted in the City West South area in a residential-only site.



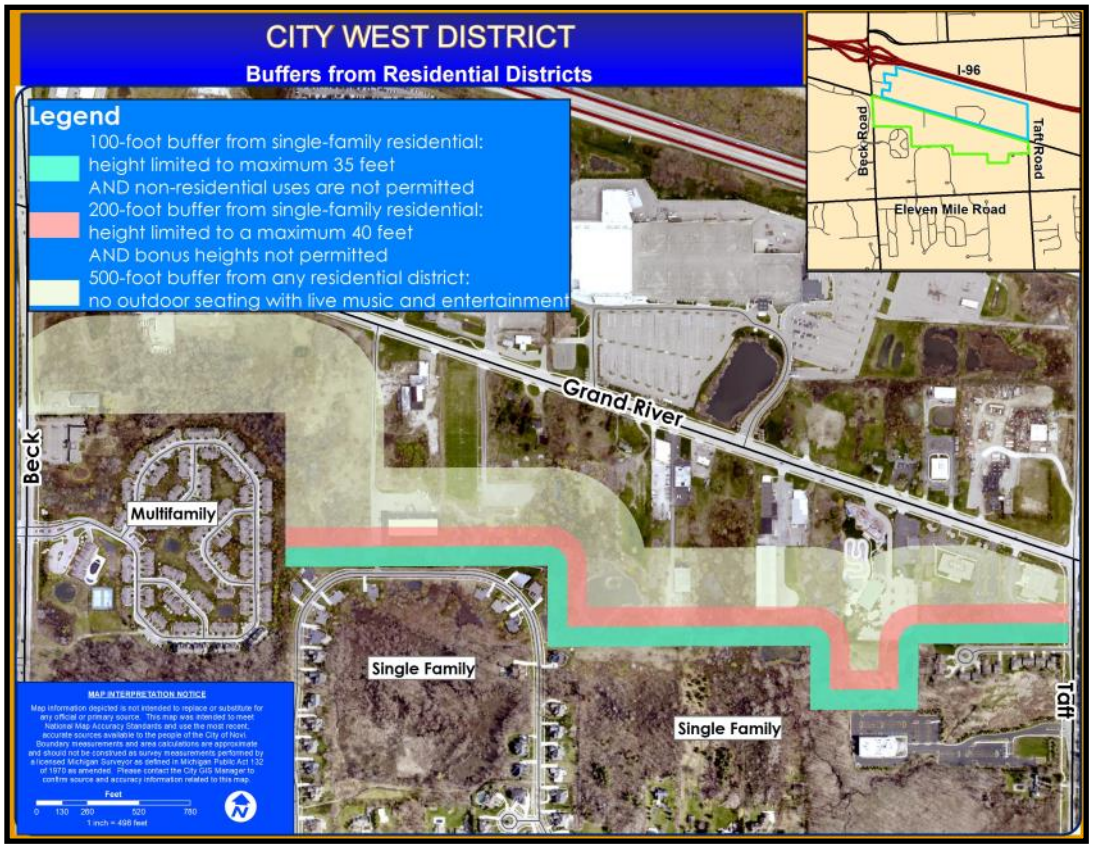
NOTE: the minimum acreage for an MDO project is 5 acres, unless otherwise approved by City Council

D. Form Based Design/Inspiration Images

D.2 — Density Transition from Residential Districts

The City West District, while intended to be one of the most high-density districts in the City, shall provide a more moderate transition where it abuts Single-Family Residential Districts in City West South as portrayed in Figure B12 below.

Figure D8: map of buffers from residential districts and associated conditions in City West



Where multiple-family abuts a single-family district, minimum building setback shall be two feet for each foot of building height (3.33.1.E.3). Figure D9 below shows apartments 27 feet tall, which would have to be built at least 54 feet away from any single-family district

Figure D9: Main Street Village, pictured to the right, is an example of low-rise multi-family that could be built within a 100-foot buffer of single-family residential uses.



D. Form Based Design/Inspiration Images

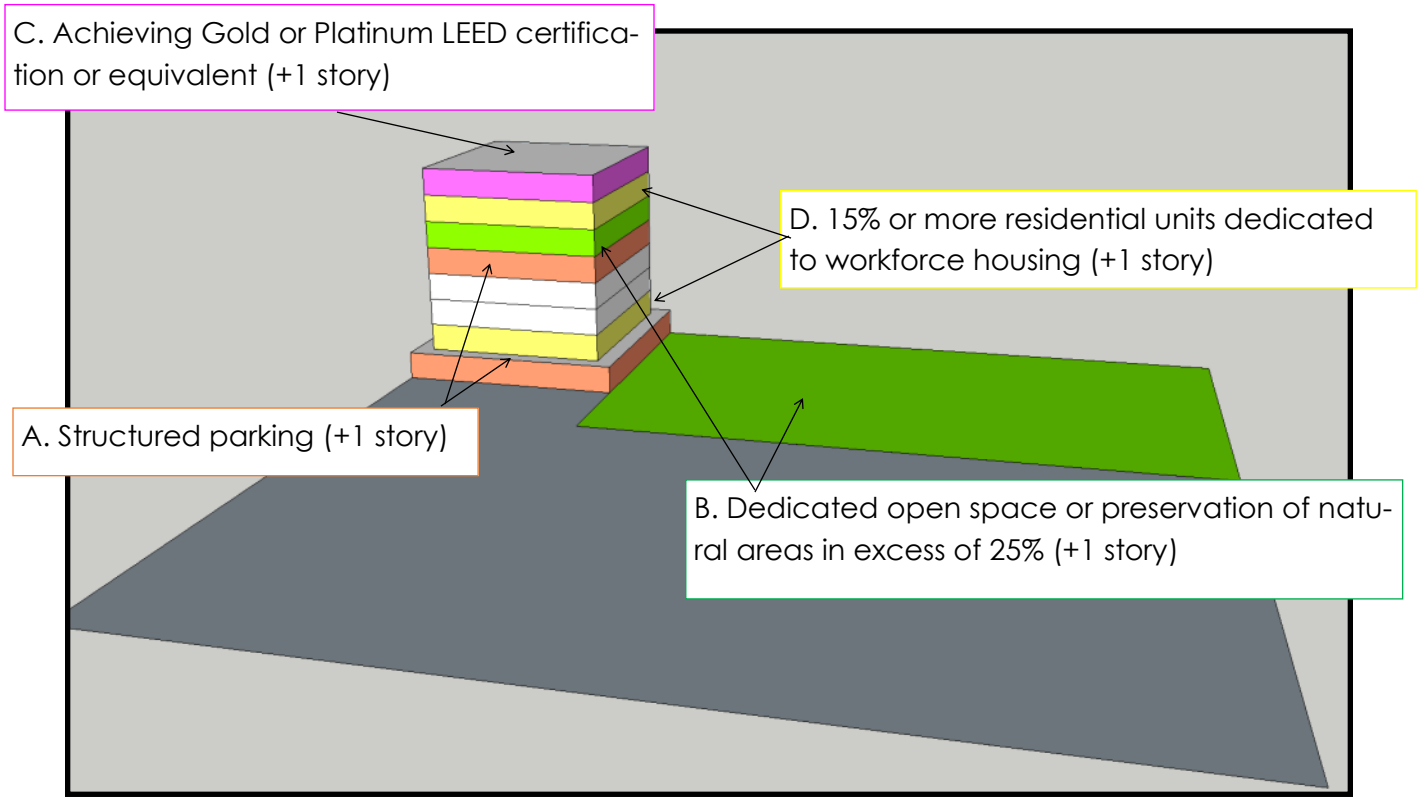
D.3 — Bonus Height

Within the City West District the minimum building height is 2 stories and the maximum building height is 3 stories. With the Mixed Use Development Option, the maximum height for the City West North area is 5 stories and the maximum height for the City West South area is 4 stories, but that **may be exceeded if bonus height conditions are met.**

Maximum building height in the north area may not exceed one-hundred ten (110) feet or 8 stories, whichever is less, and in the south area no building shall exceed 70 feet or 5 stories, whichever is less.

The following model in Figure D10 shows examples of how to achieve greater building height through qualifying for the bonus height conditions as described in 3.34.5.B.

Figure D10: bonus height model



A. Underground ***or*** structured parking (up to 2 additional floors—1 story per 125 spaces)

B. Providing 25% of the total site area as open space; the image above shows the open space consolidated in one location but this does not have to be the case

C. Applicants shall provide a narrative explaining how sustainability elements have been incorporated and quantify the impacts of those strategies

D. As described in section 3.34.5.B; the illustration above shows a floor dedicated to workforce housing in yellow and then an additional floor in yellow depicting the bonus story granted for satisfying this condition

D. Form Based Design/Inspiration Images

D.3 — Bonus Height

Figure D11 below shows minimum and maximum heights allowed in City West.

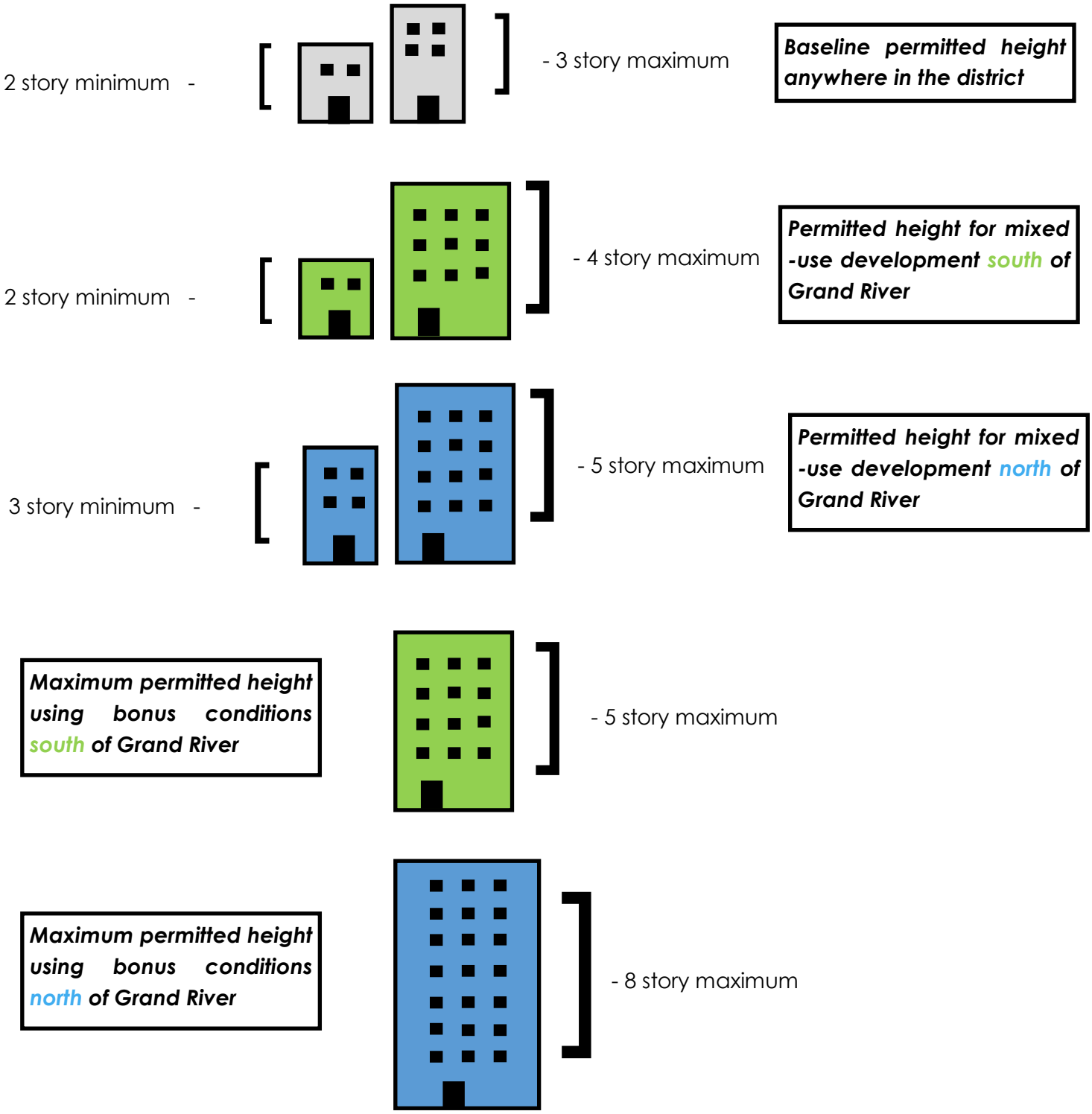
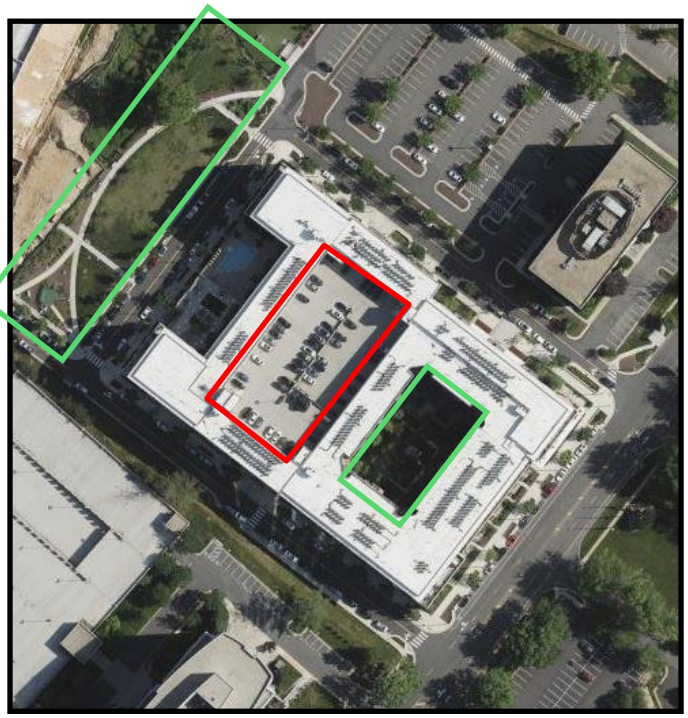


Figure D11: guide to allowable heights in City West

D. Form Based Design/Inspiration Images

D.3 — Bonus Height

Below are images of Highgate apartments, a residential building in Tysons, Virginia, a suburb of Washington, D.C. Structured parking is provided for residents with the entrance located on the ground floor. This is an example of a way for additional height to be granted through the bonus conditions as described in the City West Ordinance. Figure D12 shows an aerial of the apartment complex and the parking structure surrounded by the building. Figure D13 shows the street entrance to the garage and highlights the additional story granted from the inclusion of structured parking. Another way to earn bonus height is open space or preservation of natural areas in excess of 25%.



Allowing taller buildings can reduce the footprint and permit greater preservation of natural features

Figure D12: aerial of Highgate Apartments in Tysons, VA with parking and open space highlighted.

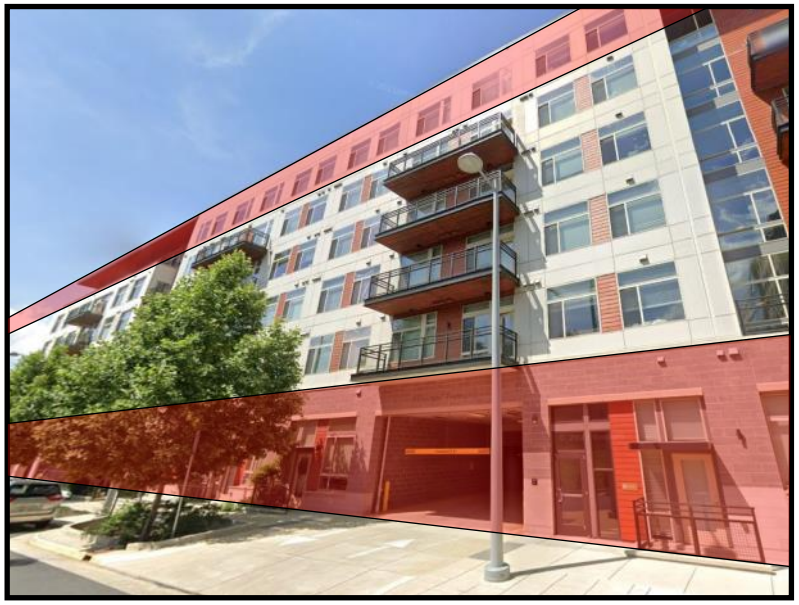


Figure D13: street view of Highgate Apartments with structured parking entrance highlighted. The structured parking on the ground floor and the additional height granted via bonus height are highlighted in the image to the right

D. Form Based Design/Inspiration Images

D.3 — Bonus Height

Achieving gold or platinum LEED Certification or the equivalent can be done in many ways. The provision and use of energy and water efficient design, water conservation, reuse and preservation of resources, and sustainable lifestyle solutions are encouraged to be put into practice through this bonus height consideration. Visit the LEED Certification Levels web page to learn more.



Figure D14: green infrastructure included in the streetscape; source: deeproot.com

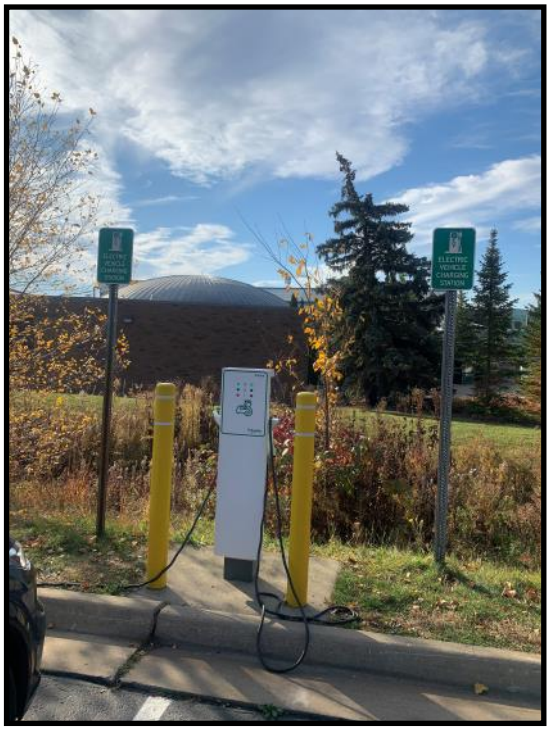


Figure D15: electric vehicle charging stations at the Novi Public Library; see subsection 5.2.15 for details on EV charging stations



Figure D16: solar arrays built in parking lots on Michigan State University's campus

The images on this page are examples of sustainable components that can be constructed on a site. These components are integrated into a site in parking lots or landscaping areas.

D. Form Based Design/Inspiration Images

D.4 — Inspiration Images

The following images are from peer communities or within the City of Novi itself. They contain certain details that could be included in City West developments.



Figure D17 (above) Orenco Station neighborhood in Hillsboro, Oregon



D18 (left): multi-family development in Carmel, Indiana

The landscaping and seating in the image to the right is an example of a public space being made available for nearby residents and visitors to meet. Civita Park also provides fountains and play structures for children, sport courts, picnic areas and native plantings.



Figure D19: public seating and shade structure in San Diego, CA

D. Form Based Design/Inspiration Images

D.4 — Inspiration Images

Figures D18 and D19 show images of a development in Wayzata, Minnesota, composed of senior residential and associated services in the northern half with retail and service businesses located on the ground floors throughout the development.

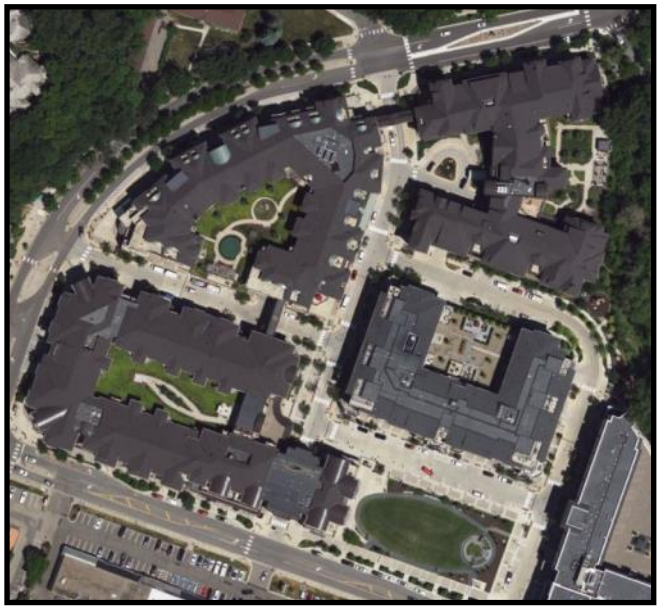


Figure D20: aerial of The Promenade in Wayzata, Minnesota



Figure D21: public seating and amenity a part of Folkestone, a senior residential community in Wayzata; source: preshomes.org



Figure D22: 618 South Main Apartments in Ann Arbor provide structured parking within the building, high quality building materials, offsets in the architecture, and balconies for its residents

Folkestone and The Promenade work well together in the fact that the businesses that operate on the ground floors in and around Folkestone are often catered towards the older population.

It is the intent of the City West District to encourage developments that are complementary to one another.

E. Recommended Design Guidelines

E.1 General Standards

E.2 Pedestrian Circulation

E.3 Screening

E.4 Lighting

E.5 Site Furnishings

E.6 Bicycle Amenities

E.7 Public Gathering space/ plazas/parks

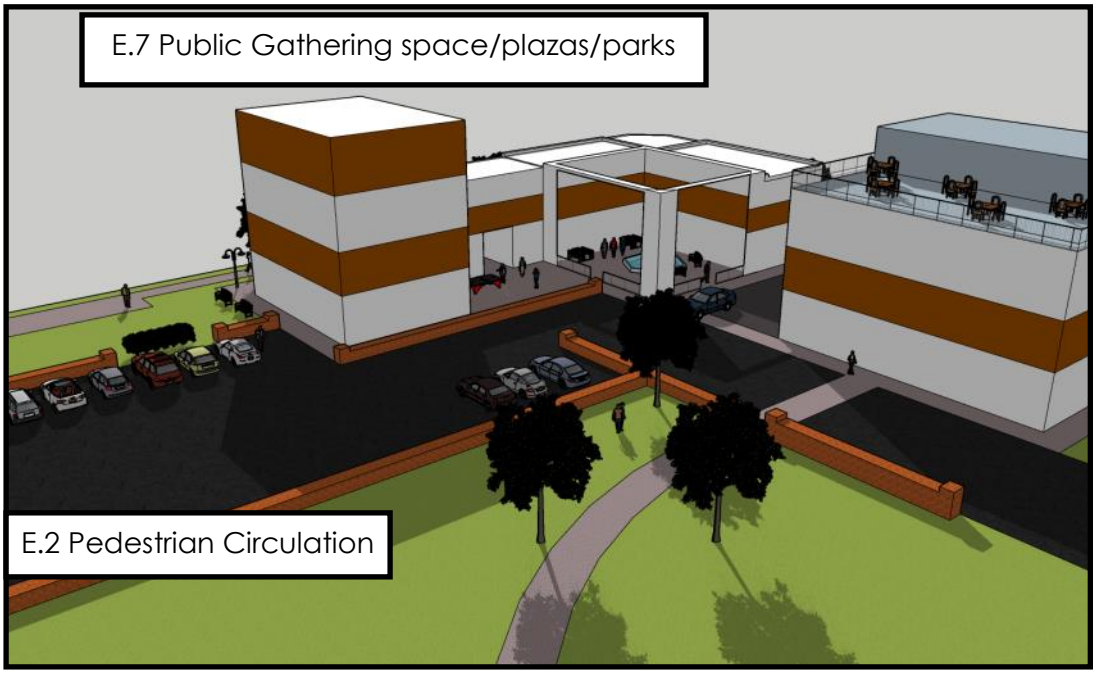
E.8 Building Design

E.9 Parking Structures

E.10 Landscaping

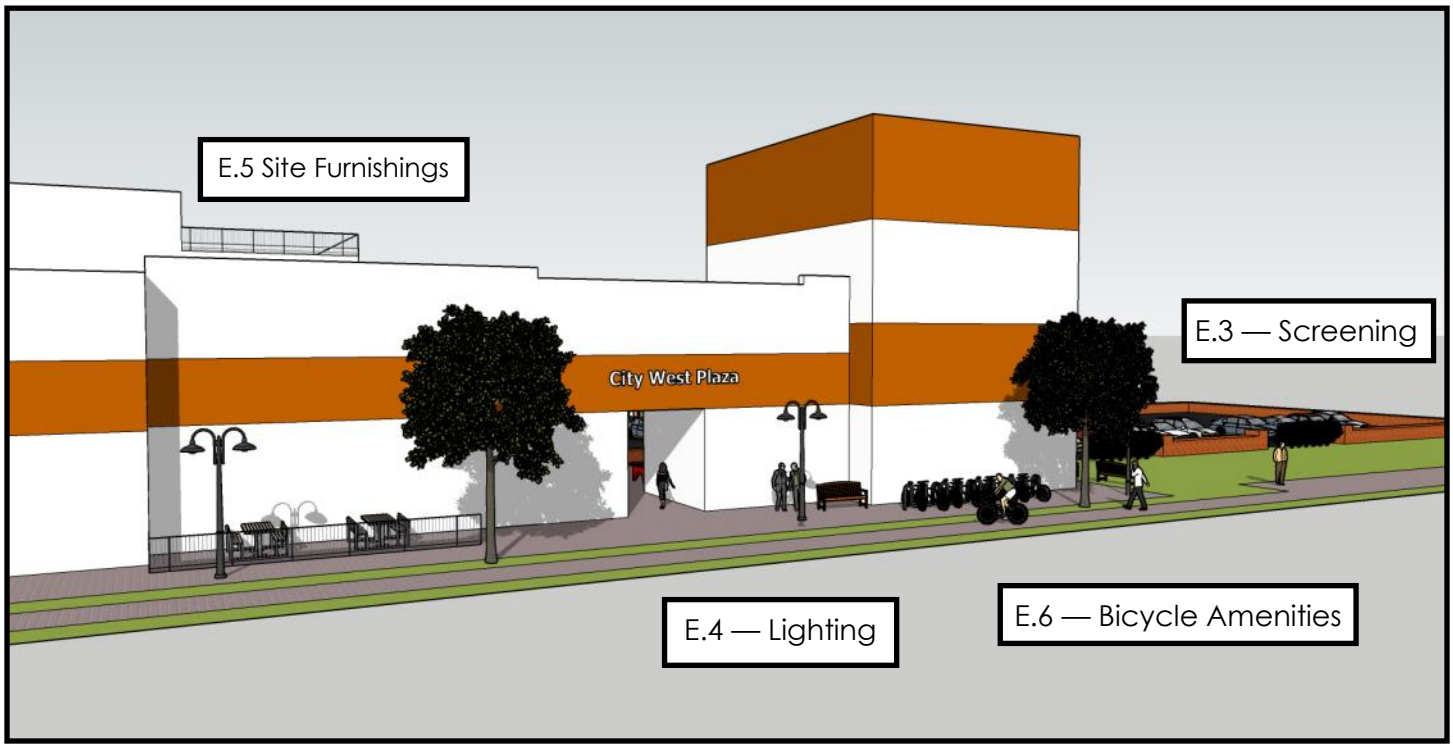
E.11 Greenway Buffers

Figure E1: model of development with public gathering spaces



Section E — The Recommended Design Guidelines draws language from the Zoning Ordinance to explain design standards that are encouraged to be incorporated into developments in City West. Figures E1 and E2 are models containing certain aspects anticipated to be included in City West sites such as amenities for pedestrians, public meeting areas, signage, lighting, and other details as laid out in this section. The section will break each subsection into **Design Intent**, **Configuration and Scale**, and **Colors and Materials**, where possible.

Figure E2: model with recommended design guidelines



E. Recommended Design Guidelines

E.1 — General Standards

Design Intent

The proposed uses will **complement and support the intent** of the City West district, the convention center and other established uses within this area of the City.
Proposed projects will demonstrate that **design coordination and connection with adjacent property,** developed or not, has been accomplished.



The Suburban Collection Showplace brings numerous visitors to Novi every year. The uses in the City West District are meant to supplement the visitors and guests of the city with entertainment and restaurant options, and other complementary uses, within a walkable distance.

Figure E3 (left): The Hyatt Hotel at the Suburban Collection Showplace in d

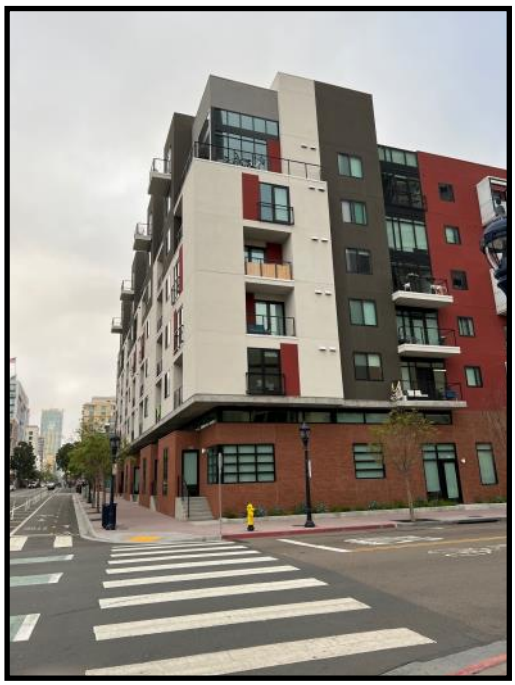
Configuration and Scale

An **attractive street-level environment** has been achieved that focuses on the **pedestrian experience** and provides public space amenities

Vehicular safety provisions and controls have been applied particularly with regard to access to the surrounding street network



Figure E4: splash pads in Carmel, IN



Colors and Materials

Aesthetic quality is improved in terms of design, exterior materials and landscaping, including internal compatibility within the development as well as its relationship to surrounding properties to accommodate future development

Figure E5: apartment building in San Diego, CA with high-quality aesthetic design and exterior materials

E. Recommended Design Guidelines

E.2 — Pedestrian Circulation

Design Intent

Development will be pedestrian-oriented, with a high degree of transparency on the ground level and functional, attractive outdoor amenities such as plazas, seating and lighting. Parking is placed to the side or rear of main buildings, driveways are consolidated on the major thoroughfare, and on-street parking is permitted on secondary streets.

Scale and Configuration

All buildings shall be oriented parallel to the primary pedestrian street with direct entrances and windows facing the street.

Color and Materials

Entrance doors are encouraged to include architectural details such as contrasting paint or material colors and decorative trim.



Figure E6: townhomes in Carmel, Indiana



Figure E7: pedestrian amenities in Carmel, Indiana

NOTE: MDO Projects with a single use may be considered for density reserved for mixed-use projects if there is a clear relationship between complementary uses, **including if direct pedestrian connections and buildings entrances are located within 300 feet measured along the pedestrian route** (3.34.2.B)



Figure E8: crosswalk at a residential development in Novi

E. Recommended Design Guidelines

E.2 — Pedestrian Circulation

Design intent

Site amenities shall create tidy and well-landscaped plazas and pedestrian walkways with decorative paving, pedestrian-scale lighting, seating, trash receptacles, landscape treatments, and attractive architectural features at entranceways and focal points of the development (e.g. arch, gateway, bell tower, fountain, public art). All such amenities shall be privately owned and maintained and shall be included in an open space maintenance agreement.



Figure E9: model with fountain, pedestrian walkways, and seating

Scale and Configuration

Buildings shall be oriented on the property to emphasize a continuous street presence and provide greater pedestrian access and circulation to the site. The main entry to each building shall be from the primary public streetscape, with one entry for every 75 feet of façade along the front lot line. Alongside lot lines, functional entries are required every 100 feet, or fraction thereof, where sidewalks are present.



Figure E10: model showing one entry every 75 feet

Street trees should be planted to define the pedestrian corridor and buffer traffic lanes. It will be necessary to understand mature tree height when trees are located within utility easements.

The design of pedestrian walkways and non-motorized paths shall be reviewed with the goal of achieving **connectivity and safety**, and also considering the objectives and intent of this district.

E. Recommended Design Guidelines

E.3 — Screening

Design Intent

Developments which abut off-site single family residential zoned property, shall incorporate noise reduction and visual screening provisions such as earthen and/or landscape berms and/or decorative walls, which shall be approved as to design and location. There is a perimeter setback and screening for the purpose of **buffering the development** in relation to major highways or adjacent residential developments. Developments should include proper setback, landscaping, and massing to address privacy and compatibility with adjacent developments or land.

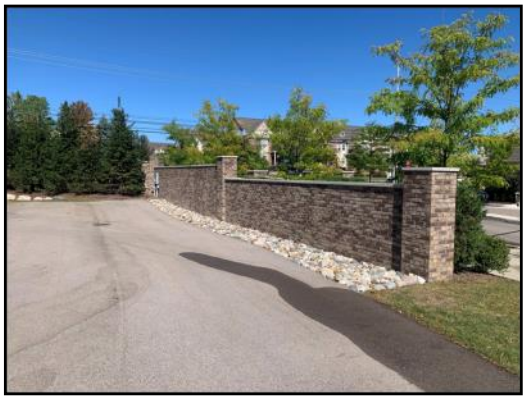


Figure E11: Huntley Manor Apartments in Novi has screening that separates Grand River, a major arterial, from residential units. Both decorative walls and landscaping in the form of trees were used to screen the homes from the street.

Scale and Configuration

Surface parking lots shall be screened from all major thoroughfares by either (1) a two and one-half (2.5) foot ornamental brick or stone wall with intermittent landscaped breaks, or (2) a semi-transparent screening such as brick pilaster with metal decorative fence in order to maintain attractive streetscapes as approved by the City's Landscape Architect.

The figures below show the various screening treatments. Figure E12 shows a 2.5-foot brick or stone wall with a landscape break. Figure E13 shows a brick and metal decorative fence.

Figure E12: brick wall with landscape break

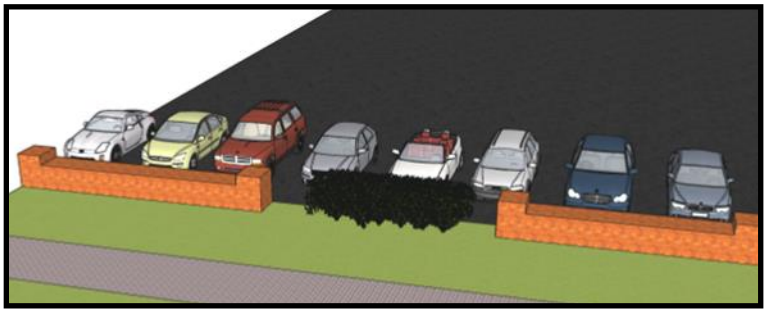
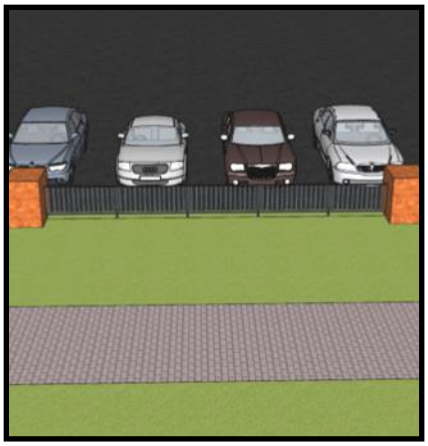


Figure E13: brick with metal fence



E. Recommended Design Guidelines

E.4 — Lighting

Design Intent

Signage, lighting, streetscape, landscaping, building materials for the exterior of all structures, and other features of the project, shall be designed and completed with the objective of achieving an **integrated and controlled development**, consistent with the character of the community, surrounding development or developments, and natural features of the area.



LED Roadway Series; source: DTE Outdoor Lighting Catalog



LED Teardrop Series; source: DTE's Outdoor Lighting Catalog

Configuration and Scale

Height of light fixtures will depend on location in the district. The examples on the left include the LED Roadway Series, meant for local roadways and walkways, and the LED Teardrop Series, meant for downtown districts, plazas, and commercial developments.

Colors and Materials

Light fixtures shall take recommendation from DTE's latest Outdoor Lighting Catalog to determine both light fixture and light pole.

Lighting and landscaping provided along pathway to create a controlled environment. Lighting along pedestrian pathways is essential in maintaining a friendly, safe environment at all times of day.



Figure E14 (below): street view of the Promenade in Wayzata, Minnesota



Figure E15 (above): Monon Greenway in Carmel, Indiana.

The development to the left provides ample lighting in addition to porticoes to shelter pedestrians from inclement weather when they walk from place to place

E. Recommended Design Guidelines

E.5 — Site furnishings

Design Intent

Site amenities shall create tidy and well-landscaped plazas and pedestrian walkways with decorative paving, pedestrian-scale lighting, seating, trash receptacles, landscape treatments, and attractive architectural features at entranceways and focal points of the development (e.g., arch, gateway, bell tower, fountain, public art). All such amenities shall be privately owned and maintained.



Figure E16: the receptacle shown to the left is encouraged to be used as a site furnishing (DuMor receptacle 107— black)



Figure E17: the bench shown above is used in parks and along sidewalks within Novi

E.6 — Bicycle amenities

Design Intent

Bicycle parking shall meet or exceed the standards set forth in Section 5.16 Bicycle parking facility requirements. Figure E18, shown below on the left, exceeds the standards by providing bicycle fix-it stations in addition to the standard bicycle parking.



Figure E18: bicycle parking and fix-it station along the Monon Trail in Carmel, Indiana



Figure E19: bicycle parking outside of the Civic Center in Novi

E. Recommended Design Guidelines

E.7 — Public gathering space/plazas/parks

Design Intent

Open Space. A minimum of fifteen (15) percent of the gross site area of a commercial or mixed-use development shall be devoted to publicly accessible, permanently landscaped usable open spaces and pedestrian plaza areas (such as internal walkways, linear or pocket parks, plazas, or other space for public gatherings accessible to non-residential occupants and invitees). Common open space and amenities that **enrich the lives** of the residents should be incorporated.



Figure E20: Huntley Manor Apartments in Novi

Configuration and Scale

Small strips of landscaped area, landscaped end islands, and similar areas that are less than twenty (20) feet wide shall not be counted toward the required open space on the site. Up to 50% of the required open space may consist of areas that are regulated by City of Novi woodland and/or wetland ordinances **if they are permanently protected by conservation easements**. Wherever natural open spaces shall be created or preserved, they shall be **physically connected**, when possible, to adjacent natural open space areas.



Figure E21: Gateway Townhomes in Novi

Figure E22: Farmer's Market in Northville; source: Northville Chamber of Commerce



E. Recommended Design Guidelines

E.8 — Building design

A. All developments with two or more buildings shall be designed with **variation between building setbacks** and/or placement to avoid the creation of monotonous streetscapes. Site plans shall be designed with variation in both the patterns and the siting of structures so the appearance of the streetscape is not repetitive. The following design guidelines shall be considered:

B. Varying roof lines and forms: provide offsets or breaks in roof elevations of two (2) feet or greater in height. Incorporate roof pitch and materials of adjacent buildings into carport or garage roofs.

C. Building façade colors and materials: **At least two variations in color and materials** should be used in the treatment of the building façade. Decorative patterns on exterior materials may include scales/shingles, wainscoting, ornamentation, and similar features that incorporate texture and interest.

D. **Bays, porches and balconies**: Incorporate smaller-scale forms such as bays, recessed or projecting balconies or porches and dormers into the design to visually reduce the height and scale of the building and to emphasize the definition of individual units.

E. Wall offsets: A wall offset is defined as a projection or recess of a façade wall of at least two (2) feet in depth. Wall offsets should be incorporated onto those building facades having a length of 40 feet or greater. Wall offsets should be a minimum of six (6) feet in length.

F. Windows: **Decorative window features**, such as arched windows, transoms, decorative pediments, and/or window shutters that are sized appropriately and proportionally to the window are encouraged on those facades fronting on streets. The use of recessed windows, moldings, decorative trim and wood frames to add three-dimensional quality and shadow lines to the façade.
   - On retail buildings, windows within areas of the premises to which the public is invited shall be mostly transparent.

Additional conditions for Townhomes:

- No more than 8 attached units per buildings
- Minimum distance between buildings of 20 feet



Figure E23: townhomes by Caliber Homes of Ontario

E. Recommended Design Guidelines

E.8 — Building design

Design Intent

Townhouse and apartment dwellings are **designed to be compatible** with surrounding neighborhoods and land use

Configuration and Scale

Structural placement, building orientation, and landscaping treatment along the streetscape and open space areas comply with design guidelines. Site design guidelines orient and cluster buildings and design parking, landscaping and open space in ways that **connect to surrounding neighborhoods and complement view-sheds** and surrounding natural features.

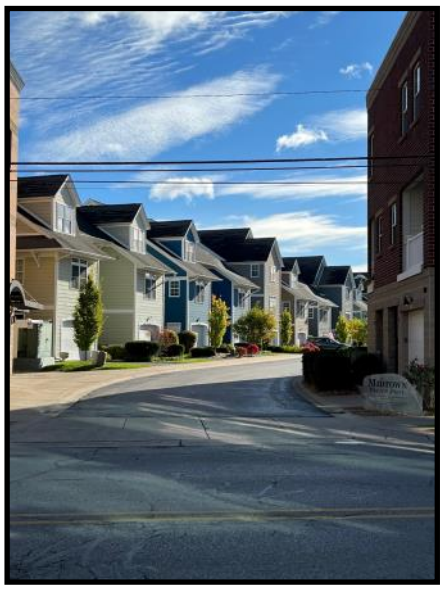


Figure E24: (right) Townhomes as residential infill in Traverse City, Michigan

Compatibility and connectivity are recommended to take high priority in site design. Figure E24 to the right shows a clustering of residential buildings that frames the street. The plaza in Figure E25 below sits in front of an office building and can serve as a meeting place for those who live and work in the area.

Figure E25 (below): rendering of a plaza in Virginia Square in Arlington, Virginia; source: arlnow.com



E. Recommended Design Guidelines

E.9 — Parking Structures

Design Intent

Buildings are encouraged to have parking on the ground level or in structured garages. Structured parking within or under the building shall be aesthetically and effectively screened through architectural design, landscaping, or other means, from adjacent drives, walkways, and buildings, and particularly from the street level view.

Color and Materials

An architectural treatment, such as a finished fascia, shall be provided to shield any unfinished structural elements (including electrical elements, exposed metal beams, and fireproofing material) or mechanical appurtenances from a viewing position at grade from the opposite side of the street.



Figure E26: Parking structure with screening and high quality material in Ann Arbor

Scale and Configuration

The perimeter of each parking structure floor above street level shall have an opaque screen or other screening mechanism to shield automobiles from public view. The screen shall be at least 3½ feet high measured from the finished floor elevation.



Figure E27: Parking structure in Traverse City

The top floor of parking structures that are open to the sky are subject to landscaping requirements for parking areas as described in subsection 5.5.3.C.

35% of parking structure frontage shall have foundation landscaping (living walls could meet that requirement

E. Recommended Design Guidelines

E.10 — Landscaping

Design Intent

The intent of the landscaping in City West is to promote walkability, create welcoming environments, and establish public areas where people may gather. Many aspects of the landscaping should be uniform across developments to promote the identity of a single district. City West is meant to be more urban in character, thus the landscape standards are less stringent compared to other areas of the City. Standards differ between commercial/mixed use buildings and strictly multifamily residential. See table 3.34.6.E in the ordinance text for mixed-use and commercial building requirements.

Configuration and Scale

In areas where the surface is made up primarily of concrete, box planters and other urban style planters can be used in front of each building, with occasional larger beds to provide visual interest. Planters should be placed to frame seating areas and in front of buildings. The quantity of trees planted shall be based on building frontage, but will be more flexible in order to prioritize healthy tree growth. For example, if steps are taken to ensure the longevity and health of planted trees, then the required quantity may be lessened. An example of this includes the use of silva cells with permeable pavers (seen below in Figure E28), or an approved equal alternative that encourages trees' survival with minimal open area.



Figure E28: illustration of silva cells underneath urban trees; source: landscapeperformance.org



Colors and Materials

There should be a mix of evergreen and flowering plants used in planting to provide year-round interest. In order to protect trees from bike locks and other potential hazards, tree guards (seen below in Figure E29) are encouraged to be used.

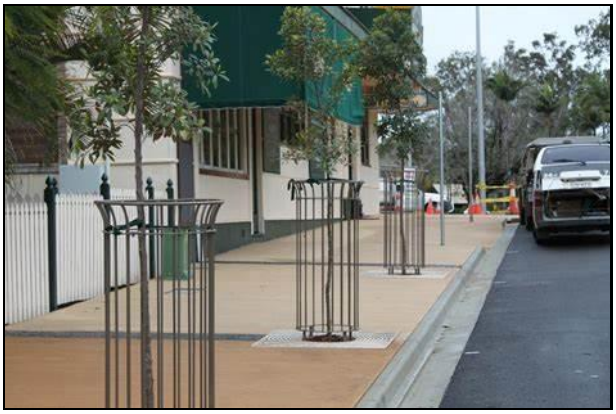


Figure E29 (above): image of tree guards in New Zealand; source: urbaneffects.co.nz

Figure E30 (left): image of a linear pocket park in between townhomes near Richmond, VA

E. Recommended Design Guidelines

E.10 — Landscaping

Flexibility

To allow for the necessary flexibility of urban landscape design, new landscaping standards have been established for both the residential, nonresidential, and mixed-use developments in City West. The new standards generally lessen the amount of landscaping required, including fewer canopy trees per dwelling unit, smaller greenbelts, and flexibility for paved open areas to include features such as movable planters to satisfy landscaping requirements.

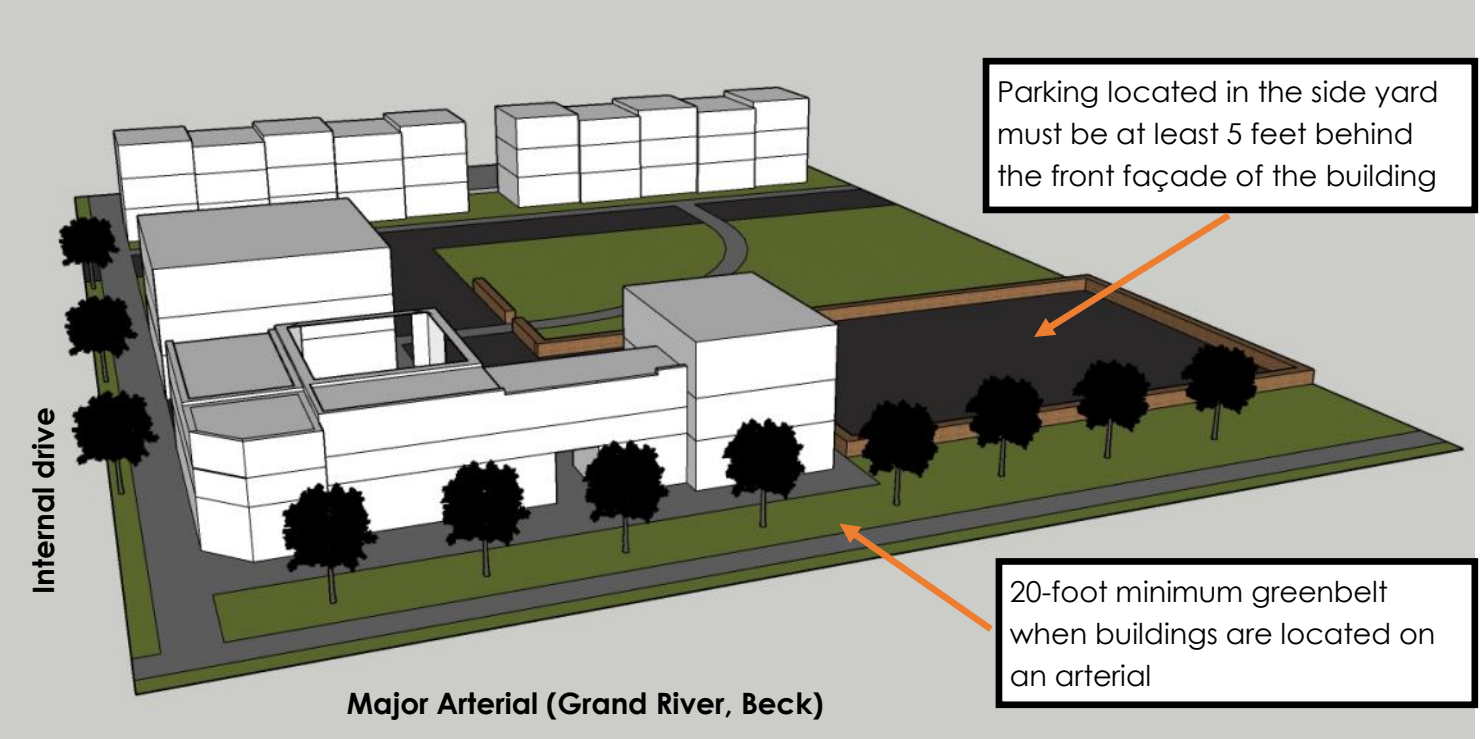


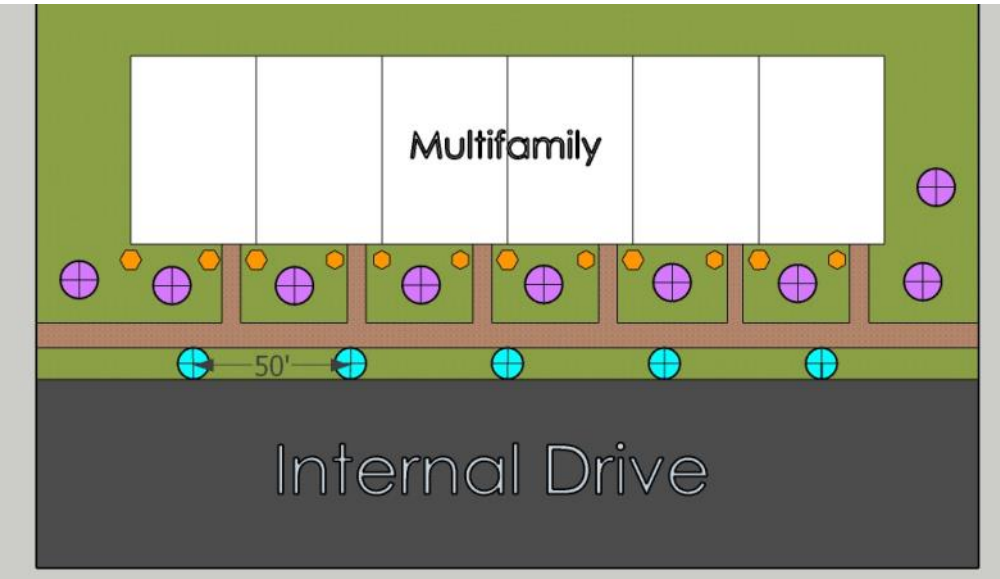
Figure E31: model showing some new landscaping standards for City West

Greenbelt on an arterial (Grand River, Beck)

The greenbelt must meet a minimum 10 foot requirement if adjacent to parking and a 20 foot requirement if not adjacent to parking. See Figure E31 above. Even spacing of canopy and subcanopy trees is required. See Table **3.34.6.E Landscaping Requirements for Mixed Use/Commercial Buildings** in the ordinance text for more detail.

E. Recommended Design Guidelines

E.10 — Landscaping



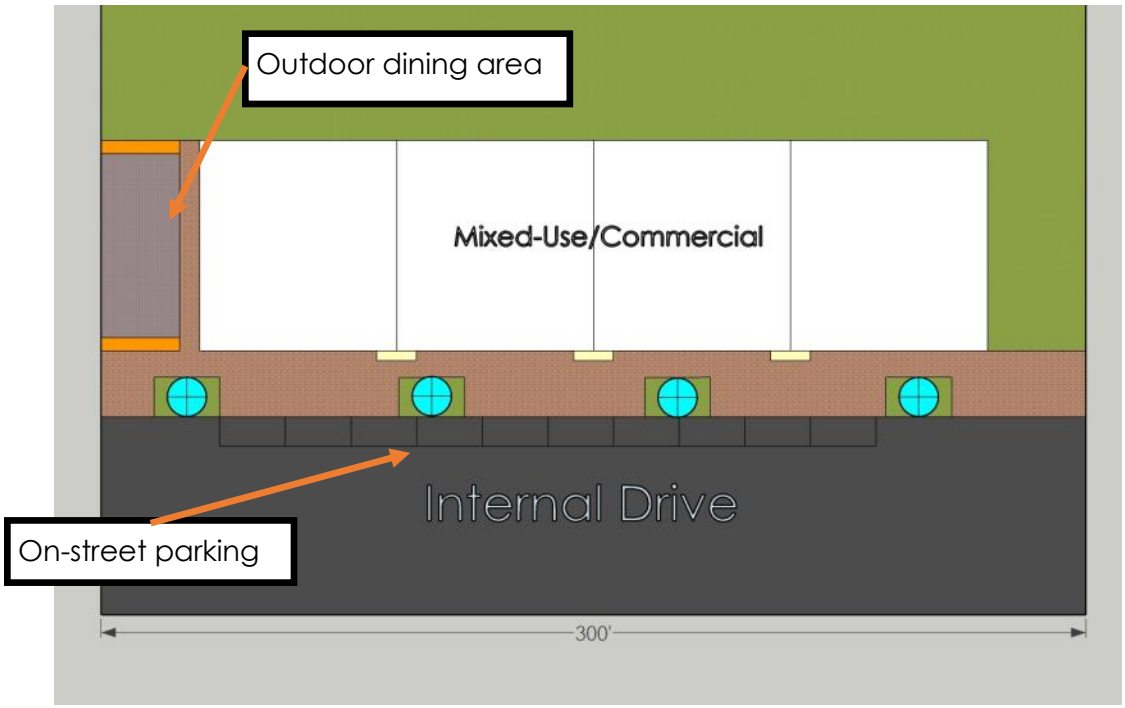
For buildings that are standalone multifamily uses, the tree count will be based on the number of first livable floor units at **1.5 trees per unit**, in addition to **2 shrubs per first floor unit**. Interior street trees shall be placed **one per 50 linear feet.**

6 units x 1.5 trees/unit = 9 trees

6 units x 2 shrubs/unit = 12 shrubs

Canopy trees every 50 linear feet, evenly spaced

Figure E32: landscaping standards model for multifamily



Commercial standalone buildings or mixed-use buildings with commercial on the first floor in City West have more urban landscaping standards than other similar uses throughout the City. For internal drives, there shall be **1 canopy tree per 75 linear feet**, spaced not closer than 25 feet apart from each other and planted in silva cells or equivalent substitutes to ensure tree health.

Figure E33: landscaping standards model for mixed-use/commercial

Canopy trees every 75 linear feet, spaced not closer than 25 feet

60% of periphery landscaped for outdoor dining area (permanent beds or movable planters)

If sidewalk 12 ft or wider, 15% of building frontage shall have foundation landscaping 2-3 feet deep

2016 MASTER PLAN FOR LAND USE

EXCERPT

2016 Master Plan Goals

1. **Quality and variety of housing**. The City of Novi is known for its high-quality residential neighborhoods and should strive to ensure the availability of a wide range of attractive housing choices that are protected from noise, traffic, and other impacts of non-residential development. Encourage the development of neighborhood open space and neighborhood commercial goods and services to minimize motorized travel.
2. **Community identity**. The City's identity is largely based on its high-quality residential neighborhoods and schools, destination retail and convention space, and its parks. The City should supplement that identity by enhancing the preservation of the City's historic resources and expansion of its cultural opportunities. New development of land should continue to be of high-quality design and materials.
3. **Environmental stewardship**. The City of Novi is significantly enhanced by the preservation of natural resources in both residential and non-residential areas. Maintain public and private stewardship of the natural environment through the preservation of open space, protection of woodlands and wetlands, and utilization of low-impact development techniques.
4. **Infrastructure**. Invest wisely into the ongoing maintenance and improvements to existing infrastructure, including utilities and the transportation network. Ensure that new development minimizes the demands placed on the City's existing infrastructure. Support the City's entire transportation network through the development and enhancement of non-motorized transportation facilities and amenities.
5. **Economic development**. The City's developed land, infrastructure, and natural resources are interconnected and collectively impact the daily lives of the City's residents and business owners. The City should strive to maintain the balance between the economy, the environment, and the community to ensure sustainable development that meets the needs of today while ensuring that the needs of future generations can be met.

Objectives

Objectives are grouped by general goal. In many cases, the objectives align with more than one goal. In the Implementation chapter, these alignments are provided as cross-references.

General Goal: Quality and Variety of Housing

1. **Southwest Quadrant.** Maintain the semi-rural character of the southwest quadrant of the City that is created by low-density residential development and undeveloped land.
2. **Twelve Mile-Napier-Wixom Roads Study Area.** Develop the Twelve Mile, Napier, and Wixom Roads Study Area, as identified in the 2008 Master Plan, with a mix of residential, educational, and commercial uses in an aesthetically pleasing manner that is compatible with neighboring land uses and complements the natural environment.
3. **Provide residential developments that support healthy lifestyles.** Ensure the provision of neighborhood open space within residential developments.
4. **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.
5. **Maintain existing housing stock and related infrastructure**.
6. **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.

General Goal: Economic Development / Community Identity

7. **I-96/Novi Road Study Area**. Develop the I-96/Novi Road Study Area in a manner that reflects the importance of this important gateway to the City in terms of its location, visibility, and economic generation. Mitigate impacts to the City's infrastructure. (See page 125)
8. **City West/Grand River & Beck Road**. Develop the City West/ Grand River Avenue and Beck Road area in a manner that supports and complements neighboring areas. (See page 126)
9. **Pavilion Shore Village.** Develop a cohesive mixed use village that complements the surrounding neighborhood. (See page 112)
10. **The Anglin Property.** Foster development of a mixed-use district that complements Novi Town Center. (See page 118)

General Goal: Community Identity

11. **Maintain quality architecture and design throughout the City**. Set high standards and promote good examples for use of public property through the City's actions.
12. **Create a stronger cultural presence and identity for the City by working with the Novi Historical Commission and other groups to preserve historic structures and creating gathering places for residents and community activity**.

General Goal: Environmental Stewardship

13. **Protect and maintain the City's woodlands, wetlands, water features, and open space**.
14. **Increase recreational opportunities in the City.**
15. **Encourage energy-efficient and environmentally sustainable development through raising awareness and standards that support best practices**.

General Goal: Infrastructure

16. **Provide and maintain adequate water and sewer service for the City's needs**.
17. **Provide and maintain adequate transportation facilities for the City's needs**. Address vehicular and non-motorized transportation facilities.

General Goal: Economic Development

18. **Retain and support the growth of existing businesses and attract new businesses to the City of Novi**.

General Goal: Economic Development / Community Identity

19. **Ensure compatibility between residential and non-residential developments.**

Future Land Use Descriptions

The **Future Land Use Map FLU-1** is shown on page 47. Land use designation descriptions modified in this 2016 Master Plan Update are indicated in **green text and are referenced in the overall Map FLU-6 at the end of this chapter.**

Single-Family Residential

This land use is designated for single-family detached residential. The recommended density or the number of dwellings per acre varies throughout the City. Higher density residential land use is designated in areas that transition to commercial or light industrial developments. Refer to the **Residential Density Map FLU-2** for specific density recommendations. **The property now developed as Berkshire Pointe has been changed from a designation of Community Commercial to Single-Family Residential.**

Manufactured Home Residential

This land use is designated for housing within a manufactured housing community, created according to the regulations in the Manufactured home Commission Act. Housing in these areas is manufactured in a factory, brought to the site, and in most cases placed on property leased from a park operator.

Multiple-Family Residential

This land use is designated for multiple-family residential dwellings in a variety of settings, ranging from two-family dwellings to low-rise and high-rise apartment complexes. Refer to the Residential Density Map for specific density recommendations.

Suburban Low Rise

This land use is designated for suburban low rise uses including attached single-family residential, multiple-family residential, institutional and office uses when developed under a set of use and design guidelines to keep the residential character of the area and minimize the effect that the transitional uses would have on nearby single-family residential properties.

Community Office

This land use is designated for small- and medium-scale office uses that primarily serve the residents of the City. The area may also include facilities for human care and indoor or outdoor recreation.

Office Commercial

This land use is designated for a variety of medium-scale and large-scale general and medical office buildings or complexes with limited personal service and retail uses. The area may also include facilities for human care, hotels, motels, higher education and indoor or outdoor recreation.

Office, Research, Development and Technology

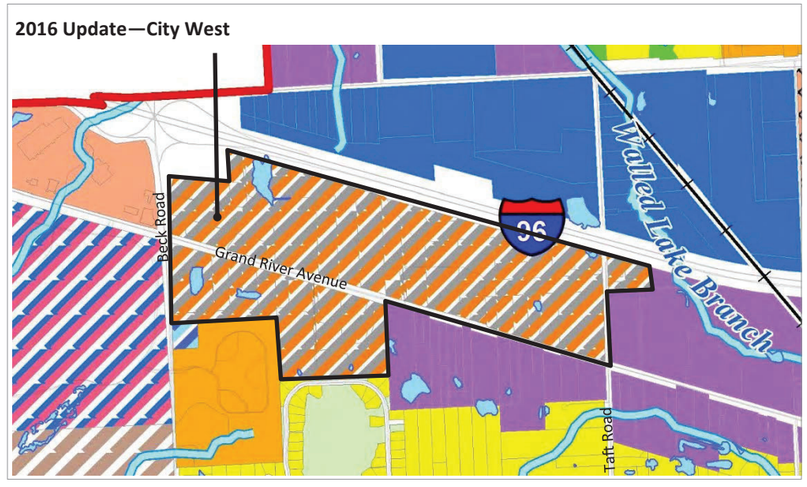
This land use is designated for a variety of medium-scale and large-scale general and medical office buildings or complexes and research, development and technology facilities, with or without related manufacturing or warehouse facilities. The area may also include facilities for office, research and development support services, human care, hotels, motels, higher education and indoor or outdoor recreation. **In addition, this designation incorporates the former Office, Research, Development, and Technology with Retail Service Overlay (see text that follows) that may allow a limited amount of retail services in appropriate locations to serve the employees and visitors of these use areas, including but not limited to fuel stations, car washes, restaurants (including drive-through) and convenience stores as implemented through the Zoning Ordinance.**

Office, Research, Development and Technology with Retail Service Overlay—Deleted (2016 update) This land is now a part of the City West land use planning category.

City West (2016 update)

This land use is designated to accommodate a mix of uses in a dense, walkable setting. It is anticipated that this area will attract young professionals and empty nesters looking for more dense housing options along with vibrant retail, restaurant, entertainment, and office uses. Typical building heights will range from two to five stories. Additional building height, up to ten stories, is envisioned along the I-96 frontage. This may require structured parking and enhanced pedestrian linkages will be important. A system of local and collector streets will be established to connect sites and provide additional parking. Ground floor retail, restaurant, and entertainment uses are envisioned throughout the area, and should be included in structured parking to maintain an interesting, continuous street life for pedestrians.

2016 Update—City West



Local Commercial

This land use is designated for convenience shopping for residents within nearby neighborhoods. It includes retail, personal service establishments, and small offices.

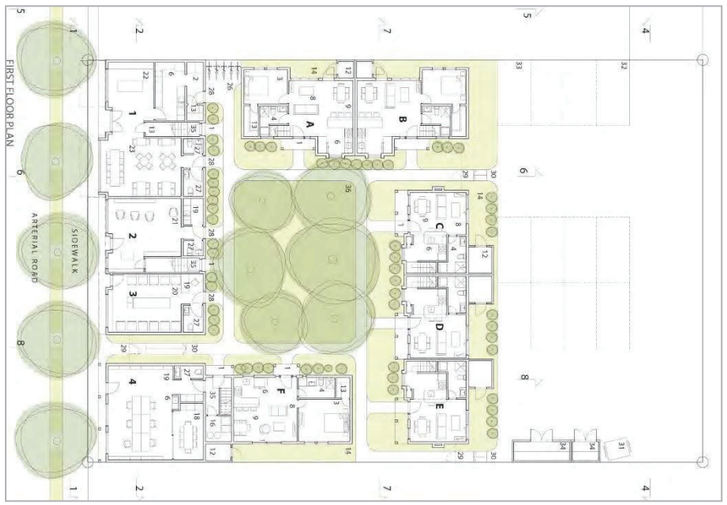
In order to provide for a greater variety of housing types, the 2016 Master Plan update provides seven notable changes to the residential density map. These changes are highlighted on **Residential Density Update Map FLU-3** on the following page.

1. **Pavilion Shore Village**. This area, located at Thirteen Mile and Old Novi, is envisioned to accommodate medium-density residential and commercial development and is further described in the Redevelopment Strategies chapter.
2. **Twelve Mile/Meadowbrook.** Density increased from 0.8 to 2.5 dwelling units per acre at the northeast corner of Twelve Mile Road and Meadowbrook Road due to a recent development proposal project that aligns with the City of Novi housing goals and objectives. The residential development plans to support healthy lifestyles by setting aside open space for a trail head, pedestrian and bicycle paths, and a small park, while incorporating natural features with wetland enhancement and a context-sensitive greenbelt along Meadowbrook Road.
3. **PD2.** Not included on the 2004 density map, this area is planned for 20.7 units per acre to permit development that complements the high-intensity commercial uses nearby.
4. **Berkshire Pointe**. This area was once designated for commercial use and has been added to the residential density map to reflect rezoning and development that occurred after the previous plan.
5. **City West.** The future land use designation City West provides for mixed use development, including a high residential density of 20 dwellings/acre south of Grand River and 30 dwellings/acre north of Grand River near the freeway. This density accommodates the proposed mix of uses including residential in a dense and walkable setting. This area is further described in the Redevelopment Strategies chapter.
6. **TC Commercial and TC Gateway.** Changes to the residential density map reflect the recommendations of the 2014 Town Center Area Study, which calls for dense multiple-family housing in the form of loft-style condominiums, townhouses, or mixed use of commercial, office, and residential buildings. The study also recommended consideration of residential uses on the first floor and live-work buildings in the Town Center.
7. **Nine Mile/Novi Road (northeast corner)**. The density of this corner has been increased from 7.3 units per acre to match the adjacent density of 9.3 dwellings per acre.

As noted in the Build-Out Analysis and the **Residential Density Update Map FLU-3** (see following page), high density mixed use areas such as City West and TC Gateway are planned to permit concentrated density in selected locations, but there is a limit to the number of new units based on infrastructure limitations and City policy. See page 49 for residential unit limits in mixed use areas.







Images above: This courtyard development with adjacent live-work units designed by Niko Tiula won Opticos Design's Michigan Missing Middle Housing design competition in 2015. It offers higher density and mixed use at a modest scale.



Dense and walkable with access to nearby amenities, Mainstreet Village is an example of Missing Middle housing in Novi.



The existing Hyatt Place hotel at the Suburban Collection Showplace is similar in scale and impact on utility service as many of the use options proposed for the interstate-adjacent portion of City West.

Redevelopment Site 2: City West

Grand River Avenue between Taft and Beck includes the Suburban Collection Showplace, a convention center that plans to expand with additional convention space and an entertainment venue. Other development in this section of the Grand River Corridor is a mix of commercial, office, and industrial uses. Many sites are underutilized, disused, or vacant. This area offers the potential for the creation of a prominent new district combining entertainment, convention, commercial, office, and residential uses in a cohesive, high-density, walkable pattern. Structured parking and diagonal on -street parking along circulation roads will help to reduce the amount of land devoted solely to pavement. This plan envisions three to five story buildings for most of the area, while buildings with frontage on I-96 may rise as high as ten stories.

Components of the District

Residential Uses

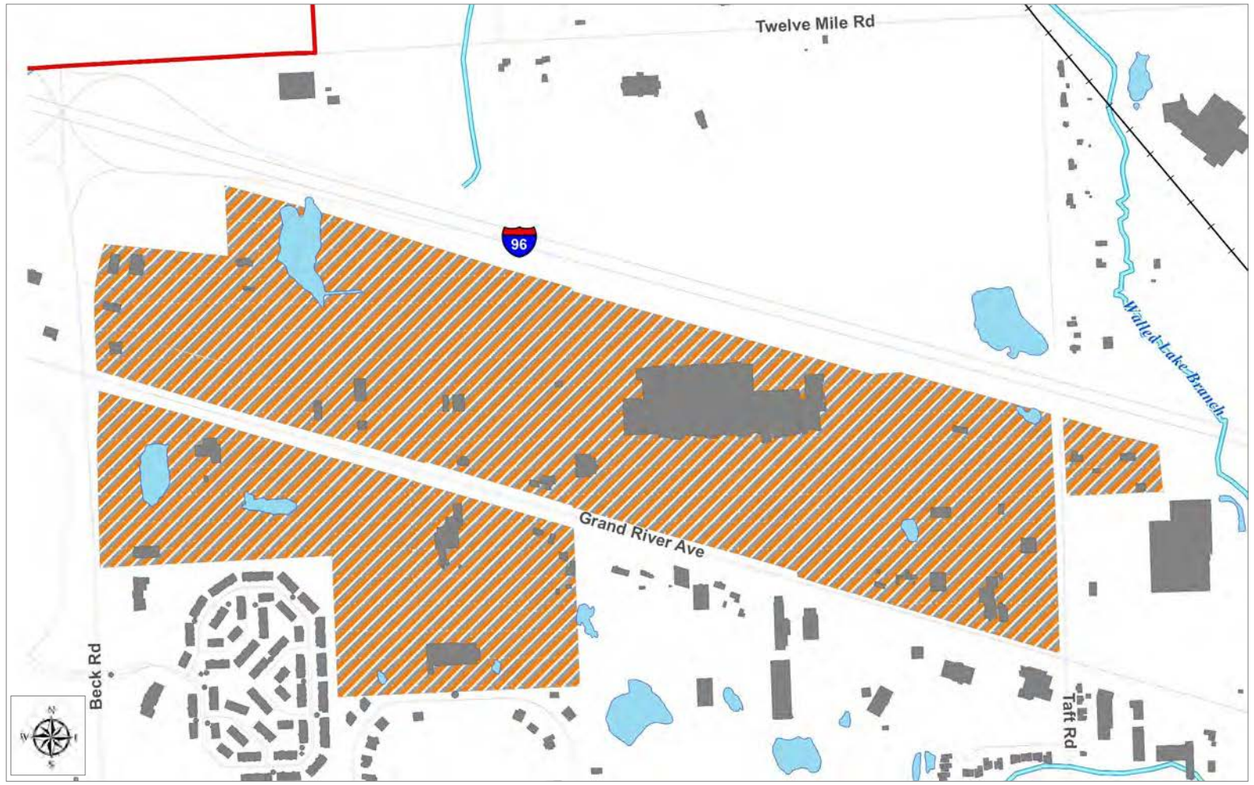
The residential components of City West should provide unique housing types, with an emphasis on types currently undersupplied in the City. In general, residential uses will be located above commercial uses, and all residential north of Grand River should be on the second floor or higher. Some ground floor residential uses such as row houses may be appropriate south of Grand River on the edge of the district as a transition to nearby neighborhoods. Live-work units may be an appropriate use as well, particularly if City West develops as an arts and entertainment district. Microapartments (small efficiency units) and small one-bedroom units may be an appropriate and viable development model for this area, especially given the needs of frequent business travelers and temporary residents at nearby Providence Park Hospital.

Commercial, Restaurant and Entertainment Uses

The district is envisioned as a distinct neighborhood as well as a complement to major nearby uses such as the Suburban Collection Showplace and the hospital. Commercial uses in this area could include specialty retail or a cluster of similar uses, such as high-fashion stores or art galleries, in addition to uses that serve nearby residents. Personal service uses would likely constitute a portion of the overall commercial picture in City West. Creating a vibrant restaurant and entertainment scene that spills into outdoor patios and open spaces, is a major goal of this redevelopment strategy.

Office Uses

Office uses in City West should be mostly limited to upper floors and, in vertically mixed buildings, may serve as a transition from retail and restaurant uses on lower levels to residential uses above.











Above, left: Map of City West land use planning area, including footprints of existing buildings. The largest building, at center, is the Suburban Collection Showplace, which is planning to expand. Above, right (clockwise from upper left): public art and gathering space amid high density mixed development in Asheville, NC; high quality building materials and ornamental landscaping in West Bloomfield, MI; finished alley with small retail use in Fort Collins, CO; public plaza and dense, mixed development in Princeton, NJ

Character of Development & Placemaking

For City West to become a true district, development must follow a unified approach. This could be achieved through the development of design standards or a form-based code to establish district-wide standards for building massing and location, streetscape, and public spaces. Building materials, landscaping, lighting, public furniture, and signage can all be addressed in standards for City West. These standards could also establish sub-districts (for instance, north of Grand River versus south of Grand River). To the extent possible, utilities should be buried.

The planned development of the City West district should include a mix of public plazas and parks that provide gathering places, as well as wide sidewalks that can accommodate outdoor dining. Programming of public spaces is encouraged to promote placemaking and strengthen the identity of the district.

Transportation

City West should be a walkable district that accommodates all road users and provides connections to Novi's existing and planned non-motorized pathways. Parking should be a mix of on-street spaces, small surface lots in side and rear yards, and, where density supports the investment, structures. Parking structures may stand alone or be integrated into other buildings, but in all cases, they should be designed to the same standards as other buildings in the district. Ground floor liner uses should be incorporated where possible. Parking plans should consider emerging trends in the automotive market such as the rapidly growing number of plug-in vehicles on the road, as well as the growth of car-sharing.

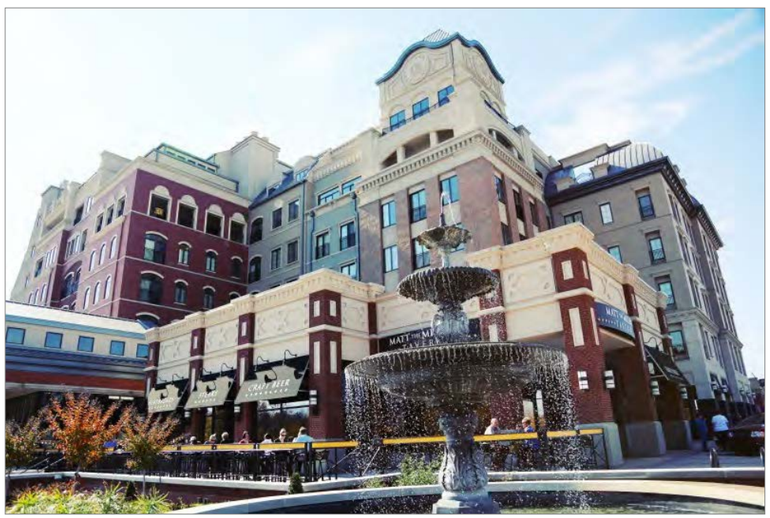
Walkability should be aided by compact development and frequent crossing locations on all internal streets, as well as signal protection at major intersections. Bicycle parking should be provided throughout the district, and sheltered where possible. Finally, if developed to its full potential, City West, with support from the hospital, could play a powerful role in the future development of mass transit on Grand River Avenue, serving as the westernmost destination point for bus rapid transit (BRT). The City should work with its neighbors to determine the feasibility of mass transit to serve the greater corridor and provide expanded mobility options for residents. The cities of Farmington and Farmington Hills have incorporated the potential for BRT along Grand River into their long-range plans.



Source: Roark Premier Team



Source: Elvert Barnes, Wikimedia Commons


Source: Carmel City Center




Source: Central Coast Low Impact Development Initiative

Clockwise from top left: Event in public space, North Hills development, Raleigh, NC, which includes a mix of low-profile buildings and taller structures, including a ten-story hotel; Main North in downtown Royal Oak, MI, is a ten-story mixed-use development with associated structured parking next to two movie theaters; Bioretention swale in Paso Robles, CA, which accomplishes some filtering of runoff before it enters the stormwater system; Carmel City Center in Carmel, IN, is a mixed use development located near the city's downtown Arts & Design District and was developed as part of Carmel's Range Line Road Corridor Plan; Arlington, VA's Pentagon Row project mixes commercial and residential uses around planned, multi-use public spaces.

Sustainability

The development of a new district presents a prime opportunity to consider development from a holistic standpoint. Development of City West should consider mitigating stormwater runoff through bioretention systems such as rain gardens and bioswales, and alleviating concentration of runoff through the use of permeable pavement. Should development proceed in a coordinated fashion, the City and its partners may consider pursuing LEED-ND certification through the United States Green Building Council; this certification not only provides confirmation that developers have adhered to sustainable development practices, but also serves as a marketing tool for the district. Landscaping with native plants, incorporation of alternative energy systems such as solar collectors or geothermal heat pumps into building designs, accommodations for electric vehicles, bicycle facilities, and, ultimately, integration with mass transit are all steps that can be taken to build a district that adheres in the long term to basic principles of environmental sustainability. When well-implemented, these measures can also help to limit certain long-term operational costs.



Above: Conceptual rendering of potential development of City West. This image is intended to show building massing, including one ten-story building, and provide an example of how buildings might interact with sidewalks and other public spaces. On-street parking spaces line every block, and most parking is concentrated in structures to the right of the image. Frequent programming of public spaces is encouraged

Development of the District

To facilitate and guide development of the City West district, development of a new zoning classification will be necessary. Form-based standards for the district should be considered as one method of achieving the desired development pattern. The district would likely be more effective if adopted as a stand-alone district rather than as an overlay to existing zoning.



Above: Image, based on development in St. Charles, Missouri, showing the type of streetscape that might characterize City West, along with the three-to-five story buildings envisioned for most of the area north of Grand River. Ground floor retail, space-efficient diagonal parking spaces, and upper floors devoted to office and residential uses combine with an aesthetically pleasing public realm to create a vibrant, pedestrian-friendly district that feels like a cohesive neighborhood.

PLANNING COMMISSION
EXCERPT FROM MINUTES
MAY 10, 2023

In the matter of 22585 Evergreen Court Woodland Permit, motion to approve Woodland Use Permit, PBR23-0107, for the removal of eleven regulated woodland trees within an area mapped as City Regulated Woodland at 22535 Evergreen Court for the construction of a single-family residence. The approval is subject to on-site tree replacements to the extent possible and payment into the City's Tree Fund for any outstanding Woodland Replacement Credits, along with any other conditions as listed in the Woodland Consultant's review letter.

ROLL CALL VOTE ON MOTION TO APPROVE WOODLAND USE PERMIT PBR23-0107 MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH.

Motion carried 7-0.

2. **CITY WEST TEXT AMENDMENT 18.296**
   Public hearing of the staff-initiated request for Planning Commission's recommendation to City Council regarding Text Amendment 18.296 in order to create a new zoning district, CW City West, with associated changes to reference the new district as appropriate, and to amend text related to the EXO District, to reflect an underlying zoning of CW - City West.

City Planner Barb McBeth relayed that before Senior Planner Bell presents information on the draft City West Ordinance, Design Guide, and the potential rezoning of land, she would like to share a few concepts from the 2016 Master Plan for Land Use. The Chapter in the Master Plan titled Redevelopment Strategies says, "*As outlined in this 2016 Master Plan Update, the City of Novi seeks to maintain its high quality single-family neighborhoods, preserve natural features, support business growth, improve traffic, and create an authentic identity. To implement this vision, three specific redevelopment sites have been identified by the City that are currently vacant or under-utilized, given their location, unique features, and size. The plan stated the redevelopment of these sites offers the opportunity to increase housing and stimulate business growth in concentrated areas of the City, allowing the rest of the City to retain its existing suburban character.*" Following is a summary of the three redevelopment sites.

The first redevelopment site identified in the 2016 Master Plan is located at the intersection of Old Novi Road and Thirteen Mile Road and was referred to as Pavilion Shore Village. The plan envisioned that redevelopment of this area could establish a unique sense of place by providing housing and commercial uses that are inspired by the natural and recreational features of the nearby park and lake.

Following the approval of the Master Plan, and the submittal of the developer's plans that went through the Planned Rezoning Overlay process, that area of Novi has now been redeveloped with 20 homes within the Lakeview development. Many of the new homes have a view of Walled Lake and Pavilion Shore Park as anticipated in the master plan.

The second redevelopment site identified in the Master Plan is located at the northeast corner of Grand River Avenue and Town Center Drive and has been known as "The Anglin Property." The property is approximately 10 acres in size and had been used as a car wash and garden supply yard.

Following the approval of the Master Plan, a developer presented plans for the site (and an adjacent property) to allow for redevelopment of the properties using the City's PRO process. The development is now called Sakura.

The approved plan shows an Asian-themed mixed-use development with access points off Grand River Avenue and Eleven Mile Road. The commercial portion of the project will consist of four buildings containing office, retail and restaurant spaces. Up to 132 multifamily residential rental units in 22 townhome buildings would be located on the northern portion of the site with access to Eleven Mile Road. The existing pond on the west side of the site would serve as a focal point and public gathering space, to be enhanced with Japanese-style gardens and a walkway with amenities around the perimeter. The Sakura site has been cleared and graded and the applicant is now in the final stages of site plan approval for this project.

City West is the third redevelopment site that was presented in the 2016 Master Plan and is being

presented and discussed this evening,with the goal toward implementing some more of the Master Plan's recommendations. Implementation of this recommendation is being done through the development of detailed zoning ordinance standards, and through the city-initiated rezoning of the involved property. Lindsay will provide detailed presentations regarding both matters in a few minutes, but I will share a few of the details of the Master Plan's guiding principles for City West that provided the direction for the proposed ordinance language.

The Master Plan noted that Grand River Avenue between Taft and Beck Road includes the Suburban Collection Showplace, a convention center with space to expand if needed, as well as a mix of commercial, office, and industrial uses. The Master Plan noted that many sites along this part of Grand River are underutilized, disused, or vacant, but the plan also noted that this area offers the potential for the creation of a prominent new district combining entertainment, convention, commercial, office, and residential uses in a cohesive, high-density, walkable pattern.

The Master Plan envisioned three to five story buildings for most of the area, while buildings on the north side of Grand River, with frontage on I-96 may rise as high as ten stories. While the Master Plan anticipated buildings as high as ten stories, during the evaluation and drafting of the proposed ordinance, the maximum number of stories as currently proposed will be limited to 8 stories on the north side of Grand River, and a maximum of 5 stories on the south side of Grand River. Lindsay will explain this further during her presentations.

Components of the District anticipated that the new City West district would consist of Residential Uses, as well as commercial, restaurant and entertainment uses. Townhouses may be appropriate south of Grand River on the edge of the district as a transition to nearby homes and neighborhoods. Mixed-use buildings including commercial on the first floor and residential on the second floor or higher was also anticipated for other areas of the district.

The City West district is envisioned as a distinct neighborhood as well as a complement to major nearby uses such as the Suburban Collection Showplace and the Ascension Providence Park hospital. The Master Plan notes that Commercial uses in this area could include specialty retail stores or art galleries, in addition to uses that serve nearby residents, and personal service uses. Creating a vibrant restaurant and entertainment scene that spills into outdoor patios and open spaces is a major goal of this redevelopment strategy.

Finally, the Master Plan talked about sustainability aspects within the City West District. The Master Plan notes that development of a new district presents a prime opportunity to consider development from a holistic standpoint. The development of City West should consider mitigating stormwater runoff through bioretention systems such as rain gardens and bioswales, and alleviating concentration of runoff through use of permeable pavement. As the Commission knows, the City's Wetland Ordinance and Woodland Preservation Ordinances will still apply to any developments within this new district and will be reviewed in detail along with individual site plans as those are submitted to the city for review.

Further sustainability aspects include Landscaping with native plants, incorporation of alternative energy systems such as solar collectors or geothermal heat pumps into building designs, accommodations for electric vehicles, bicycle facilities, and, ultimately, integration with mass transit. The plan noted that these are all steps that can be taken to build a district that adheres in the long term to basic principles of environmental sustainability. When well-implemented, these measures can also help to limit certain long-term operational costs.

The Planning Commission is aware that the staff and the City attorney have been working on the details of the draft ordinance and the design guide over an extended period of time, with updates provided to the Implementation Committee along the way, incorporating the committee's recommendations into subsequent drafts. We are looking forward to your comments as a part of the implementation of the recommendations of this part of the Master Plan.

Senior Planner Lindsay Bell relayed as City Planner McBeth has outlined, the 2016 Master Plan provided a clear vision for what City West could become. The challenge for staff over the last 4+ years has been to

craft an ordinance that would allow, support and encourage that vision to become a reality.

Working with the Planning Commission's Implementation Committee, and the City Attorney's office, we have developed the City West Zoning Ordinance text to provide the standards under which properties in the new district will be developed, as well as a Design Guide that offers visual examples that the Master Plan and ordinance language are working together to accomplish. The Design Guide complements the ordinance language and will be made part of the ordinance by reference. It includes background information on the area, inspiration images from around Novi and other communities, and 3D models to visually show certain requirements or suggestions. The intent is that both documents would be used in conjunction to guide development within the district. Each 3D model shown in the Design Guide is conceptual only; actual projects would need to be designed by professional architects and engineers based on specific on-the-ground information not currently available to staff.

The history and existing conditions of the proposed area to be rezoned will be presented for the Zoning Map Amendment public hearing.

As the current 2023 Master Plan update effort continues, Novi continues to grow, as evident from the 20% population growth from 2010-2020. At the recent community open houses, 74% of participants indicated the City West area should be "transformed" when given the definition "long-term and large-scale change in the appearance and function of an area with the intent for dramatic shift in use, design, and accessibility." Another 21% indicated the area should "evolve," while only 5% thought the area should be "maintained" in its current state.

The City West area provides an opportunity to expand the housing choices available for young professionals, empty nesters, and other residents who prioritize a more urban, walkable community, easy access to the highway and destinations within Novi, and entertainment opportunities. Grand River Avenue is a major corridor with greater road capacity than many areas of the city. SMART has recently released its proposed route expansion, and has proposed extending bus service along the Grand River corridor through Novi and into Wixom. One of the proposed locations for a transit stop would be within the City West area.

Over time, the City West ordinance has evolved to incorporate elements of the Town Center districts, Gateway East and the Planned Development options. We also drew from examples of mixed use districts in other communities, as well as best practices in planning guidelines.

The City West District includes a baseline level of development for principal permitted uses, which would be allowed at a similar intensity to what can currently develop in the I-1 District. At the baseline level of development, building height is limited to three stories.

The ordinance includes an optional Mixed-Use Development Option (MDO) which permits a wider range of uses and higher intensity development in order to encourage the creation of a dynamic mix of compatible uses. While the MDO provides greater flexibility in parking and landscaping, as well as setbacks and building height to allow a more urban form of development, projects will still be subject to other applicable codes and regulations of the City, including Wetland and Watercourse protection, the Woodland Ordinance, Stormwater detention standards, façade and landscape requirements, as well as lighting and noise ordinances.

Approvals of MDO projects are up to the discretion of City Council, and subject to the project meeting various criteria.

One of the project criteria to be evaluated is whether a proposed site design and layout minimizes negative impacts on existing natural features. Other criteria provide stipulations that surrounding landowners shall not be unreasonably burdened, and the proposed development is deemed to be compatible/harmonious with surrounding area.

While the proposed ordinance standards allow for greater height along the north side of Grand River for MDO projects, staff believes that most projects will have 3-5 story buildings, with additional height

potentially requested for mixed-use buildings, or for a signature office building or hotel. The maximum height is limited to eight stories in the proposed ordinance for developments on the north side of Grand River Avenue, and five stories on the south side of Grand River Avenue.

The proposed provisions permitting higher buildings involves meeting specific criteria:

- Preservation of open space (25% of site or more)
- Using sustainable building elements and design strategies (ex: LEED Best Practices)
- Allocation of units for Workforce Housing (at least 15%); or
- Lower-level parking or parking garage to limit impervious surfaces

The Grand River Avenue corridor, running from downtown Detroit all the way to Lake Michigan on the west side of the state, bisects the City West area. In this area of the city, Grand River is an auto-centric five-lane major arterial with a speed limit of 50 miles per hour. Staff would pursue funding to study alternatives for making this area safer for pedestrians and bicyclists to get between the north and south sides of the district as marked crossings are currently available only in three locations: the Grand River and Beck Road signal, the signal at the main entrance to the Suburban Showplace, and the Taft Road signal. The Design Guide provides samples of elevated pedestrian bridges and street-level crossings with a raised median as possible design options to consider, however those are not the only alternatives. Traffic calming measures may also be recommended, such as reducing the speed limit through the district.

Development in this district is required to meet specific design standards to ensure future development is cohesive and walkable. Buildings are meant to front on internal street networks rather than Grand River to create a more pedestrian-friendly development than the thoroughfare can offer. Shared off-street parking facilities are encouraged. Development projects are required to provide public plazas and open spaces for gathering.

City West is meant to have sidewalks and pathways throughout the district, providing connections to the City's non-motorized network beyond the district. The recently expanded Ascension Providence campus trail network provides miles of non-motorized opportunities, and connects to the ITC Trail. Bosco Fields park is accessible via Beck Road less than 1 mile away. The planned project to expand Beck Road between 11 Mile and Grand River includes the completion of missing sidewalk segments on the east side of Beck Road. Taft Road already includes on-road bike lanes as well as an 8-foot pathway (except for a small segment near the intersection of Taft and 10 Mile where it drops to 5 feet) on the west side of the road from Grand River to south of 9 Mile. This facility connects the City West area to several Novi schools, as well as the library and Civic Center campus. Pathways along Grand River also provide a direct connection to the Town Center area within a 1-2 mile distance.

Residential uses can be developed under the MDO, either as a stand-alone use or as part of a mixed-use project. The granting of a Mixed-Use Development Option requires review and recommendation by the Planning Commission and approval of the City Council. As part of the review and approval process, and in light of the potential additional uses and flexible building standards, the development will be subject to certain conditions, and will have to demonstrate conformance with the Design Guide adopted by the City as part of this ordinance. The MDO process is similar to the approval process for the PD-1 and PD-2 Options, with City Council authorized to grant deviations to area, bulk, yard and dimensional requirements, as well as density, if found to be an enhancement in the public interest and to not be detrimental to the natural features and resources of the affected property and surrounding area, or would enhance or preserve such natural features and resources.

The City West area south of Grand River Avenue is directly adjacent to areas designated for multi-family and single-family residential. This portion of the district is intended to provide a gradual transition to the surrounding uses, with buildings between two to five stories tall. Within 100 feet of existing single family residential areas to the south, non-residential uses are not permitted, and residential buildings are limited to 35 feet in height to ensure a proper transition and prevent undue impact on the existing neighbors. The 100-foot setback for non-residential uses is consistent with current I-1 District requirements, to insure that no new hardship is created on landowners, and adjacent residents are afforded the same protections that exist today.

Residential buildings are required to be set back a minimum 2 feet for each foot of building height. If the maximum building height of 35 feet is proposed, that structure would require a minimum 70-foot setback from the single-family district. By way of comparison with existing multiple family zoning districts in Novi, in the RM-1 and RM-2 Districts, the minimum side and rear yard setbacks are 75 feet. As a comparison, the existing Central Park Estates buildings are setback about 70 feet from the property line. The City West district also requires a 50-foot setback for any parking areas adjacent to single family zoning districts, as well as the installation of a wall or landscaped berm to provide screening. The landscape ordinance requirement for a 6 to 8 foot screening wall or berm would also apply where adjacent to single family districts.

The creation of the new district also requires some amendments to other parts of the Zoning Ordinance, especially for various Use Standards in Chapter 4, and for the sections related to the EXO Exposition Overlay District. As we are proposing to change the underlying zoning to City West, that requires changes also be made to the description and permitted uses of the EXO, and the required conditions, while still allowing the exposition facility to remain and expand, as needed.

Staff have engaged with property owners and relevant stakeholders through mail notifications, in-person meetings with developers, tenants, and landowners of all 54 parcels subject to the rezoning, and by providing a feedback form on the City website. All the responses from landowners within the district have showed positive support for the amendment to the Ordinance. Some property owners were concerned over how the change would affect a current use that would become nonconforming, but that concern was eased after explaining how nonconforming uses or structures would be permitted to continue, and even expand in a limited capacity. Some current nonconforming uses would actually become more conforming under the proposed standards, such as restaurant uses in the I-1 district.

Staff also met with representatives from the Asbury Park Homeowners Association, who shared their concerns about noise, visibility, drainage, and property values. Issues of traffic and school impacts were also raised. Staff discussed the existing City regulations related to stormwater management, wetlands and woodland protection ordinance, which all projects would be subject to, and how the new ordinance was designed to minimize impacts to the existing neighborhoods through use and height restrictions, setbacks, and buffer requirements.

Although some adjustments were made to the draft text amendment based on the feedback received, other items were left as standards that could be determined on a case-by-case basis in the MDO process -- this is where some conditions or deviations can be up to Planning Commission and City Council's discretion to allow some flexibility to accommodate site-specific circumstances if it makes sense within the context of the development, neighboring uses, and the overall intent of the district.

Since the introduction to the proposed text amendment on April 5th, staff have continued to work on the draft ordinance to make improvements. We included new landscaping standards within the Mixed-Use Development option to recognize that the more compact development style would need more urban-style landscaping. The height limits have been clarified throughout, and buildings within 200 feet of single-family residential districts are now proposed to be limited to 40 feet and will not be eligible for bonus height increases. Staff has added a requirement that applicants include a contextual plan sheet with general layout and uses within 300 feet of their property lines to illustrate a proposed project in context with its surroundings. Planning Commission will need to consider Special Land Use standards, along with other items, in making its recommendation to City Council when MDO projects are considered.

Parking requirements for residential uses, based on number of bedrooms, have been included, which are consistent with the requirements in the Town Center district. Sidewalk requirements were also expanded on. An item was added to the approval standards to require applicants to demonstrate that the proposed layout of the site is designed to minimize the negative impact on existing natural features, including woodland and wetland areas.

Staff recommends approval of the proposed text amendment and Design Guide, with any necessary modifications as it continues to move through the process, as it is in compliance with the Master Plan for Land Use, which recommends the establishment of the City West district, as a vibrant, walkable, mixed-use district.

The Planning Commission is asked to hold the public hearing on the proposed text amendments, and consider making a recommendation to the City Council on adopting the text amendment. We are happy to answer any questions you may have.

Chair Pehrson opened the public hearing and invited members of the audience who wished to participate in the public hearing to approach the podium.

Pat Torossian, 26165 Mandalay Circle, relayed he is on the Board of Asbury Park Homeowner's Association, and has been a resident of Novi for 35 years. The northern and northeastern border of Asbury Park adjoin the City West zoning proposal. Mr. Torossian stated he understands the proposed zoning is unique to any zoning in the City and made specifically for City West multi-use with very little concern for the residential impact. Nowhere in the City is there a multi-use impact to a residential area like this. The zoning has been in progress since 2016, and only now are residents being made aware when letters were sent to those within 300 feet of the zone. We feel this type of zoning change should have been discussed with the residents impacted by this change for their input prior to the plan being developed. The proposal shows density that is unacceptable and no regard for the wetlands. There is a very large pond to the northeast of the subdivision where all the water drains into. As each developer comes forward with a proposal, it will be evaluated for wetland and woodland impact, but that is a major source of water retention for the subdivision. You've left the responsibility protecting the surrounding area in the hands of multiple developers to do the right thing and are not protecting the residential area with the proper zoning. Residents in Asbury Park are all for progress near Grand River, but not near residential homes. It seems it's been forgotten who pays taxes and votes in this City.

Ali Ozbeki, 26484 Mandalay Court, relayed he would like to ask the Planning Commission to reflect on the Novi Road, Main Street, Fountain Walk and the Walmart shopping center developments. Although he is not sure if the current Planning Commission members were those who approved these developments, Mr. Ozbeki has lived in Novi since 1986 and all the developments he mentioned have come since then. The City of Novi will never have a downtown like Northville, Rochester Hills, Birmingham, or Plymouth. You cannot manufacture a downtown area on Grand River. The marketing brochures are excellent, but what is the rate of occupancy of restaurants, residential areas, and office space on Main Street? Restaurants continue to turn around in Fountain Walk. A self-assessment needs to be done if we are doing a good job. If not, we walk away. Now another development is being proposed which could be a vacant lot.

Rob Massard, owner of Redford Lock Security Solutions, located on Grand River, relayed he is in favor of the proposed zoning change although he is not sure how it affects an existing industrial business and questions if there are plans for sewer along Grand River.

Lynne Paul, 45761 Willingham Drive, relayed she is a former Planning Commission member and City Council member. She is very happy to see so many familiar faces and recognizes the very hard job Commissioners and Council members have to do. A lot of the Master Plan was a big question when it was looked at in 2016 and Ms. Paul can understand why. The zoning being proposed is extremely dense, it doesn't fit our City, the building height and buffers are a problem, and ordinance to protect natural resources of wetlands and woodlands is not sufficient. Ms. Paul requests that the Planning Commission considers tabling or denying it the proposed City West ordinance. Blair Bowman is a wonderful businessman; he comes to the City and asks for so much. He's been buying the property, which is his right, but we have given him so much as residents. On record, total tax abatements since 2001 was $4,092,163. If we increase the density and the height of the buildings all we are doing is giving more money to one single developer. Are we being fair to all our businesses? Some hotels and apartments in the area might like to have the height that will be allowed. Ms. Paul would like to propose we look at the development on the highway in Royal Oak. There are beautiful brick condos, and lots of people want to funnel into that area. Like Novi, they have good schools, but our density is more controlled. The landscaping and sidewalks are beautiful, and they have done a wonderful job with amenities. Mixed use is a good idea,

not more restaurants, not more commercial. As a City, Ms. Paul proposes we look at areas that are truly in need, such as Fountain Walk and Main Street. We can do a lot more for amenities and bring people in. Ms. Paul is not against development and changes in the proposed City West district but in keeping with our Master Plan and Ordinance, not in creating a district that would be so close to Asbury Park, which is not acceptable. These are beautiful homes that we need to respect. If it was your neighborhood, or mine, Ms. Paul would be livid. Ms. Paul is here as a citizen to state this is not the development for our City. Ms. Paul would like it to look like Royal Oak or another beautiful city, not like Southfield with high rises.

Rida Salim, Mandalay Circle, relayed she is a High School student who moved to Novi about three years ago from Texas. One thing she really appreciates in Novi that she did not have back in Texas is all the greenery and nature. Everyday Ms. Salim, her friends and siblings go for bike rides, and walks around in the safety of her neighborhood. A concern with the zoning proposal is that there will be additional traffic impacting the safety of the neighborhood and disruption of the greenery that is enjoyed every day. Ms. Salim is in support of and acknowledges the benefits of this proposal for the North side of Grand River but has deep concerns about the disruption of greenery that will occur with this change as well as the safety of residents in Asbury Park. Ms. Salim urges the Planning Commission to amend the proposal, so it does not affect the south side of Grand River.

Khurram Abbas, 26508 Mandalay Court, relayed he would like to echo the concerns his neighbors have expressed. Mr. Abbas has been a Novi resident for over a decade, previously he was on the southeast side of Novi where he was in close proximity to a busy mixed commercial and dense residential area. One of the reasons Mr. Abbas moved to Asbury Park was to be surrounded by trees and wetlands while still in the Novi school district. Mr. Abbas expressed concerns with adding more dense residential areas and overcrowding the school district. The north side of Asbury Park touches the proposed City West district and Mr. Abbas has concerns about that. He is concerned about the reduction of trees and wetlands, about unsightly buildings that will be in view from the neighborhood, about the lack of buffer and noise abatement between the neighborhood and the City West district, and the possible reduction in property values. Although the replacement trees go to the tree fund, those trees won't go into the Asbury Park neighborhood; they will go elsewhere in the City which is an injustice to the Asbury Park residents. The Expo event held last year, a Monster Truck rally, impacted residents as a huge nuisance but Mr. Abbas appreciated that the owner of Suburban Showplace reached out and indicated he is willing to work with the residents in the future. Civil Engineers Mr. Abbas has spoken with have expressed concerns with water runoff from the wetlands that may become an issue for Asbury Park homes. Mr. Abbas also expressed concern with the rezoning from Light Industrial to City West as he does not think the City has the infrastructure to support it. He urges the Planning Commission to take a second look at the proposed zoning district and address some of the residents' concerns.

Swanand Dhayagude, 26348 Mandalay Circle, relayed due to the location of his home he will be most directly impacted by this zoning change and construction. He has a young family and is concerned about the noise, pollution, and any people from the multi-family that would be trespassing through the backyard, which is not appreciated. This will lead to more of that. Also, losing trees and some of the wetlands is a big concern. Mr. Dhayagude asks that the City reconsider this zoning change.

Kai Yuan, 26362 Mandalay Circle, relayed his backyard directly faces the new development. Along with all the other concerns brought forward, a major concern is all the kids in the neighborhood that bike and play together, wandering around in a very safe environment. If we cut down the trees and have a direct access to the new City center, that will really create a lot of attraction for the kids. Often time they wander off, but right now because of all the trees and wetlands, it actually protects them in a safe way, but now they can easily have access to a new world so a lot of concerns for the kids that go wander and play near there. This will also potentially bring a lot of unwanted people to the neighborhood, so there are a lot of safety concerns. Looking at the northwest side of the subdivision, there is multi-family rental property that a lot of parents chose to live in to have their children attend Novi schools. Even though they don't own their property, Mr. Yuan wants to have a voice for them because a lot of the kids there are facing the same concern with access to big parking lots and a lot of restaurants. Also, even though now there is a building beyond the backyard, there are a lot of trees screening it, with future taller buildings they will be seen from the bedroom windows. Mr. Yuan kindly suggests adjusting the zoning to make sure there are adequate trees, protective fencing or other safety measures to protect the kids from potential

dangers. Again, looking at the south side of the subdivision, there are a lot of families there that will be directly impacted. Mr. Yuan's preference is to have the City plan for adequate preparation and reduction of noise from any construction rather than hearing a lot of complaints as that would be a smoother process for everyone.

Kara Murtha, 26223 Mandalay Circle, relayed she moved here in 2012 from Florida where she lived very close to her neighbors. The reason she chose the Asbury Park neighborhood was the tall trees. Ms. Murtha grew up in New Jersey in the pine barren, so she was used to having really tall trees. Sitting in her backyard, she can hear birds, which is beautiful. Ms. Murtha implores the Planning Commissioners to come and walk the neighborhood rather than look at a piece of paper. Looking great on paper is not reality. If a five-story building is built near the back of the neighborhood, it will be hideous, and everyone will want to move out of the neighborhood. The property values will plummet. Ms. Murtha implores the Planning Commissioners to think of the impact on the community and the reason why people are attracted to Novi and its nature. Ms. Murtha had to replace 44 tree credits on her lot which was fully wooded, they were all planted back on her lot with no money donated to the tree fund. Ms. Murtha loves Novi due to its nature. She has children and does not want them to be able to walk to something that is dangerous and would never allow her children to ride their bikes to Beck Road or Grand River as it's too dangerous. Ms. Murtha asks that the security aspects of people coming in and out of her neighborhood, the views, the impact to nature, and the impact to the schools all be considered.

Surabhi Sardesai, Mandalay Circle, relayed her concerns that 75-100 feet is too close. Right now, looking out to her backyard, it is beautiful with the tall trees. Seventy-five feet is unacceptable. She pleads that this zoning change does not happen. She has two little kids who play in the backyard, it's not going to be safe. From her second floor she can basically only see trees right now and that privacy will be gone. Ms. Sardesai asks the Planning Commission to please consider cancelling the zoning change.

Haramesh , Mandalay Circle, relayed as her fellow residents have said, she would implore the City Council and Planning Commission to walk through the Asbury Park neighborhood. The reason she was convinced to move from Texas to Michigan was not the Michigan roads, it was Michigan's natural beauty. She enjoys walking in the evenings and biking with her children due to the tall trees, the wetlands, the sounds of the birds. Unfortunately, if we go through with the City West zoning, we won't see that, we will hear noise pollution and smell smoke, which will be a health risk.

A resident, no name given, relayed he has some questions about the presentation tonight. There were comparisons to other communities, and he would like to know which communities that were referenced. These are holes in the analysis because it wasn't indicated that this matches the general idea that you can pick and choose, which isn't right. That includes examples of buildings that were compared to. As far as the survey of residents that was referenced, was the target of the survey adjacent residents or the community as a whole, as he is just newly aware of this. Grand River is a unique road from beginning to end, from one side of Novi to the other, trying to develop it as a marketplace to stop doesn't make sense as it's a road frequently used to commute and avoid the freeway. As a 40-year resident of Novi, he was involved with City Council and the Planning board back in the 1980's, and was associated with an organization called PLAN - People Looking After Novi. The organization tried to make sure residents were represented. At that time, Novi was looked at as a community of residents, and didn't look to become a community like Southfield with high rise buildings. That was the intent of City Council and the Planning board at the time so it's not clear why we are trying to deviate from that, as that has been the intent of Novi all along. Notable City Council members at that time were Hugh Crawford and Nancy Cassis. What is the status of the restaurant atmosphere of Main Street, as it seems everything goes in there and dies. Why are we trying to move it somewhere else along Grand River, which is a busy road, that seems to make absolutely no sense. We keep allowing things to be built, they don't work, so we move on to another area and allow it to go there.

Beth Hinman, lives on Christina Lane, relayed she has a lot of questions about this proposal. Who is behind it, who is sponsoring it, who is pushing it, what is the benefit or reward that the Planning Commission is getting, who is the Staff we keep hearing about that is pursing this proposal. How will additional development of a highest intensity district, with the destruction of more woodlands and wetlands and five to eight story buildings along Grand River, bring any value to the existing residents of Novi. Why is the

Planning Commission's goal to make Novi as congested and unpleasant to reside in as West Bloomfield or Southfield. Grand River doesn't need to turn into another Orchard Lake Road. She objects to this proposal - the density, congestion, the destruction of woodlands and wetlands, without any recourse. The idea of high-rise buildings will significantly degrade the overall quality of Novi. There is absolutely no added value to the existing residents of Novi. She is asking the Planning Commission to listen to the protests and concerns and for once put the needs of the residents above the developers. That hasn't happened for a long time in Novi; do the right thing for a change.

Megan Sedghi, 26529 Mandalay Circle, relayed her property is close to Eleven Mile, but she will be impacted like all the other properties in her subdivision by this development. She already can hear the highway even though she is far away from it. Reducing the green zone is not going to benefit anyone. While the presentation showed something really grand, it doesn't seem to fit with what Novi is. Novi has a small city feel, which we love. We are surrounded by trees and are family-oriented. She is hoping we are not losing sight of that when we are trying to put something out of another city into a place that may be underdeveloped. She knows we can do better than what the presentation showed. Ms. Sedghi is an architect by education and does not see how we can construct something like this on these parcels. As previously stated, there are other parcels in Novi that we started developing and somehow abandoned. Now there is someone who is trying to purchase these parcels and develop them; Ms. Sedghi thinks we should focus on the developments we started already, reduce what the presentation showed, to consider existing homeowners who will be impacted by this rezoning.

Humza Salim, 26433 Mandalay Circle, moved to Novi on January 1st, 2020, in the middle of Junior year of High School. Two months later COVID struck, and he was left alone at home. He had no friends as he had just moved. To spend time, he walked the green streets of Mandalay Circle, which was very nice. He found a lot of peace there. He and his brother played basketball every day for a few hours a day as it is a very safe neighborhood. With the introduction of this plan that won't be possible; the safety net will be gone. Now he is a Sophomore at the University of Michigan and every weekend he comes back just to have the solace again. Mr. Salim strongly recommends that this proposal not move forward.

Aaron Martinez, a 30-year resident of Novi, relayed a lot of his comments have already been stated, but he thinks we can do better than the proposal that is before the Planning Commission at this point. There are a lot of concerns in the community that still need to be addressed. A lot has been heard tonight; people are worried about what this zoning change could mean for them, and Mr. Martinez asks that the Planning Commission take this seriously. As this is considered tonight, Mr. Martinez thinks the proper step would be to table this. It could be sent back to the drawing board, we could collaborate a lot more with the residents, hear their concerns and allow those concerns to be reflected in the plans before a vote is taken.

Mark Weinbaum, is an owner of the Novi Mile, LLC parcel, which is at the northeast corner of Beck and Grand River, behind the Chase Bank, USA to Go and Starbucks. Mr. Weinbaum purchased the property over 15 years ago. He can't speak to the other parcels, or their owners, but he has always found this community to be very mindful and thoughtful about the type, nature and character of development and zoning, such that he has not developed the site in the time he has owned it. The right ideas have not come along. Mr. Weinbaum develops in Milford, Brighton, and Fenton. With all due respect to the homeowners, he hears and appreciates their comments; however, in every development he has done, he has heard the same refrain. The day after a project is completed, people are out riding their bikes and walking. The greatest pleasures of a good developer are that they develop something that is economically viable, serves the community, and is something that they can be proud of as in his particular case, this is not something they will build and leave and go off and do another thing. He is part of the southeast Michigan development community, and their reputation is very important to him. Mr. Weinbaum believes Staff has come up with a very proactive approach. He had no role in developing this, he watched from the sidelines as the Master Plan was developed in 2016-2017. He was approached recently and gave input. There are parts that could be refined further, but the idea that this is going to remain a park or forest is not realistic. There is a significant industrial area to the north of a subdivision. Mr. Weinbaum has developed a lot of industrial properties and the last thing he would want is to live south of an industrial building. There are trucks coming in and out, there is noise all hours of the day. There is a need for good quality, affordable, attainable housing in this community. He would encourage residents

to think through this. He appreciates Staff's thoughtfulness and thinks this is a good foundation for prospectively and holistically activating this whole section in a way that is going to protect the environment, retain quality woodlands and wetlands, and give an opportunity for everyone to be involved in a larger, grander plan.

Ali Ozbeki, who spoke previously, wished to add a comment. Chair Pehrson noted only one comment is permitted per resident during the public hearing. Mr. Ozbeki stated that he has a house that he would be happy to sell at a 20 percent discount of market value to Mr. Weinbaum.

Mike relayed he moved to Mandalay Circle in Novi a year ago. What drew him to Novi, as his neighbors have said, is the greenery, it's a special place. However, the writing is in front of us. What he does not like is driving down Grand River, seeing "Now Hiring" signs at places like Suburban Showplace and Kroger. There are a lot of developments that don't have staff. Day one, everything will be beautiful, there will be TV cameras and ribbon cuttings. What will happen a year down the road when the employees are not there anymore? There will be more help wanted signs, it's a vicious cycle.

David Landry, 45471 Kimberly Court, relayed he is representing members of the Joanne M. Ward trust who own the ten-acre parcel on the southeast corner of Grand River and Beck Road. The northern three acres are zoned B-3, the southern acres are zoned RA. Mr. Landry relayed the family has owned the parcel since the 1940's. Looking at a 1990 aerial, the houses and buildings shown were their family business. In fact, looking back at a 1949 aerial, the buildings shown were their family business, so they are very much invested in this property. Mr. Landry asks that the ordinance treat the southeast corner the same as the it treats the northeast corner; carve out the B-3. He has no objection to the RA piece being included in City West. This particular corner is unique in the sense there is a hospital right across the street, which is a very intense regional use. There are intense business uses to the northwest with a Home Depot along with the other businesses there. The northeast corner is carved out, with the bank and a Starbucks, a fancy gas station. This whole corner is a classic B-3 use, so he asks to be treated equally. Secondly, with respect to drive-thru uses, Mr. Landry previously drafted a letter to the Planning department and asked for it to be forwarded to the Planning Commission. He was concerned that the version of the ordinance he saw did not allow drive-thru for businesses. However, since the April 5th Planning Commission meeting, Mr. Landry is aware that the administration has amended a few things and recommended as a Special Land Use that drive-thru is included for retail, restaurant and pharmacy businesses. Mr. Landry is in support of how the Ordinance is currently worded that a drive-thru is a Special Land Use. Like all drive-thru's, there is a concern for adjacency, sound, traffic stacking, things of that nature and Special Land Use takes care of that. Mr. Landry concluded he is in support of the drive-thru aspect in the Ordinance and asks that recommendation be passed on to City Council and asks to be treated like the northeast corner with B-3 zoning.

Jeff Wainwright, 45799 Grand River, relayed that this address is his business, Paradise Park. It is a very family-based business, and he likes the idea of a lot of families and a lot of kids in the area. He wants to see the area of Grand River developed well that is west of his business. This ordinance has gone through an unbelievable amount of work to get to the point it is, and the Staff have tried to craft something that answers everybody's needs. It's never going to be perfect, but Mr. Wainwright, as an engineer, has a few suggestions that could answer some of the concerns brought up tonight. The setbacks are set in general against the residential area at 100 feet. In thinking about a setback in principle, a parking lot will not be any less attractive whether it is 25, 50 or 100 feet back. The issue can be resolved with proper berming, proper landscaping that can be added to the Ordinance. It does not need to be a 100-foot setback which is punishing to developers, who won't be able to develop at that setback distance. There are only 33 parcels in that sector, which is 133 acres, that averages 3 acres per parcel. A 100-foot setback on a 3-acre parcel makes it unbuildable. We need to give pause to that and come up with a solution for the residents when they look out their window see good landscape like what was done at Paradise Park. Mr. Wainwright compels the Planning Commission to give thought to this and send the Ordinance back for one more revision.

Megan Zatkoff, 50735 Chesapeake Drive, relayed she lives in Island Lake and wanted to bring up the issue of traffic and congestion in the area as it has not been mentioned enough. While she empathizes with the residents on Mandalay Circle and other nearby areas, traffic increasing to this area would be

detrimental to all nearby neighborhoods, down Beck Road, Wixom Road and Napier Road. They are already feeling the effects from nearby construction. That gives an idea of what would happen if this area becomes overly congested without a plan for the vehicles which typically now use Grand River as a thoroughfare. Are those vehicles going to start spilling over to Ten Mile? Where will they go when I-96 is backed up? Offer that as something else to consider, not only what do we do with the land, but what is the impact of traffic nearby.

Blair Bowman, owner of the Suburban Collection Showplace, relayed he is very proud of what he has been able to accomplish. After some assistance with tax abatements, they are one of the largest taxpayers in Novi. One thing that must be understood is this is not something that they have pushed in any way. They are certainly interested in seeing what is going to develop from this Ordinance process. If it's any consternation at all, removing the Showplace and the surrounding properties used to support it is fine, and concentrating more towards the west where the intersection and interchange is. Mr. Bowman does also represent some of the properties on the south side of Grand River and has met with the Asbury Park Homeowners' Association. He cannot commit to anything that is going to develop out of this Ordinance, he can only speak to what he would develop, and how he would develop the parcels immediately north of Asbury Park. Mr. Bowman referred to a plan that would preserve 98 percent of the wetlands, and most of the woodlands. The structures he would propose are a single-family residential townhouse style apartment community, immediately 100 feet north, but over 400 feet away would be the first three story style building. Mr. Bowman welcomes the opportunity to work with the residents only if and when we get to that point.

Andrew Mutch, 24740 Taft Road, relayed there were a few things that he recognized in going through the Ordinance that raised concerns for him. One of the things that stood out, while there have been changes since the initial draft, there are still areas where this Ordinance is deficient in comparison to comparable ordinances particularly in the area of adjacency to residential areas in terms of setbacks and buffering. For example, the building setback requirements, while they have been increased, are still less than what is required for I-1, RM-1 or RM-2 which would be a minimum of what we would want. Those building setbacks are absolute, so it's not a matter of how tall the building in RM-1 is, it's setback 75 feet. In the case of this Ordinance, if you have a building that is not as tall, you can move it closer to the property line potentially increasing the impact on adjacent residential properties. We need some clarity on what constitutes residential, as there are other uses permitted in this that are traditionally listed in residential land use category such as live-work, daycare centers, and private schools. If these are considered residential uses, then the non-residential setback does not come into play. Those uses could be a lot closer to residential property lines than otherwise might be allowed. Another area lacking compared to other zoning districts is the open space requirement. This Ordinance requires 150 square feet per unit, every other district, such as RM-1, RM-2, TC, TC-1 where we have these kinds of more urban residential areas, require 200 square feet per unit of open space. Why are we cutting back here compared to other areas in the City? Another thing that has been reflected in many of the comments tonight is the impact on natural features and resources. The Ordinance and all the material that has gone out with that talks about the importance of conservating natural resources, yet we get these concept plans that show the areas being blown away. Reading through the City West Ordinance language, there is nothing in there that protects woodlands and wetlands beyond what our Woodlands and Wetlands Ordinance does today. Mr. Mutch does not have confidence that those Ordinances would be enforced in a way that would protect those areas in a meaningful way. Mr. Mutch believes that there needs to be substantial language in the City West district if adopted, that protects those areas because that is what is being counted on to help buffer those adjoining residential areas. While berming helps, it does not replace mature trees. There is a lot more work to do with this if it goes forward, and Mr. Mutch hopes the deficient areas get addressed.

Matt Heinz, 24551 Kingspointe, relayed many of the residents have done a phenomenal job sharing their concerns, and the Staff has done a lot of work putting this plan together. One thing that has not been discussed is there is a big difference between the woodland permit that was heard prior to this which was a very specific plan, with the outcome being option A or option B to have trees replanted or not. One of the largest deficiencies of this proposal being discussed at length, is there is not much defined. There are suggestions of initiatives related to sustainability or other mentions to be environmentally friendly and energy efficient, but much of the language in the proposal is "might", "should", "mostly". If you were to

ask anyone here what this is going to look like, there would not be a clear projection. To vote on something that is not clear on what it will be could lead to a terrible mistake. This needs to be much more fleshed out and developed into a concrete plan.

Natalie Jocz, 45144 Nine Mile Road, relayed even though she lives far from the proposed City West district she has concerns as a Novi resident. The first concern being the height of the buildings, which would be taller than the local hospital or mall. It is concerning that the residents who are living nearby are not being listened to. If this were to be approved, Ms. Jocz would hate to live near a ten-story building. Another concern is talk of lowering the speed of Grand River as that is a four-lane road, in some parts five-lane. How can the speed be lowered when there is so much traffic that goes through there? As has been mentioned, we need to look at the traffic and where that flow would go. Before we do that, we really need to look in more detail at this project.

Seeing no other participants, Chair Pehrson closed the public comment. Member Lynch read the written correspondence:

- Support from Thomas Meyer
- Objection from Paulette and Louis Alioa
- Letter from David Landry representing the trust of Joanne B. Ward
- Objection from Rafael Barkas and Kasia Barkas
- Objection from Khurram Abbas
- Objection from Giles McGill
- Objection from Alex and Lisa Ljucdjonaj
- Support from Novi Mile, LLC/Mark Weinbaum
- Support from WixMix LLC, Jeffrey Heyn
- Support from Central Park, LLC/South Grand Equities, LLC/Nobe Property Group, LLC/Nobe II Property Group/Peter Scodeller
- Support from Grand Beck Venture Group, LLC/Servman, LLC/Blair Bowman
- Support from Blair Bowman
- Objection from Bijan Sedghi
- Objection from Jason Wright
- Objection from Kelly Kasper
- Objection from Annett Hoermann
- Objection from Joe and Jennifer Patton
- Objection from Michael McDougal
- Objection from Swanand Dhayagude
- Support from Mary N. Frankfurt and James M. Frankfurt
- Objection from Claire Smith
- Objection from Charles Smith
- Objection from Surabhi Sardesai
- Objection from Lauren Santeiu

Chair Pehrson closed the audience participation and turned the matter over to the Planning Commission for consideration.

Member Lynch relayed it is his understanding that Staff got the assignment four years ago to do something with the mishmash of parcels on Grand River. First, when Member Lynch first looked at this project…

Member Avdoulos offered a clarification that this is not a project or proposal, it is a rezoning of a large piece of property. We are looking at a district, and at a text amendment for the whole area. To clarify, we are not approving a specific project, as that seems to be where there is a lot of confusion.

Member Lynch relayed in terms of the rezoning, as he brought up in the past, Grand River Avenue right now is four and five lanes. His advice to City Council would be they might want to take a look at a traffic calming proposal that came up a few years ago where boulevards were put in. Similar to Van Dyke, it calmed the traffic to a point where it would be appropriate in this district. Member Lynch also relayed he had initial concerns with the proposed height. His understanding is in the Ordinance the height will be a maximum of eight stories on the north side. City Planner McBeth confirmed that a maximum of eight stories

will be allowed on the north side, only if they apply for and receive the additional bonus stories.

Member Lynch inquired as to his understanding that we are allowing vertical development to preserve more of the wetlands and woodlands. City Planner McBeth confirmed that is one of the purposes.

Member Lynch referred to the references made to Southfield, and stated we need to be careful about that, but he can only advise City Council. Novi has its own character. Something needs to be done to put uniformity there – looking at the various zones south of Grand River there are quite a few parcels that are currently zoned industrial, so if someone wanted to come in and put in, for example an extrusion business, they could.

City Planner McBeth stated that is correct, everything that is permitted in the Light Industrial district, which is the majority of the parcels on the south side, except for the residential and office to the west, could be built there under the current zoning.

Member Lynch inquired if there were industrial uses in the proposed zoning change. City Planner McBeth confirmed there are no light industrial uses included in the new Ordinance. The existing light industrial uses that are there would be grandfathered in, until they decide to move. When someone else comes to develop the property, it will be under the new Ordinance.

Member Lynch inquired as to what the current setback is on the south side of Grand River adjacent to the residential area. Senior Planner Bell relayed that in the current I-1 district nonresidential uses must be set back 100 feet. In the proposed City West district, nonresidential uses would maintain the 100-foot setback. Residential uses, like a townhouse, would be limited to 35 feet in height and for every foot of building height, the building would have to be set back two feet from the property line. Member Lynch confirmed his understanding that the new district doesn't change the current setbacks and berming, but improves it in some areas. Senior Planner Bell confirmed this what we've attempted to do.

Member Lynch inquired how many different property owners there are in the proposed district. Senior Planner Bell stated that there are 54 properties, some owners own multiple properties.

Member Lynch relayed he appreciates the work that has been done and he thinks it best overall to have an overriding zoning district although a concern was the permitted building heights. This would be a perfect opportunity to implement a traffic calming plan on Grand River, and make it more attractive, very similar to what was done on Beck Road between Five and Six Mile Roads.

Chair Pehrson added we are not suggesting any design standards other than what is in the manual. There is a hope that all the parcels will become uniform, and at some point, we address the traffic.

Member Becker relayed that our job is to listen to everyone in the City. Whenever an opinion is expressed to the Planning Commission and they do something contrary to the opinions expressed, it does not mean that they didn't listen and consider the opinions.

Member Becker referred to comments made regarding why the City does not go back and try to redevelop West Oaks or Main Street. The City doesn't develop property, and the City does not go in and help a business succeed or fail or replace a business. The City decides what business fits the zoning.

Member Becker relayed it is often remarked that one way to preserve green space and open land is to build up and not out and some of the suggestions in the proposed Ordinance would allow for that. As was pointed out, all the industrial zoned properties could take away all the trees with a parking lot and industrial building that will never look as nice as a well-done residential building. There are setbacks which allow for trees to be maintained, and probably a lot less lighting than there might be in some industrial settings. What this proposed zoning district is actually doing is trying to protect some of the features that the residents have mentioned. As Member Becker is frequently bent on asking, would the Asbury Park residents consider how many trees and wetlands were taken away to build their homes?

Member Dismondy relayed that his understanding is that the City's mission here is to activate a part of

the City that is aging. The average life of the properties along that stretch is 43 years. Industrial hasn't taken root in that corridor to date. As City employees, the staff are looking to make the City a better place and come up with progressive ideas with best practices from around the country. That's what we saw today, which was years of work to come together. Inevitably, we feel like we see it too late to have an opinion, which is what we are experiencing tonight. This wasn't done hastily by any means. There are things to it that Member Dismondy likes very much and some things that he does not think will work without further revision, namely the speed of traffic. Member Dismondy does not think he is ready to make a decision on the outcome but will wait to hear from his colleagues on the Commission.

Member Verma relayed listening to the public and in the written correspondence there are so many positives and negatives brought forth as well as ideas that have come. Member Verma would like to wait for another ten to fifteen days to combine those thoughts with what our Staff has already presented.

Member Roney relayed he has been on the Implementation Committee and has seen this for the last couple of years, and thinks it has exciting potential. It's not a proposal, we need to yet see the proposals. This is opening the possibility for developers to start talking about what they can do in that area. Member Roney likes the proposal and supports it. He appreciates Member Lynch addressing the setback concerns and is glad to hear they are not different than what they are today. He would rather have something like what this vision is than have a manufacturing plant in his backyard.

Member Avdoulos relayed this is not a project nor a proposal. It is taking an area, looking at how it is currently zoned, then thinking about what potential projects can go there and rezoning it to allow some flexibility and allow interesting projects to come in. It is up to the developers to come in and show us what they are thinking. Just like the gentleman said earlier, the woodland permit was one project that came forward on one site and asked for the removal of eleven trees. In the same way with this area, any project that comes in has to go through the planning process, has to go through site plan approval, has to follow all the ordinances, and has to maintain wetlands and woodlands. Right now, the majority of the properties are zoned residential, which means someone could put up a light industrial building that is 100 feet abutting residential.

Any project still must follow all the other requirements we have for all other projects. The concern with the height, as City Planner McBeth indicated there are requirements for that. The tallest buildings will be on the north side of Grand River. The heights on the south side of Grand River for residential are a minimum of two stories and a maximum of three stories. If there are mixed use, then four stories are permitted on the south side and five stories are permitted on the north side. These are just ideas, there are no planned projects yet.

For a frame of reference, the nearby hospital is seven stories to the top of the penthouse. It is actually closer to eight stories because hospitals are allowed a higher floor to floor height on the first couple of floors. There wouldn't be anything taller than the hospital in the City West district.

What this whole process is looking at doing is not dictating what should be built here, but allowing some flexibility for developers. At some point, these properties are going to be developed. The City wanted to put something together to help guide that so it does protect the residents who are close to Grand River. The document was driven by maintaining the wetlands and woodlands. Member Avdoulos has been on the Planning Commission long enough to see how diligent the City is to help maintain that. That is why a lot of people move to the City as has been indicated. As a resident of Novi for 30 years, Member Avdoulos has seen it develop much better than a lot of cities. This document has a lot of work put into it and is improving what we currently have on the boards. We are not saying what goes in there, we are just zoning it to give flexibility to developers who want to build there.

Chair Pehrson relayed he agrees with much of what's being said. This is to drive a conceptual idea that has to be brought forward by whomever the developers are. As mentioned, some of these properties have been sitting fallow for 43 years. This is not something that is going to happen between now and next month. There are properties that are going to have to be adjoined. All the plans brought before the Planning Commission need to go under the same scrutiny relative to all things such as setbacks and woodlands. What we are looking to do here is to create something as uniform as the Town Center when

that was developed. Most of the development will be abutting Grand River, not be sitting in the backyard of the residents. As individual projects come to the Planning Commission, they will make the hard decisions as to whether that particular application has the correct setback and intent for the given area. As has been stated, we are not building another Southfield. The max height on the north side will likely be five stories, and 35 feet on the south side. This is to create flexibility, so we can help developers come forward with their best ideas. What we are trying to do is give those who want to invest in the City of Novi the opportunity to do that within some guidelines to this specific design standard. We hear everything said about setbacks and the applicability of safety and what that means. There are certain things we have no control over, we can ask for with inside the plans certain lighting conditions, certain exit gates to prevent people from wandering into neighborhoods. Just because we vote a certain way, doesn't mean we are not listening. Chair Pehrson appreciates everyone's input and really appreciates the respect given the Planning Commission and hopes that we afforded the same to you.

Motion to recommend approval to City Council to adopt the City West district into the Zoning Ordinance made by Member Avdoulos and seconded by Member Lynch.

In the matter of Text Amendment 18.296, motion to recommend approval to City Council to adopt the City West District into the Zoning Ordinance as shown in the draft amendment for the following reasons:

1. **The 2016 Master Plan for Land Use recommended the creation and adoption of a new zoning district for this area of the City in order to foster redevelopment of underutilized parcels, and to create a vibrant, walkable, mixed-use district,**
2. **The Master Plan for Land Use objective to foster a favorable business climate is fulfilled by allowing more flexible development standards for a unique area of the City,**
3. **The Master Plan for Land Use objective to support and strengthen existing businesses and attract new businesses is fulfilled by allowing existing businesses to expand and creating new development opportunities in a mixed-use environment,**
4. **The Master Plan for Land Use objective to provide a wide range of housing options is supported as the new district allows residential use in a mixed-use setting,**
5. **The Master Plan for Land Use objective to develop the City West/Grand River and Beck area in a manner that supports and complements neighboring areas through the use of setback and height restrictions to provide buffers to single family districts, and**
6. **It provides an opportunity for long-standing businesses to remain at their current location.**

ROLL CALL VOTE ON MOTION TO RECOMMEND APPROVAL TO CITY COUNCIL TO ADOPT THE CITY WEST DISTRICT INTO THE ZONING ORDINANCE AS SHOWN ON THE DRAFT AMENDMENT MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH.

Motion carried 7-0.

3. **CITY WEST ZONING MAP AMENDMENT 18.741**
   Public hearing of the staff-initiated request for Planning Commission's recommendation to City Council regarding the rezoning of property in Section 16, located east of Beck Road, west of Taft Road along both sides of Grand River Avenue from OS-1 (Office Service), RA (Residential Acreage), I-1 (Light Industrial), B-3 (General Business), and OST (Office Service Technology) to CW (City West). The subject properties total approximately 250 acres.

Senior Planner Lindsay Bell relayed historical photos of the area show the land was largely agricultural fields and orchards in the 1940s. When I-96 was constructed in 1957 there was a highway rest stop until the Suburban Collection Showplace was constructed in 2005 in its location. The Fairlane Motel appears to have been developed on the north side of Grand River in the 1950s, and is still open today. By the 1970s there was greater industrial activity in the area, including the Wix-Mix concrete plant, trucking operations, outdoor storage yards, various industrial buildings, and a gas station near the intersection of Beck and Grand River. Over the last 20 years many of the remaining homes and vacant structures have been torn down after falling into disrepair, and the properties have not yet redeveloped. As stated in the 2016 Master Plan, "Many sites are underutilized, disused or vacant."

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project ID#	CIP Budget Category	City Staff Evaluation as of	Total Project Cost
WTS009	Water Distribution	September 2016	**$882,255**

Island Lake Pressure District Expansion - Phase 2

Section 29, 30, 31, and 32

Design Engineering	$	43,490
Right-of-Way Acquisition	$	-
Geotechnical Design	$	15,532
Other	$	-
TOTAL ENGINEERING	**$**	**59,022**
Contingency	$	11,805

Notes:

TOTAL ENGINEERING (including contingency)	**$**	**70,827**

Construction	$	621,280
Construction Engineering	$	37,277
Crew Days	$	31,500
Material Testing	$	15,532
Other	$	-
TOTAL CONSTRUCTION	**$**	**705,589**
Contingency	$	105,839

Notes:

TOTAL CONSTRUCTION (including contingency)	**$**	**811,428**

Project Description, Justification, & Operating Budget Impact

The Island Lake Pressure District (ILPD) phase 2 expansion project has two key project components which will allow for the expansion of the ILPD into the northeast quadrant of section 18. The two main components of this project include:
(1) Installation of a 16-inch water main through Wildlife Woods Park to provide sufficient conveyance to the Island Lake Booster Station.
(2) Decommissioning of PRV at the Catholic Central Site. The Catholic Central site water main was installed with a backup up pressure reducing valve (PRV) in lieu of a looped system in case water pressure is ever lost from the Intermediate Pressure District. This PRV provides limited redundancy as it rarely operates, so system operators can not tell if it is in working order. In addition, the design of this PRV allows for the Island Lake Booster Station to feed the Intermediate District during times of pressure loss. The design did not take into account the fact that the Island Lake Booster Station is not large enough to feed the Intermediate District. For this reason, re-districting was proposed as part of the 2014 Water System Master Plan update.

BUDGET DETERMINATION BASED ON YEAR AWARDED

Budget Determination excludes TOTAL ENGINEERING (including contingency) if completed in prior fiscal year

2018-19	$882,255	2023-24	$1,022,775
2019-20	$908,723	2024-25	$1,053,459
2020-21	$935,984	2025-26	$1,085,062
2021-22	$964,064	2026-27	$1,117,614
2022-23	$992,986	2027-28	$1,151,143

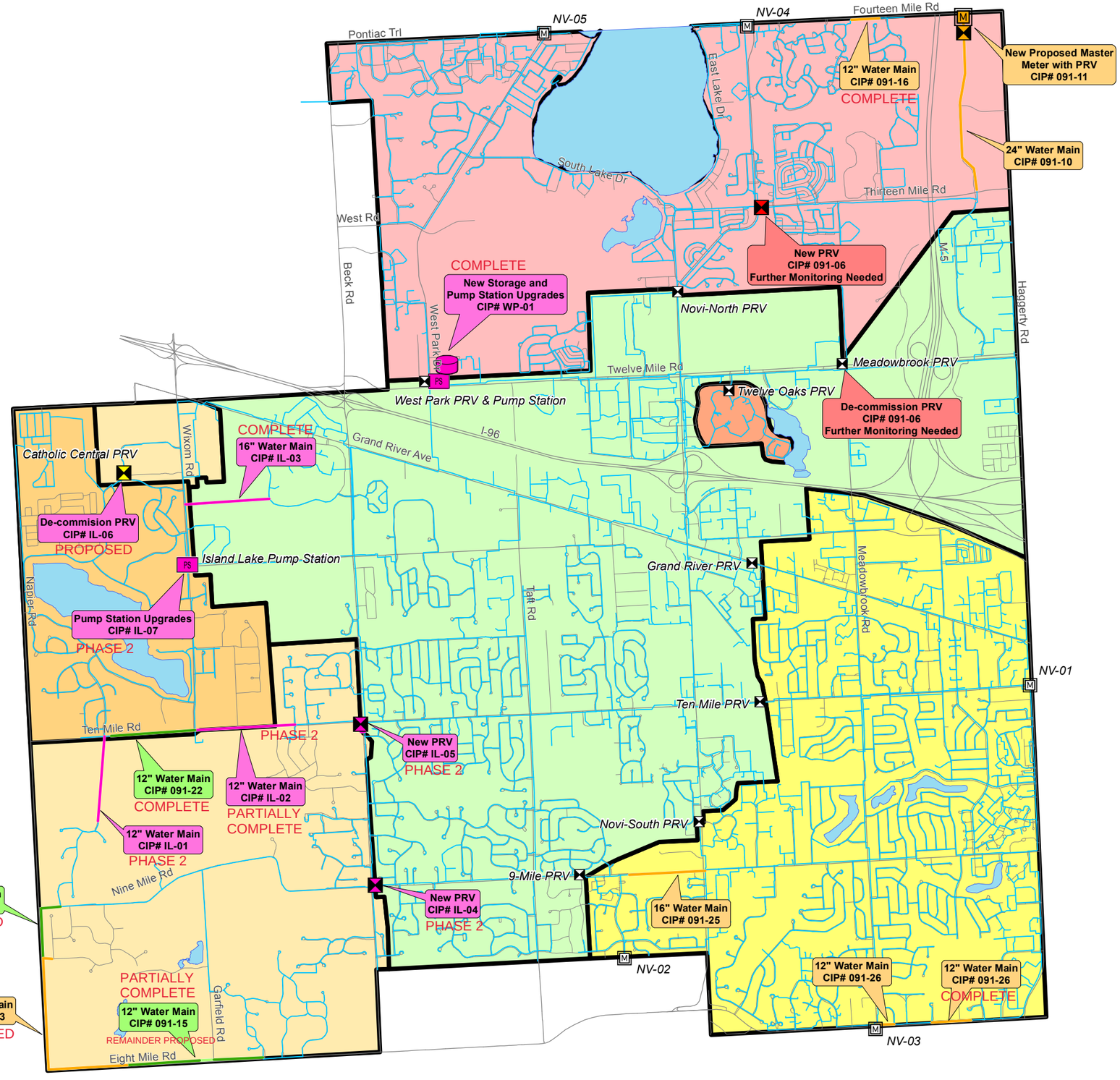
Engineering Completed in Prior Fiscal Year?
No

Funding Source?
592 - Water Sewer Fund

Outside Funding?
No

FIGURE A-1
System Improvements

CITY OF NOVI
07.14.2014



Legend

- DWSD Meter
- PRV
- De-Commission PRV
- Proposed PRV
- New GST
- Pump Station Upgrades

Water Main

- Existing
- Proposed

Pressure District

- High
- Intermediate
- Lower
- Twelve Oaks
- Existing Island Lake
- Proposed Island Lake

2008 Recommendations Carried Over

- Tier 1
- Tier 2
- Tier 3

0 — 3,500 — 7,000 — 10,500 Feet

Source: Data provided by Oakland County and the City of Novi. Orchard, Hiltz and McCliment does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 IntlFeet

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Path: P:\0126_0165\0163120190_WaterMasterPlan_EWRG\GIS\Maps\WMP_Figures\Update_June2014\FigureA-1_Improvements.mxd

Cost Estimates

The updated cost estimates for the 2008 recommendations are shown in Table 12. Calculations of the cost estimates are included in Appendix A. These cost estimates include cost of construction and professional services but do not include costs for easement acquisition, major utility relocation, bonds, or fees for permitting or inspection.

Table 12: Updated Cost Summary of 2008 Recommendations

	ID	Description	Updated Cost Estimate
Tier 1			
	091-06	Install a PRV on 13 Mile Road east of Novi Road and de-commission Meadowbrook PRV if determined necessary.	$843,000
Tier 2			
	091-10	Extend a 24-inch main 2,600 feet north to 14 Mile Road	$1,139,000
	091-11	Install new DWSD master meter with PRV	$1,305,000
COMPLETE	091-16	Extend 900 feet of 12-inch main from west of Kingswood Boulevard to Columbia Drive.	$173,000
PROPOSED	091-23	Extend a 12-inch main approximately 5,700 feet from the proposed 12-inch main at Napier Road and Park Place Drive to the south along Napier Road to 8 Mile Road then east to the proposed 12-inch main on 8 Mile Road.	$1,082,000
	091-25	Extend a 16-inch main approximately 2,400 feet from the existing 16-inch main on 9 Mile Road west of Center Street to the east along 9 Mile Road to the existing 12-inch main at Novi Road and 9 Mile Road.	$647,000
COMPLETE	091-26	Extend a 12-inch main approximately 1,300 feet from the existing 12-inch main on 8 Mile Road at Club Lane to the east to the existing 12-inch main on 8 Mile Road east of Cambridge Drive. Install 12-Inch main approximately 600 feet from Meadowbrook Rd east to Llorac Ln.	$362,000
Tier 3 required for other recommendations			
PROPOSED	091-14	Extend a 12-inch water main approximately 2,400 feet from the existing 12-inch water main at 9-Mile Rd and then south on Napier Rd to Park Place Dr. (Required for recommendation 091-23.)	$457,000
PARTIALLY COMPLETE	091-15	Extend a 12-inch water main approximately 4,300 feet from the existing 12-inch water main at 8-Mile Rd and Garfield Rd to the west along 8-Mile Rd. (Required for recommendation 091-23. Length reduced by 400 feet from 2008 report due to Ballantyne development.) REMAINDER PROPOSED	$817,000
COMPLETE	091-22	Connect the existing 12-inch water main at Wixom Rd and 10-Mile Rd to the existing 12-inch water main east of Terra Del Mar Drive on 10-Mile Rd with approximately 2,700 feet of 12-inch water main. (Required for Island Lake recommendations.)	$513,000
		Total Cost of Updated Recommendations:	**$7,338,000**

The cost estimates for recommendations new to this report are shown in Table 13. Calculations of the cost estimates are included in Appendix A. These cost estimates include cost of construction and professional services but do not include costs for easement acquisition, major utility relocation, bonds, or fees for permitting or inspection.

Table 13: Cost Summary of New Recommendations

	ID	Description	Cost Estimate
COMPLETE	WP-01	Install 1.5 MG ground storage reservoir near West Park Pump Station and reconfigure Pump Station to pump out of storage at 11 MGD. Includes SCADA system.	$4,004,000
PHASE 2	IL-01	Install approximately 3,000 feet of new 12-inch water through existing Novi Links golf course. (Replaces recommendation 091-28 from 2008 report.)	$570,000 *
PARTIALLY COMPLETE	IL-02	Install approximately 3,200 feet of new 12-inch water main along 10-Mile Rd from Wixom Rd to Woodham Rd. REMAINDER IN PHASE 2	$608,000
COMPLETE	IL-03	Install approximately 2,800 feet of new 16-inch water main from Providence Park Hospital to Wixom Rd across City owned parcel.	$754,000
PHASE 2	IL-04	Install new PRV at 9-Mile Rd and Beck Rd.	$592,000
PHASE 2	IL-05	Install new PRV at 10-Mile Rd and Beck Rd.	$665,000
PROPOSED	IL-06	De-commission PRV near Catholic Central School.	$100,000
PHASE 2	IL-07	Replace Existing Pumps in the Island Lake Pump Station.	$488,000
		Total Cost of New Recommendations:	**$7,211,000 ***

* CIP# IL-01 will be built by a developer and is not included in the cost summation.

Operational Recommendations

In addition to the CIP recommendations above, there are several operational recommendations to improve system performance and efficiency.

- As part of the WPPS upgrades, system controls should be re-evaluated to eliminate excessive run-time of the WPPS pumps.
- As part of the WPPS upgrades, system operators should open an existing valve in the yard of the WPPS. A map of the WPPS with this valve called out is included in Appendix A.
- Once SCADA upgrades are complete, flows and pressures should be monitored at the ILPS to refine the future design flows required for the expanded Island Lake Pressure District. A preliminary engineering evaluation of upgrades at the ILPS should be performed to refine the cost estimate of station upgrades.
- SCADA upgrades at the ILPS, WPPS, Novi-North PRV, Grand River PRV, and 10-Mile PRV will allow system operators to monitor in-system flows to calculate the distribution of water loss and peak usage within the system. System operators should use this information to guide future CIP recommendations and asset management activities.

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project ID#	CIP Budget Category	City Staff Evaluation as of	Total Project Cost
WTS008	Water Distribution	September 2016	**$2,336,580**

Island Lake Pressure District Expansion - Phase 1

Sections 29, 30, 31, and 32

Design Engineering	$	106,880
Right-of-Way Acquisition	$	75,000
Geotechnical Design	$	41,108
Other	$	-
TOTAL ENGINEERING	**$**	**222,988**
Contingency	$	44,598

Notes:

TOTAL ENGINEERING (including contingency)	**$**	**267,586**

Construction	$	1,644,302
Construction Engineering	$	82,216
Crew Days	$	31,500
Material Testing	$	41,108
Other	$	-
TOTAL CONSTRUCTION	**$**	**1,799,126**
Contingency	$	269,869

Notes:

TOTAL CONSTRUCTION (including contingency)	**$**	**2,068,995**

Project Description, Justification, & Operating Budget Impact

The Island Lake Pressure District (ILPD) expansion project has four key project components which will allow for the expansion of the ILPD into sections 29, 30, 31, and 32. The four main components of this project include: (1) Extension of a 12-inch water main along 10 Mile from Wixom to the stub at Woodham Road; (2) Installation of a new PRV at Ten Mile and Beck Road; (3) Installation of a new PRV at 9 Mile and Beck Road; (4) Pump upgrades at the Island Lake Booster Station. Over the past several years, residents sections 29, 30, 31, and 32 have complained of low pressure issues, especially during high usage periods when lawn sprinkling is occurring. Typically, system operators would increase the discharge pressure from the West Park Booster Station during these periods of pressure complaints; however, there is limited opportunity to boost pressures to the desired level in these sections as it would cause excessively high pressures within the lower elevation areas in the Intermediate Pressure District (along Novi Road north of 9 Mile and south of Grand River). For this reason, re-districting was proposed as part of the 2014 Water System Master Plan update.

BUDGET DETERMINATION BASED ON YEAR AWARDED

Budget Determination excludes TOTAL ENGINEERING (including contingency) if completed in prior fiscal year

2018-19	$2,336,580	2023-24	$2,708,737
2019-20	$2,406,678	2024-25	$2,789,999
2020-21	$2,478,878	2025-26	$2,873,699
2021-22	$2,553,244	2026-27	$2,959,910
2022-23	$2,629,841	2027-28	$3,048,707

Engineering Completed in Prior Fiscal Year?

No

Funding Source?

592 - Water Sewer Fund

Outside Funding?

No

MEMORANDUM

TO: VICTOR CARDENAS, INTERIM CITY MANAGER

FROM: BEN CROY, CITY ENGINEER

SUBJECT: CITY WEST DISTRICT UTILITY DEMANDS

DATE: JUNE 8, 2023

The Department of Public Works Engineering Division has been working with the Community Development Department projecting assumptions regarding anticipated utility demand within the proposed City West District (Grand River between Beck Road and Taft Road). Based on these discussions, the City West District potential development is estimated to demand 1,550 REUs for water service. One REU (Residential Equivalency Unit) equates to the utility demand from one single-family home. Water system improvements will be required to maintain adequate water pressures in the western limits of the city regardless of whether the area develops as proposed or as currently zoned. No improvements are anticipated to be required for the sanitary sewer system.

The City West District is located within the Intermediate Pressure District. Other areas in this pressure district (Section 18 and Sections 29-32) along the western extremities of the city currently maintain pressures and flow rates on the low end of desired ranges and could drop below minimums as demand in other areas increase. This future condition was identified and evaluated in the 2014 Water Master Plan Update. At that time, several projects were recommended to address the need for improvements with additional development. The attached map and table from the 2014 update have been updated with capital projects completed by the City or as part of private development projects. The attached also includes proposed projects which complete the entire water system improvement plan. The proposed improvements include ~9,100 feet of water main along Eight Mile, Napier and Nine Mile (referred to as the Southwest Loop projects #091-14, #091-23, #091-15 considered Phase 1), and the decommissioning of a pressure reducing valve, estimated at $4-5M and $200k, respectively.

Coincidentally, around the same time the City West District was being discussed, a new residential development, Parc Vista, was being proposed in the southwest portion of the City on Eight Mile west of Garfield. During the design of this site, staff identified the need for system improvements to maintain the desired minimum flows of 2,000 GPM required for fire protection. The addition of the Southwest Loop will increase flows above this standard and eliminate a long dead-end in the system. Elimination of dead ends is good standard practice to avoid water quality issues, decrease pressure fluctuations and provide redundancy (same as GLWA's regional redundancy main project only scaled to Novi system). Additionally, the Southwest Loop would provide water service to the ITC Sports Park in the future if desired.

As the City develops, system demands are continuously evaluated to identify appropriate infrastructure improvements. Like the improvements discussed above, numerous projects have been identified in the 2014 or earlier master plans, and as additional demand is anticipated, these projects can be implemented. Occasionally private development fills

gaps in the system, but there is no significant private development to make the Southwest Loop. Therefore, staff recommends executing these projects as capital improvements per the Master Plan. Just as the Island Lake Booster Station (#IL-07) was completed as the first step in expanding the west side system, staff continues to evaluate needs as they arise, versus implementing unnecessary improvements. These proposed pressure district expansions have appeared in the CIP at various times, most recently back in FY 2019-20. Consequently, the projects were removed as the certainty of the proposed developments was not confirmed.

Per the Master Plan the Island Lake Pressure District Expansion has been planned for completion in two phases, the first of which Phase 1 is discussed herein. The second phase would complete the district expansion (projects #IL-01, #IL-04, #IL-05) and would be implemented at the appropriate time based on system modeling following further development.

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Consideration of Zoning Map Amendment 18.741 to rezone approximately 250 acres of property located north and south of Grand River Avenue, east of Beck Road and west of Taft Road, from B-3 General Business, I-1 Light Industrial, RA Residential Acreage, OS-1 Office Service, and OST Office Service Technology to CW City West District. **FIRST READING**

SUBMITTING DEPARTMENT: Community Development, Planning

BACKGROUND INFORMATION:

The City of Novi 2016 Master Plan Update included recommendations for redevelopment of three sites within the City that were considered vacant or under-utilized given their location, unique features, and size: 1) Pavilion Shore Village, near Walled Lake, which was rezoned to a new zoning classification in 2021; 2) the Anglin Property near Town Center, which is now incorporated into the Sakura Novi development; and 3) City West. City West is located north and south of Grand River Avenue, east of Beck Road and west of Taft Road. The Master Plan recommendation for this area was to create a vibrant, walkable, mixed-use arts and entertainment district that would support and enhance the nearby Suburban Collection Showplace and Ascension Providence Park.

CHANGES TO DISTRICT BOUNDARIES

The boundaries for City West have changed from what was recommended in the 2016 Master Plan. On the north side, the Implementation Committee agreed with staff that the small parcel east of Taft Road next to I-96 did not seem to be necessary to include, and the drive-through uses just east of Beck did not seem to fit with the vision for City West. On the South side of Grand River, leaving the eastern half toward Taft Road planned for Industrial did not seem to make sense given one of the main pedestrian crossings between north and south is at the main entrance to the Suburban Showplace. Many of the existing uses in that area also were not incompatible with the uses permitted in the proposed district. Meetings with some of the landowners in that area confirmed that they would like to be included in the district. The Implementation Committee agreed that the district should be extended all the way to Taft Road.

HISTORICAL CONTEXT

Historical photos of the area show the land was largely agricultural fields and orchards in the 1940s. When I-96 was constructed in 1957 there was a highway rest stop until the Suburban Collection Showplace was constructed in 2005 in its location. The Fairlane Motel appears to have been developed on the north side of Grand River in the 1950s and is still open today. By the 1970s there was greater industrial activity in the area, including the Wix-Mix concrete plant, trucking operations, outdoor storage yards, various industrial buildings, and a gas station near the intersection of Beck and Grand River. Over the last 20 years many of the remaining homes and vacant structures have been torn down after falling into disrepair, and the properties have not yet redeveloped. As stated in the 2016 Master Plan, "Many sites are underutilized, disused or vacant."

Approximately 144 acres are north of Grand River Avenue with 21 parcels included. Most of the area, 128.13 acres, is currently zoned OST Office Service Technology. There is an EXO Exposition Overlay District over a 55-acre portion of the Suburban Collection Showplace property. Approximately 14.06 acres are zoned I-1 Light Industrial.

To the south of Grand River Avenue, the City West area is recommended to include all the parcels between Beck Road and Taft Road. These properties are currently zoned OS-1 Office Service, I-1 Light Industrial, B-3 General Business, and RA Residential Acreage. One property owner has requested that the portion of B-3 General Business zoning on the southeast corner of Grand River and Beck Road be excluded from the rezoning. Staff recommends the area be rezoned with the surrounding parcels in the interest of creating a cohesive walkable district. This prominent corner would serve as important entryway into the district.

There are some significant areas of wetland in the southern portion of the district. Preserving those wetlands would help to provide natural buffers between the City West developments and the residential districts to the south.

EXISTING DEVELOPMENT

Of the existing structures in the area, the average age is 43 years, with many built between 1967 – 1978. Excluding a few building additions, only two new projects have been developed over the last 10 years: PetSuites (2020) and Beck Plaza, which contains the Starbucks (2016). During this same period development has not lagged in the rest of the city.

The number of permitted uses under I-1 zoning is limited when adjacent to single-family districts, which may have contributed to the lack of investment in this area. Restaurant uses in the I-1 district are only permitted in limited circumstances, so the existing restaurants south of Grand River have been non-conforming uses and have not been permitted to expand or make desired improvements such as adding covered outdoor patio areas. The expense of extending public utilities may have also discouraged new development.

Approximately 110 acres in the district are vacant or have a non-conforming residential use. Parcels developed with industrial uses that are not consistent with the

desired future use for City West make up a total of about 32 acres. Development nearby in the corridor includes destinations such as Ascension Providence Hospital System and Suburban Collection Showplace, which are significant economic drivers in Novi, providing jobs and bringing in visitors. Commercial uses have developed by the I-96 interchange at Beck Road north of Grand River.

PUBLIC UTILITIES

See the June 8, 2023, Engineering review memo for specific discussion of water and sewer capacities in the area serving the subject property. The Engineering review indicates there will be an impact on utility demands with the proposed rezoning, but water system improvements are the specific concern. However, the need for improvements in this water pressure district are needed regardless of how the City West area is developed. The Engineering Division plans to continue discussions with Community Development to better understand the additional demands of any development proposed in the pressure district and to better understand the impact on the City's infrastructure.

Traffic analysis and the requirements and potential road improvements for any new development will be determined on a site-by-site basis for any property proposed to be developed or redeveloped in the new district. Applicants proposing a new development will need to prepare either a Traffic Impact Statement or Traffic Impact Study as a result of an anticipated number of trips as defined by the Site Plan and Development Manual. Pedestrian improvement opportunities are being considered along the Grand River Avenue Corridor as a part of a larger study that is being contemplated.

PLANNING COMMISSION ACTION

On May 10, 2023, the Planning Commission held a public hearing on the proposed rezoning and recommended approval to the City Council. The minutes from that meeting are included in the packet.

Following the public hearing, the attorney for a property located at the southeast corner of Grand River Avenue and Beck Road, known as the Ward property, has requested a portion of the property zoned B-3 not be rezoned to the new City West District. See the letter in this packet from Mr. David Landry dated June 13, 2023, for details of their request. The portion of property zoned B-3 General Business includes portions of two parcels. The owner is supportive of the remainder of the property, zoned RA Residential Acreage, being rezoned to City West.

Staff recommends that the entire area be included in the rezoning in order to maintain the consistency and walkability of the district. This corner could serve as an important gateway into the new district and create a link between non-motorized connections within the district and the pathway network on the Ascension Providence Campus, which would be better served by the standards being established by the City West District. The B-3 General Business district allows a wide range of auto-centric uses that would interrupt the walkability we hope to establish through City West.

RECOMMENDED ACTION: Approval of Zoning Map Amendment 18.741 to rezone approximately 250 acres of property located north and south of Grand River Avenue, east of Beck Road and west of Taft Road, from B-3 General Business, I-1 Light Industrial, RA Residential Acreage, OS-1 Office Service, and OST Office Service Technology to CW City West District. **FIRST READING**

MAPS

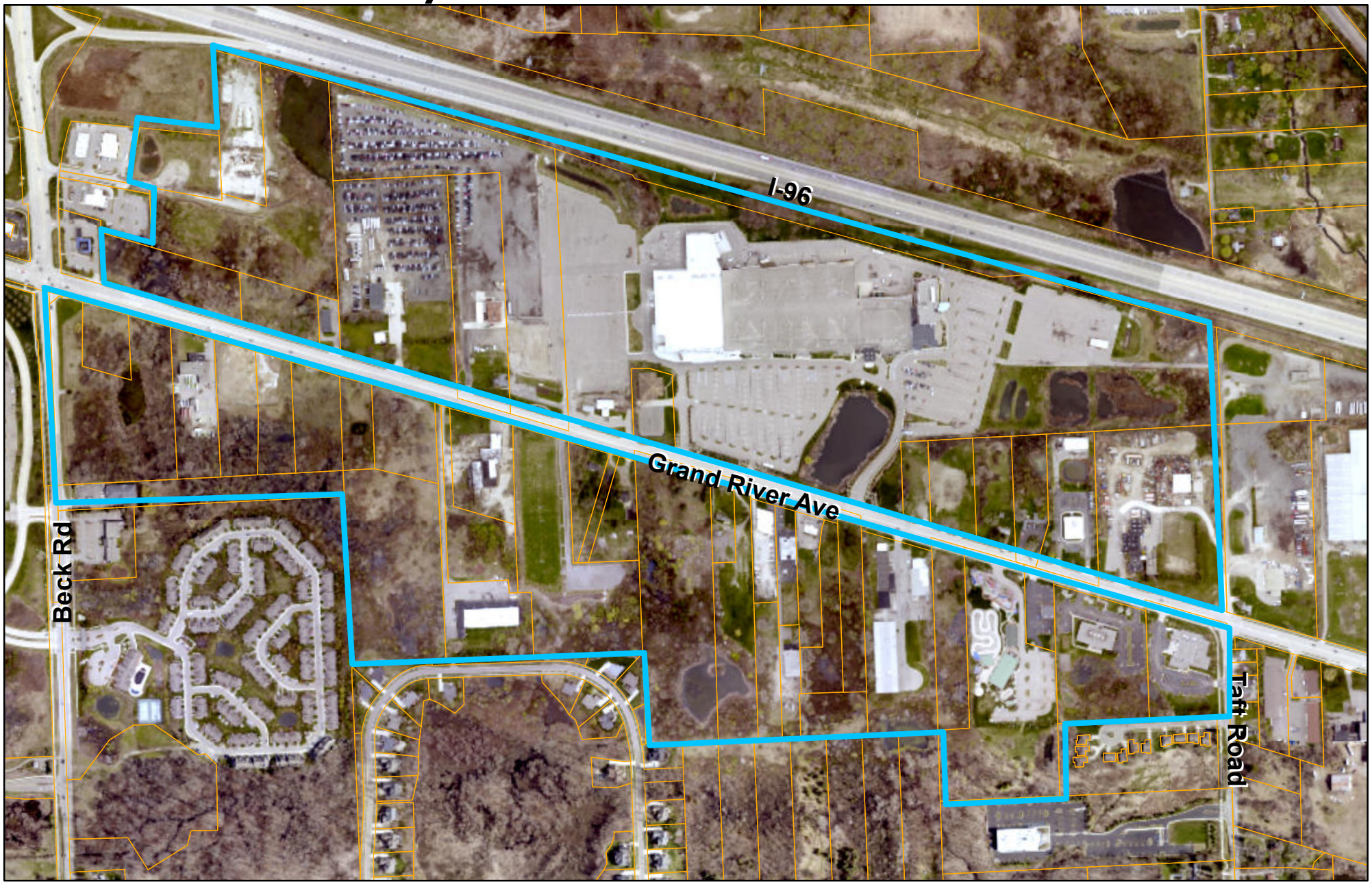
Location

Zoning

Future Land Use

Natural Features

City West District: 2020 Aerial



0 0.1 0.2 0.4 Miles

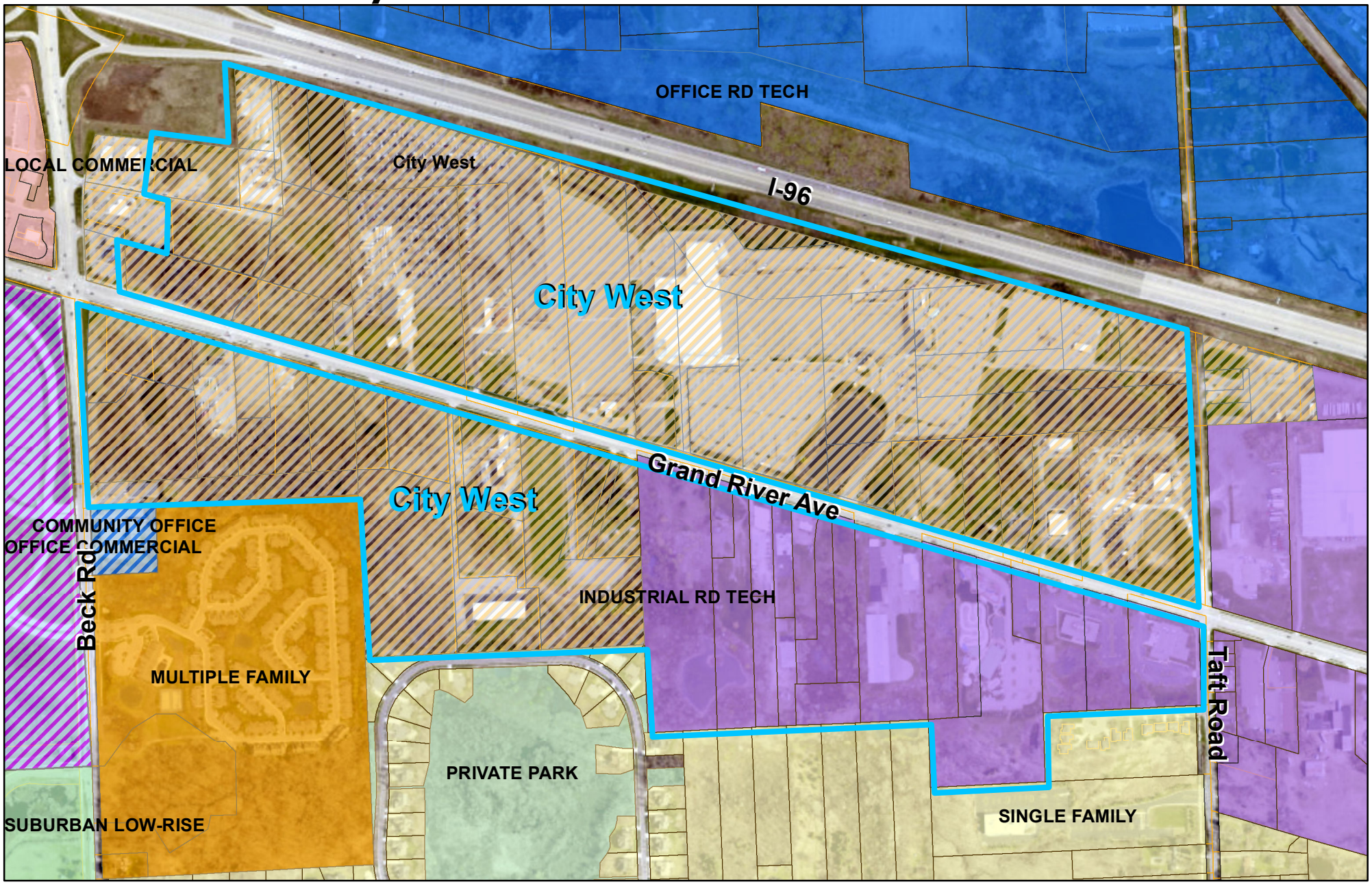
Map Author: Lindsay Bell
Date: 5/1/23
Project: City West

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. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

CITY OF NOVI
cityofnovi.org

City West District: Future Land Use



0 0.125 0.25 0.5 Miles

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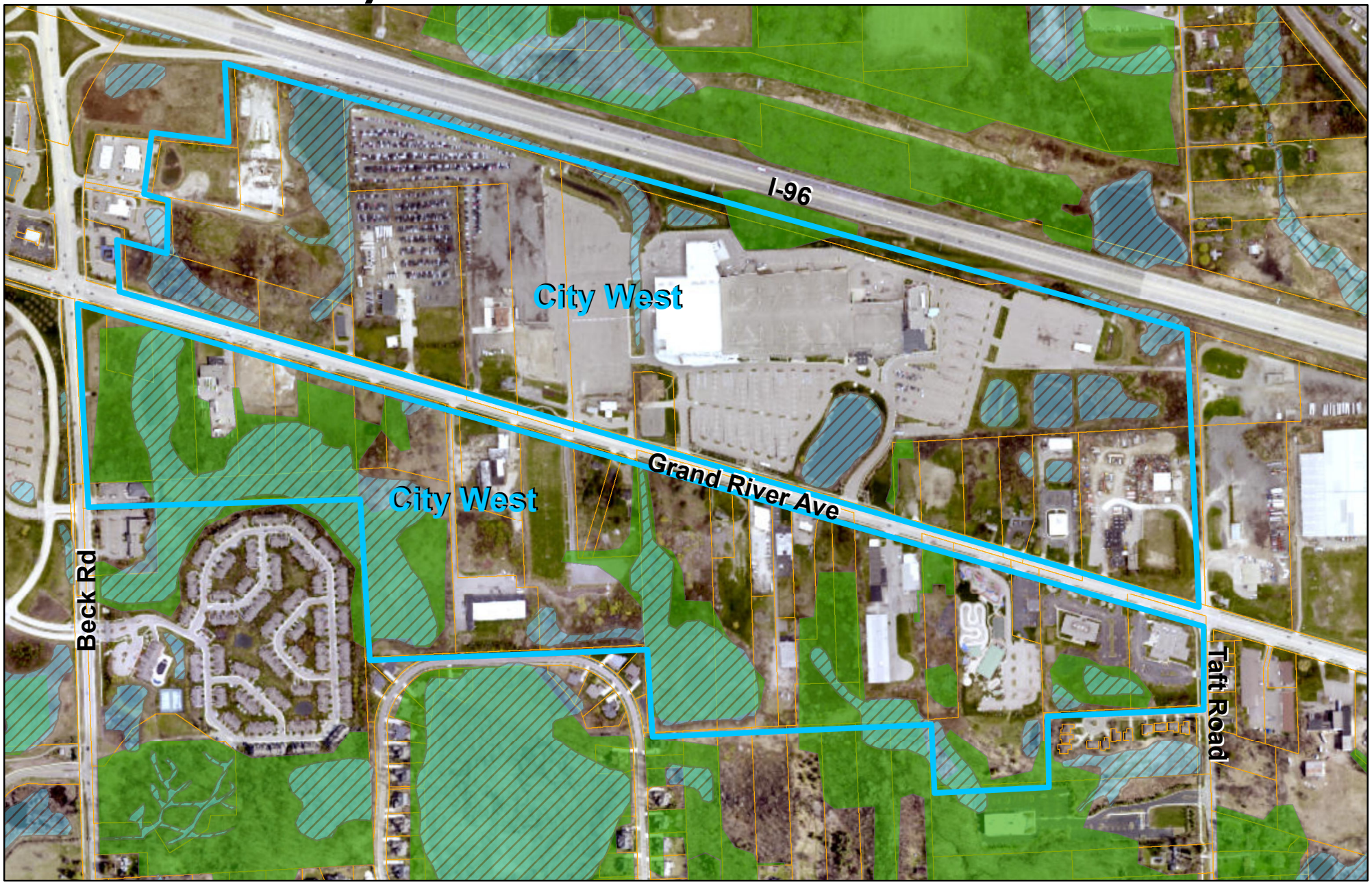
Map Author: Lindsay Bell
Date: 3/38/23
Project: City West

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City West District: Natural Features



0 0.125 0.25 0.5 Miles

Legend

Wetlands

Woodlands

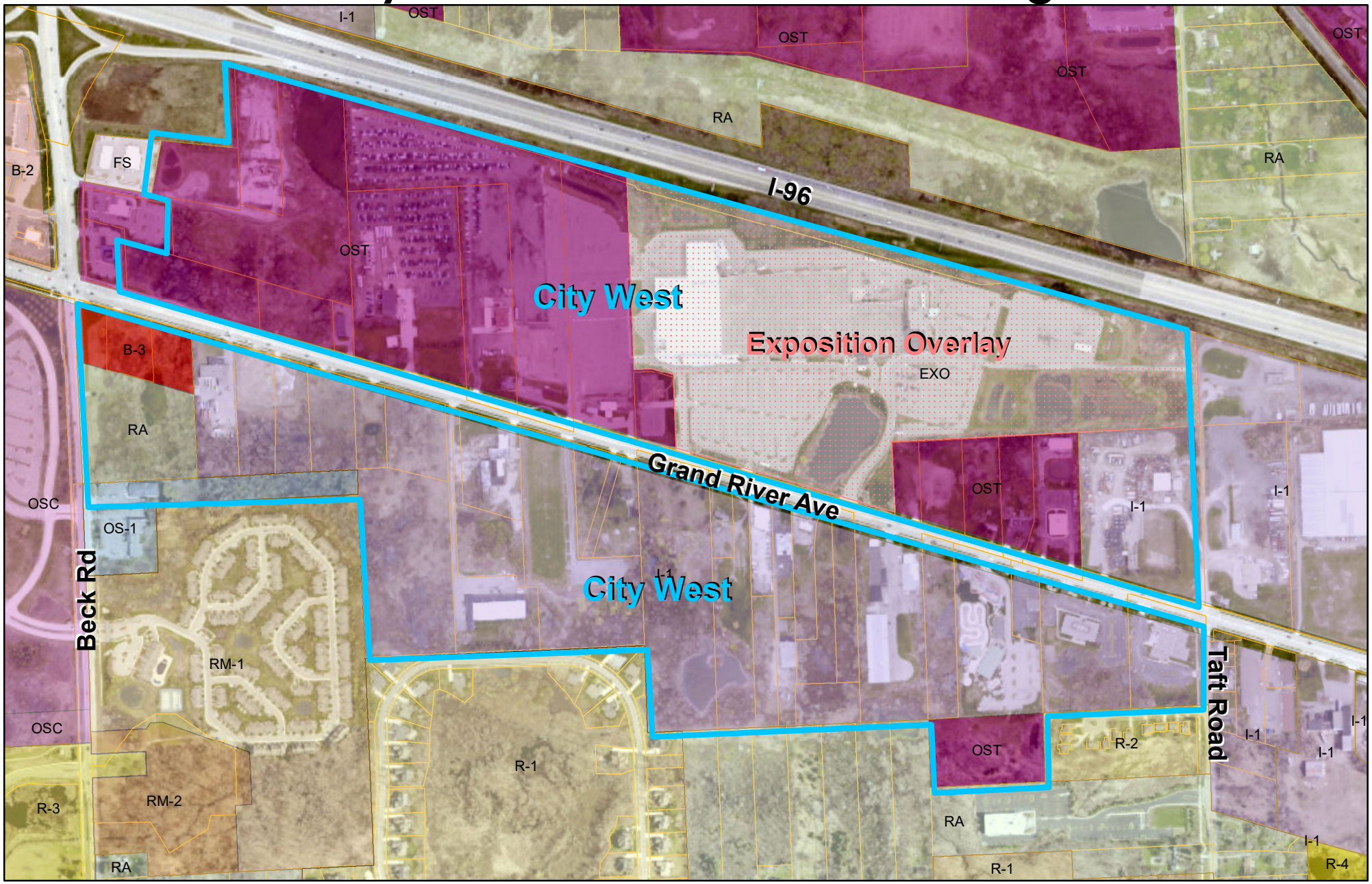
MAP INTERPRETATION NOTICE

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. Please contact the City GIS Manager to confirm source and accuracy information related to this map.

Map Author: Lindsay Bell
Date: 3/38/23
Project: City West

CITY OF NOVI
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City West District: Current Zoning



0 0.125 0.25 0.5 Miles

Map Author: Lindsay Bell
Date: 3/38/23
Project: City West

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PLANNING REVIEW

PLAN REVIEW CENTER REPORT

July 6, 2023

Planning Review

City West

Zoning Map Amendment 18.741

Petitioner

City of Novi

Review Type

City-initiated Rezoning Request from B-3 General Business, RA Residential Acreage, OS-1 Office Service, OST Office Service Technology, and I-1 Light Industrial to the CW City West District

Property Characteristics

- Site Location: North and South sides of Grand River Avenue, east of Beck Road and West of Taft Road
- Site Zoning: B-3 General Business, RA Residential Acreage, OS-1 Office Service, OST Office Service Technology, and I-1 Light Industrial OSC, Office Service Commercial and OS-1, Office Service
- Adjoining Zoning: North: (Interstate-96); South; RM-1, R-1, RA, R-2; East: I-1; West: FS, OST, OSC
- Current Site Use: Suburban Collection Showplace, DeMaria, Sidock Group, Fairlane Motel, New Hudson Welding, Bell Fork Lift, Insurance office, Delphinus office building, Miracle Software Systems, Gatsby's restaurant, Paradise Park amusement center, Total Sports, Adams Sports Medicine, Raging Cycles, Szechuan Fan restaurant, Redford Lock, MotorCity Floors and Coatings, Grand River Fields, Carol's Upholstery, Harmon Sign Company, Screen Works print shop, Pet Suites, Amstee Airduct Cleaning, Various vacant buildings, vacant lots
- Adjoining Uses: North: Interstate-96, ITC utility corridor; South: Central Park Estates apartments, Asbury Park neighborhood, Andes Hills neighborhood, Sri Venkateswara Temple, Single family lots; East: Landscaping, Sand & Gravel business; West: Ascension Providence Hospital center, West Market Square retail center
- School District: Novi Community School District
- Area: Approximately 250 acres

Project Summary

City staff have initiated the rezoning of the 250-acre area between Beck Road and Taft Road, north and south of Grand River Avenue. The subject properties are currently zoned OS-1 Office Service, OST Office Service Technology, I-1 Light Industrial, B-3 General Business, and RA Residential Acreage. The subject area is proposed to be zoned CW City West, a new proposed district that was recommended in the 2016 Master Plan Update. As indicated in the figure below, some of the parcels to be rezoned are currently developed consistent with Light Industrial uses and office buildings. A large area north of Grand River

contains the Suburban Collection Showplace. Staff is requesting the rezoning in order to bring all parcels within a single zoning district consistent with the Master Plan recommendation to create a cohesive, walkable, mixed-use district.

Recommendation

Staff ***recommends approval*** of the proposed Zoning Map Amendment. Approval is recommended for the following reasons:

- The requested zoning is in generally in compliance with the Master Plan for Land Use, which recommends the establishment of the City West district, as a vibrant, walkable, mixed-use district.
- The requested rezoning would help further the objective to provide a wide range of housing options.
- The requested rezoning would help retain and support the growth of existing businesses and attract new businesses to the City of Novi.
- The requested rezoning would further the objective to develop the City West/Grand River Avenue and Beck Road area in a manner that supports and complements neighboring areas.

Master Plan for Land Use

The 2016 Master Plan Update recommended the creation of a cohesive district that supports long-term vitality and projects a sense of place. "A City West district should use form-based code elements to guide the development of a dense, walkable, unified district featuring a mix of arts, entertainment, retail, restaurant, hotel, convention/exposition, office and residential uses. Standards for streetscape design, sidewalks, public amenities, and structured parking should all be considered. A sub-district permitting different maximum building heights should be established, permitting lower heights south of Grand River, and higher maximums near I-96."

The vision described in the 2016 Master Plan recommended that the City West district north of Grand River would be the highest intensity district in the City of Novi, with buildings up to ten stories and residential density of 30 units per acre. Master Plan open house events garnered comments from both retirees and millennials wanting housing opportunities that would allow them to walk or bike to activity and shopping destinations and within developments that increase the vitality of Novi.

Implementation Committee

This matter was discussed by the Implementation Committee in April 2021, March of 2022, and January of 2023. The proposed rezoning and text amendment was discussed with the Committee on each occasion as it was being developed. The Committee provided feedback and recommended changes to the boundaries of the district. Members of the Implementation Committee recommended the development of the Design Guide to provide visual guidance on the preferred style of developments and to illustrate requirements.

Existing Zoning and Land Use

The map below shows the zoning for the subject area and surrounding properties. The north side of the district abuts Interstate-96, and is primarily zoned for OST – Office Service Technology. The Suburban Center Showplace is covered by the Exposition Overlay district, but the underlying zoning is OST. The area to the south of Grand River is primarily zoned I-1

City West District: Current Zoning

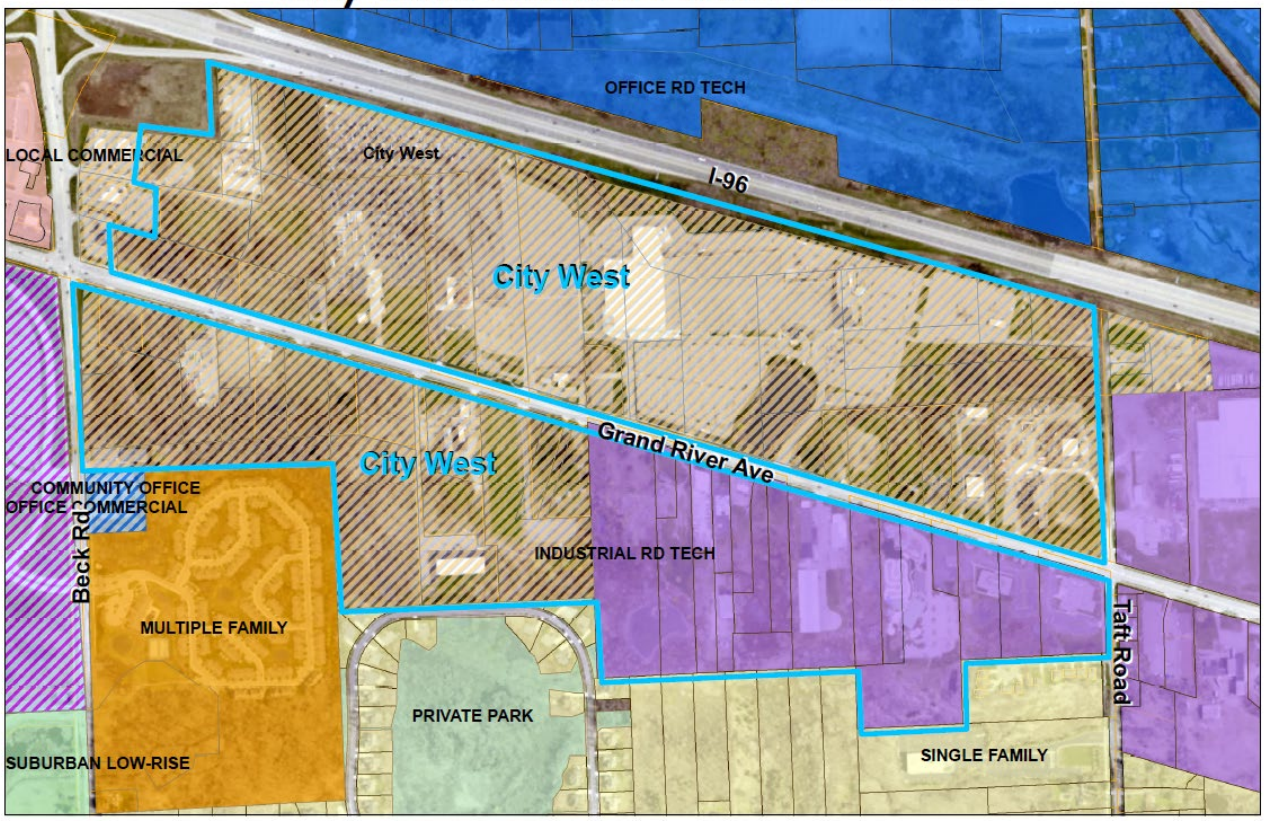


Light Industrial, except for the area that abuts Beck Road, which is zoned for B-3 General Business, RA Residential Acreage, and OS-1 Office Service. The area to the south is primarily One Family Residential districts, with Central Park Estates zoned RM-1 Low Rise Multiple Family, and a salon zoned OS-1. East of Taft Road is zoned I-1. West of Beck Road is zoned B-2 Community Business (Westmarket Square retail center), and OSC Office Service Commercial (Ascension Providence hospital campus).

Compatibility with Surrounding Land Use

The compatibility of the requested CW zoning 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.

City West District: Future Land Use



Directly to the **north** of the City West area is Interstate 96. A rezoning of the subject property to CW will not adversely affect the properties north of the highway as the interstate forms a significant barrier.

Multifamily apartments and single-family residential uses are located **south** of the subject area. The proposed draft ordinance has been designed to limit the negative impacts on these adjacent uses through increased setbacks and buffering requirements, as well as height limits for the areas closest to the single family areas.

Directly to the **east** of the proposed City West area is a sand & gravel business and landscaping business. To the **west** of the subject area is the Ascension Providence hospital campus, and the Westmarket Square retail center. Positive impacts are anticipated as the subject property could provide places for hospital employees to live, shop and dine, and additional hotels for people to stay in near the hospital. Residents in City West will also provide more customers to the Westmarket Square retail center.

Comparison of Zoning Districts

The following table provides a comparison of the two major current zoning classifications (OST and I-1) with the proposed City West.

	OST (Existing – North of Grand River)	I-1 (Existing – Mostly South of Grand River)	CW (Proposed)
Principal Permitted Uses & Special Land Uses	**Principal Permitted Uses** 1. Professional office buildings, offices and office sales and service activities 2. Data processing and computer centers 3. Laboratories 4. Research, testing, design and development, technical training, and design of pilot or experimental products 5. Hotels and business motels 6. Colleges, universities, and other such post-secondary institutions of higher learning, public or private, offering courses in general, technical, or religious education 7. Motion picture, television, radio and photographic production facilities 8. Medical offices, including laboratories and clinics 9. Facilities for human care 10. Off-street parking lots 11. Public owned and operated parks, parkways and outdoor recreational facilities 12. Publicly-owned buildings, telephone exchange buildings, and public utility offices, but not including storage yards, transformer stations, substations or gas regulator stations 13. Financial institution uses with drive-in facilities as an accessory use only 14. Public or private indoor and private outdoor recreational facilities 15. Day care centers and adult day care centers 16. Secondary uses 17. Sit down restaurants 18. Other uses similar to the above uses and subject to the same conditions noted 19. Accessory buildings and uses customarily incidental	**Principal Permitted Uses** 1. Professional office buildings, offices and office sales and service activities 2. Accessory buildings, structures and uses customarily incident to the above permitted uses 3. Public owned and operated parks, parkways and outdoor recreational facilities 4. Public or private health and fitness facilities and clubs 5. Medical offices, including laboratories and clinics The following uses are subject to Section 4.45: 6. Research and development, technical training and design of pilot or experimental products 7. Data processing and computer centers 8. Warehousing and wholesale establishments 9. Manufacturing 10. Industrial office sales, service and industrial office related uses 11. Trade or industrial schools 12. Laboratories experimental, film or testing 13. Greenhouses 14. Public utility buildings, telephone exchange buildings, electrical transformer stations and substations, and gas regulator stations, other than outside storage and service yards 15. Public or private indoor recreation facilities 16. Private outdoor recreation facilities 17. Pet boarding facilities 18. Veterinary hospitals or clinics 19. Motion picture, television, radio and photographic production facilities 20. Other uses of a similar and no more objectionable character to the above uses 21. Accessory buildings,	**Principal Permitted Uses** 1. Offices, including professional, medical (including labs and clinics) 2. Municipal uses, such as post offices and similar governmental office buildings 3. Day care centers (4.12.2) 4. Financial institutions (4.81) 5. Retail business or service establishments, including restaurants (4.27) 6. Business schools and colleges or private schools operated for profit (4.27) 7. Instructional Centers (4.62) 8. Outdoor theaters, plazas, parks, public gathering places, farmers markets and like public facilities 9. Art galleries, museums, and non-profit community centers 10. Personal service establishments 11. Private recreational facilities, indoor or outdoor 12. Publicly owned and operated parks, pathways, and recreational facilities 13. Transit station 14. Brewpubs and Microbreweries (4.35) 15. Outdoor restaurants (4.84) 16. Principal uses similar to those listed above, as determined by the Planning Commission 17. Off-street parking lots and structures (not to

	and integral to any of the above permitted uses **Special Land Uses (Retail Service Overlay)** The following uses are permitted subject to Section 3.19: 1. Retail business use 2. Retail business service uses 3. Restaurants, including sit-down 4. Fast food drive-through restaurants	structures and uses customarily incident to any of the above permitted uses **Special Land Uses** The following uses shall be permitted where the proposed site does not abut a residentially zoned district: 1. Metal plating, buffing, polishing and molded rubber products 2. Uses which serve the limited needs of an industrial district (subject to Section 4.43), as follows: a. Financial institutions, unions, union halls, and industrial trade schools or industrial clinics b. Industrial tool and equipment sales, service, storage, and distribution c. Eating and drinking establishments and motels 3. Automobile service establishment 4. Self-storage facilities 5. Retail sales activities 6. Central dry cleaning plants or laundries 7. Railroad transfer, classification and storage yards 8. Tool, die, gauge and machine shops 9. Storage facilities for building materials, sand, gravel, stone, lumber, storage of contractor's equipment and supplies 10. Municipal uses 11. Motion picture, television, radio and photographic production facilities 12. Outdoor space for parking of licensed rental motor vehicles 13. Accessory buildings, structures and uses customarily incident to any of the above permitted uses	include vehicle storage) 18. Accessory structures and uses customarily incidental to the above permitted uses, except drive-through windows (4.19) **Mixed-Use Development Option Permitted Uses –** 1. Any of the Principal Permitted Uses above 2. Multiple-family residential 3. Live/work units 4. Hotels (4.28.1) 5. Business establishments which perform services on the premises 6. Health and fitness clubs, public or private 7. Dry Cleaning Establishments or Pick Up Stations (4.24) 8. Other uses similar to the above uses subject to conditions noted 9. Accessory structures and uses customarily incidental to the above permitted uses (4.19) **Special Land Uses** 1. Amusement and entertainment uses, including theaters, athletic and performing arts venues 2. Private clubs, organizations, cultural facilities, and lodge halls 3. Places of worship 4. Drive throughs, as an accessory to a permitted use (Sec. 5.3.11)
Minimum Lot Size	See Section 3.6.2.D	See Section 3.6.2.D	See Section 3.6.2.D
Minimum Lot Width	See Section 3.6.2.D	See Section 3.6.2.D	See Section 3.6.2.D

Maximum Building Height	46 feet or 3 stories, whichever is less *OR* 65 feet, with building setbacks increased (Sec. 3.20.1.A.ii) *OR* 115 feet if located within 1,200 feet of freeway (Sec. 3.20.1.A.iii)	40 feet; 25 feet when abutting residential (Section 3.14.5.C)	35 feet within 100 feet of SFR 40 feet between 100-200 feet of SFR North of Grand River: 8 stories with bonus height South of Grand River: 5 stories with bonus height
Building Setbacks	Front Yard: 50 feet Rear Yard: 50 feet Side Yard: 50 feet	Front Yard: 40 feet Rear Yard: 20 feet, 100 feet when abutting residential (Section 3.6.2.H) Side Yard: 20 feet, 100 feet when abutting residential (Section 3.6.2.H)	Front yard: 20 feet (Major arterials) Rear yard Non-Res: 100 feet for buildings if adjacent to residential Rear yard Residential: 2 feet each foot of building height if adjacent to residential
Parking Setbacks	Front Yard: 20 feet Rear Yard: 20 feet Side Yard: 20 feet	Front Yard: 40 feet (Section 3.6.2.E) Rear Yard: 10 feet, 100 feet when abutting residential (Section 3.6.2.F) Side Yard: 10 feet, 100 feet when abutting residential (Section 3.6.2.F)	Front yard: 20 feet (Major arterials) Rear yard: 50 feet if adjacent to residential See proposed Ordinance for other yard requirements

Natural Features

The attached maps from the City's mapping portal show that there are regulated wetland and woodland at various locations throughout the subject area. The City's maps provide the best approximation of the location of the woodlands and wetlands without specific surveying of those areas. The actual location of any woodlands and wetlands will need to be field verified by applicants with the submittal of any site plan for the parcels, and verified by the City's consultants. Impacts to these natural features will be reviewed and discussed during the site plan submittal for any project on the property, and follow the typical standards for review and approval according to the City's ordinances.

Submittal Requirements

The City's Department of Public Works staff has placed the rezoning signs on properties along the Grand River Avenue corridor and at Beck Road and Taft Road, in accordance with the public hearing requirements for the proposed rezoning. Staff has verified the locations and language provide on the signs that meet the standards of the City's Site Plan and Development Manual.

_____

Lindsay Bell*, AICP,* Senior Planner
Barbara McBeth, *AICP*, City Planner

ENGINEERING MEMO

MEMORANDUM

TO: VICTOR CARDENAS, INTERIM CITY MANAGER

FROM: BEN CROY, CITY ENGINEER

SUBJECT: CITY WEST DISTRICT UTILITY DEMANDS

DATE: JUNE 8, 2023

The Department of Public Works Engineering Division has been working with the Community Development Department projecting assumptions regarding anticipated utility demand within the proposed City West District (Grand River between Beck Road and Taft Road). Based on these discussions, the City West District potential development is estimated to demand 1,550 REUs for water service. One REU (Residential Equivalency Unit) equates to the utility demand from one single-family home. Water system improvements will be required to maintain adequate water pressures in the western limits of the city regardless of whether the area develops as proposed or as currently zoned. No improvements are anticipated to be required for the sanitary sewer system.

The City West District is located within the Intermediate Pressure District. Other areas in this pressure district (Section 18 and Sections 29-32) along the western extremities of the city currently maintain pressures and flow rates on the low end of desired ranges and could drop below minimums as demand in other areas increase. This future condition was identified and evaluated in the 2014 Water Master Plan Update. At that time, several projects were recommended to address the need for improvements with additional development. The attached map and table from the 2014 update have been updated with capital projects completed by the City or as part of private development projects. The attached also includes proposed projects which complete the entire water system improvement plan. The proposed improvements include ~9,100 feet of water main along Eight Mile, Napier and Nine Mile (referred to as the Southwest Loop projects #091-14, #091-23, #091-15 considered Phase 1), and the decommissioning of a pressure reducing valve, estimated at $4-5M and $200k, respectively.

Coincidentally, around the same time the City West District was being discussed, a new residential development, Parc Vista, was being proposed in the southwest portion of the City on Eight Mile west of Garfield. During the design of this site, staff identified the need for system improvements to maintain the desired minimum flows of 2,000 GPM required for fire protection. The addition of the Southwest Loop will increase flows above this standard and eliminate a long dead-end in the system. Elimination of dead ends is good standard practice to avoid water quality issues, decrease pressure fluctuations and provide redundancy (same as GLWA's regional redundancy main project only scaled to Novi system). Additionally, the Southwest Loop would provide water service to the ITC Sports Park in the future if desired.

As the City develops, system demands are continuously evaluated to identify appropriate infrastructure improvements. Like the improvements discussed above, numerous projects have been identified in the 2014 or earlier master plans, and as additional demand is anticipated, these projects can be implemented. Occasionally private development fills

gaps in the system, but there is no significant private development to make the Southwest Loop. Therefore, staff recommends executing these projects as capital improvements per the Master Plan. Just as the Island Lake Booster Station (#IL-07) was completed as the first step in expanding the west side system, staff continues to evaluate needs as they arise, versus implementing unnecessary improvements. These proposed pressure district expansions have appeared in the CIP at various times, most recently back in FY 2019-20. Consequently, the projects were removed as the certainty of the proposed developments was not confirmed.

Per the Master Plan the Island Lake Pressure District Expansion has been planned for completion in two phases, the first of which Phase 1 is discussed herein. The second phase would complete the district expansion (projects #IL-01, #IL-04, #IL-05) and would be implemented at the appropriate time based on system modeling following further development.

Cost Estimates

The updated cost estimates for the 2008 recommendations are shown in Table 12. Calculations of the cost estimates are included in Appendix A. These cost estimates include cost of construction and professional services but do not include costs for easement acquisition, major utility relocation, bonds, or fees for permitting or inspection.

Table 12: Updated Cost Summary of 2008 Recommendations

	ID	Description	Updated Cost Estimate
Tier 1			
	091-06	Install a PRV on 13 Mile Road east of Novi Road and de-commission Meadowbrook PRV if determined necessary.	$843,000
Tier 2			
	091-10	Extend a 24-inch main 2,600 feet north to 14 Mile Road	$1,139,000
	091-11	Install new DWSD master meter with PRV	$1,305,000
COMPLETE	091-16	Extend 900 feet of 12-inch main from west of Kingswood Boulevard to Columbia Drive.	$173,000
PROPOSED	091-23	Extend a 12-inch main approximately 5,700 feet from the proposed 12-inch main at Napier Road and Park Place Drive to the south along Napier Road to 8 Mile Road then east to the proposed 12-inch main on 8 Mile Road.	$1,082,000
	091-25	Extend a 16-inch main approximately 2,400 feet from the existing 16-inch main on 9 Mile Road west of Center Street to the east along 9 Mile Road to the existing 12-inch main at Novi Road and 9 Mile Road.	$647,000
COMPLETE	091-26	Extend a 12-inch main approximately 1,300 feet from the existing 12-inch main on 8 Mile Road at Club Lane to the east to the existing 12-inch main on 8 Mile Road east of Cambridge Drive. Install 12-Inch main approximately 600 feet from Meadowbrook Rd east to Llorac Ln.	$362,000
Tier 3 required for other recommendations			
PROPOSED	091-14	Extend a 12-inch water main approximately 2,400 feet from the existing 12-inch water main at 9-Mile Rd and then south on Napier Rd to Park Place Dr. (Required for recommendation 091-23.)	$457,000
PARTIALLY COMPLETE	091-15	Extend a 12-inch water main approximately 4,300 feet from the existing 12-inch water main at 8-Mile Rd and Garfield Rd to the west along 8-Mile Rd. (Required for recommendation 091-23. Length reduced by 400 feet from 2008 report due to Ballantyne development.) REMAINDER PROPOSED	$817,000
COMPLETE	091-22	Connect the existing 12-inch water main at Wixom Rd and 10-Mile Rd to the existing 12-inch water main east of Terra Del Mar Drive on 10-Mile Rd with approximately 2,700 feet of 12-inch water main. (Required for Island Lake recommendations.)	$513,000
		Total Cost of Updated Recommendations:	**$7,338,000**

The cost estimates for recommendations new to this report are shown in Table 13. Calculations of the cost estimates are included in Appendix A. These cost estimates include cost of construction and professional services but do not include costs for easement acquisition, major utility relocation, bonds, or fees for permitting or inspection.

Table 13: Cost Summary of New Recommendations

	ID	Description	Cost Estimate
COMPLETE	WP-01	Install 1.5 MG ground storage reservoir near West Park Pump Station and reconfigure Pump Station to pump out of storage at 11 MGD. Includes SCADA system.	$4,004,000
PHASE 2	IL-01	Install approximately 3,000 feet of new 12-inch water through existing Novi Links golf course. (Replaces recommendation 091-28 from 2008 report.)	$570,000 *
PARTIALLY COMPLETE	IL-02	Install approximately 3,200 feet of new 12-inch water main along 10-Mile Rd from Wixom Rd to Woodham Rd. REMAINDER IN PHASE 2	$608,000
COMPLETE	IL-03	Install approximately 2,800 feet of new 16-inch water main from Providence Park Hospital to Wixom Rd across City owned parcel.	$754,000
PHASE 2	IL-04	Install new PRV at 9-Mile Rd and Beck Rd.	$592,000
PHASE 2	IL-05	Install new PRV at 10-Mile Rd and Beck Rd.	$665,000
PROPOSED	IL-06	De-commission PRV near Catholic Central School.	$100,000
PHASE 2	IL-07	Replace Existing Pumps in the Island Lake Pump Station.	$488,000
		Total Cost of New Recommendations:	**$7,211,000 ***

* CIP# IL-01 will be built by a developer and is not included in the cost summation.

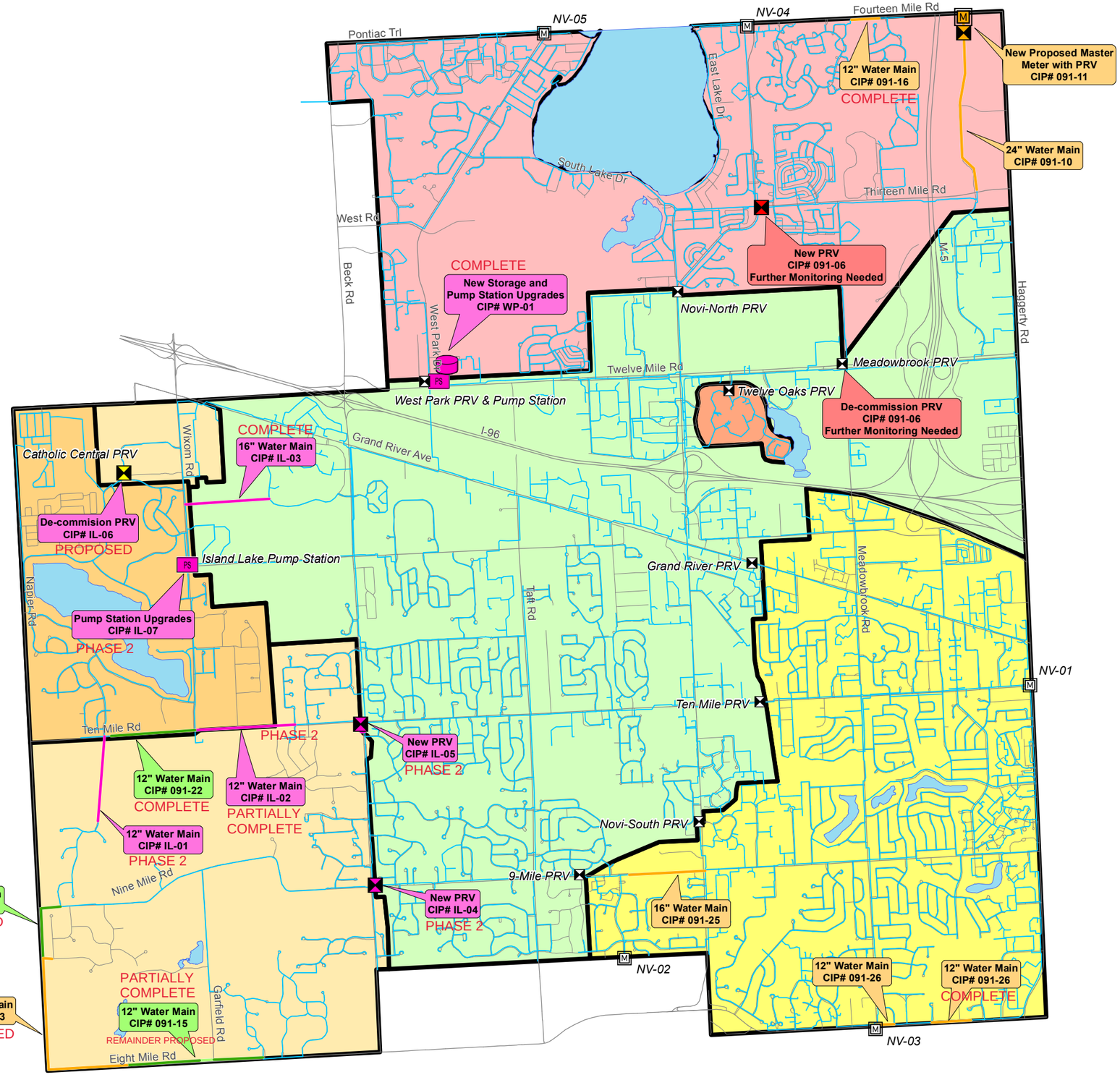
Operational Recommendations

In addition to the CIP recommendations above, there are several operational recommendations to improve system performance and efficiency.

- As part of the WPPS upgrades, system controls should be re-evaluated to eliminate excessive run-time of the WPPS pumps.
- As part of the WPPS upgrades, system operators should open an existing valve in the yard of the WPPS. A map of the WPPS with this valve called out is included in Appendix A.
- Once SCADA upgrades are complete, flows and pressures should be monitored at the ILPS to refine the future design flows required for the expanded Island Lake Pressure District. A preliminary engineering evaluation of upgrades at the ILPS should be performed to refine the cost estimate of station upgrades.
- SCADA upgrades at the ILPS, WPPS, Novi-North PRV, Grand River PRV, and 10-Mile PRV will allow system operators to monitor in-system flows to calculate the distribution of water loss and peak usage within the system. System operators should use this information to guide future CIP recommendations and asset management activities.

FIGURE A-1
System Improvements

CITY OF NOVI
07.14.2014



Legend

- DWSD Meter
- PRV
- De-Commission PRV
- Proposed PRV
- New GST
- Pump Station Upgrades

Water Main

- Existing
- Proposed

Pressure District

- High
- Intermediate
- Lower
- Twelve Oaks
- Existing Island Lake
- Proposed Island Lake

2008 Recommendations Carried Over

- Tier 1
- Tier 2
- Tier 3

0 — 3,500 — 7,000 — 10,500 Feet

Source: Data provided by Oakland County and the City of Novi. Orchard, Hiltz and McCliment does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 IntlFeet

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Path: P:\0126_0165\0163120190_WaterMasterPlan_EWRG\GIS\Maps\WMP_Figures\Update_June2014\FigureA-1_Improvements.mxd

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project ID#	CIP Budget Category	City Staff Evaluation as of	Total Project Cost
WTS008	Water Distribution	September 2016	**$2,336,580**

Island Lake Pressure District Expansion - Phase 1

Sections 29, 30, 31, and 32

Design Engineering	$	106,880
Right-of-Way Acquisition	$	75,000
Geotechnical Design	$	41,108
Other	$	-
TOTAL ENGINEERING	**$**	**222,988**
Contingency	$	44,598

Notes:

TOTAL ENGINEERING (including contingency)	**$**	**267,586**

Construction	$	1,644,302
Construction Engineering	$	82,216
Crew Days	$	31,500
Material Testing	$	41,108
Other	$	-
TOTAL CONSTRUCTION	**$**	**1,799,126**
Contingency	$	269,869

Notes:

TOTAL CONSTRUCTION (including contingency)	**$**	**2,068,995**

Project Description, Justification, & Operating Budget Impact

The Island Lake Pressure District (ILPD) expansion project has four key project components which will allow for the expansion of the ILPD into sections 29, 30, 31, and 32. The four main components of this project include: (1) Extension of a 12-inch water main along 10 Mile from Wixom to the stub at Woodham Road; (2) Installation of a new PRV at Ten Mile and Beck Road; (3) Installation of a new PRV at 9 Mile and Beck Road; (4) Pump upgrades at the Island Lake Booster Station. Over the past several years, residents sections 29, 30, 31, and 32 have complained of low pressure issues, especially during high usage periods when lawn sprinkling is occurring. Typically, system operators would increase the discharge pressure from the West Park Booster Station during these periods of pressure complaints; however, there is limited opportunity to boost pressures to the desired level in these sections as it would cause excessively high pressures within the lower elevation areas in the Intermediate Pressure District (along Novi Road north of 9 Mile and south of Grand River). For this reason, re-districting was proposed as part of the 2014 Water System Master Plan update.

BUDGET DETERMINATION BASED ON YEAR AWARDED

Budget Determination excludes TOTAL ENGINEERING (including contingency) if completed in prior fiscal year

2018-19	$2,336,580	2023-24	$2,708,737
2019-20	$2,406,678	2024-25	$2,789,999
2020-21	$2,478,878	2025-26	$2,873,699
2021-22	$2,553,244	2026-27	$2,959,910
2022-23	$2,629,841	2027-28	$3,048,707

Engineering Completed in Prior Fiscal Year?

No

Funding Source?

592 - Water Sewer Fund

Outside Funding?

No

PRELIMINARY OPINION OF PROBABLE PROJECT COSTS

Project ID#	CIP Budget Category	City Staff Evaluation as of	Total Project Cost
WTS009	Water Distribution	September 2016	**$882,255**

Island Lake Pressure District Expansion - Phase 2

Section 29, 30, 31, and 32

Design Engineering	$	43,490
Right-of-Way Acquisition	$	-
Geotechnical Design	$	15,532
Other	$	-
TOTAL ENGINEERING	**$**	**59,022**
Contingency	$	11,805

Notes:

TOTAL ENGINEERING (including contingency)	**$**	**70,827**

Construction	$	621,280
Construction Engineering	$	37,277
Crew Days	$	31,500
Material Testing	$	15,532
Other	$	-
TOTAL CONSTRUCTION	**$**	**705,589**
Contingency	$	105,839

Notes:

TOTAL CONSTRUCTION (including contingency)	**$**	**811,428**

Project Description, Justification, & Operating Budget Impact

The Island Lake Pressure District (ILPD) phase 2 expansion project has two key project components which will allow for the expansion of the ILPD into the northeast quadrant of section 18. The two main components of this project include:
(1) Installation of a 16-inch water main through Wildlife Woods Park to provide sufficient conveyance to the Island Lake Booster Station.
(2) Decommissioning of PRV at the Catholic Central Site. The Catholic Central site water main was installed with a backup up pressure reducing valve (PRV) in lieu of a looped system in case water pressure is ever lost from the Intermediate Pressure District. This PRV provides limited redundancy as it rarely operates, so system operators can not tell if it is in working order. In addition, the design of this PRV allows for the Island Lake Booster Station to feed the Intermediate District during times of pressure loss. The design did not take into account the fact that the Island Lake Booster Station is not large enough to feed the Intermediate District. For this reason, re-districting was proposed as part of the 2014 Water System Master Plan update.

BUDGET DETERMINATION BASED ON YEAR AWARDED

Budget Determination excludes TOTAL ENGINEERING (including contingency) if completed in prior fiscal year

2018-19	$882,255	2023-24	$1,022,775
2019-20	$908,723	2024-25	$1,053,459
2020-21	$935,984	2025-26	$1,085,062
2021-22	$964,064	2026-27	$1,117,614
2022-23	$992,986	2027-28	$1,151,143

Engineering Completed in Prior Fiscal Year?
No

Funding Source?
592 - Water Sewer Fund

Outside Funding?
No

2016 MASTER PLAN FOR LAND USE

EXCERPT

Redevelopment Site 2: City West

Grand River Avenue between Taft and Beck includes the Suburban Collection Showplace, a convention center that plans to expand with additional convention space and an entertainment venue. Other development in this section of the Grand River Corridor is a mix of commercial, office, and industrial uses. Many sites are underutilized, disused, or vacant. This area offers the potential for the creation of a prominent new district combining entertainment, convention, commercial, office, and residential uses in a cohesive, high-density, walkable pattern. Structured parking and diagonal on -street parking along circulation roads will help to reduce the amount of land devoted solely to pavement. This plan envisions three to five story buildings for most of the area, while buildings with frontage on I-96 may rise as high as ten stories.

Components of the District

Residential Uses

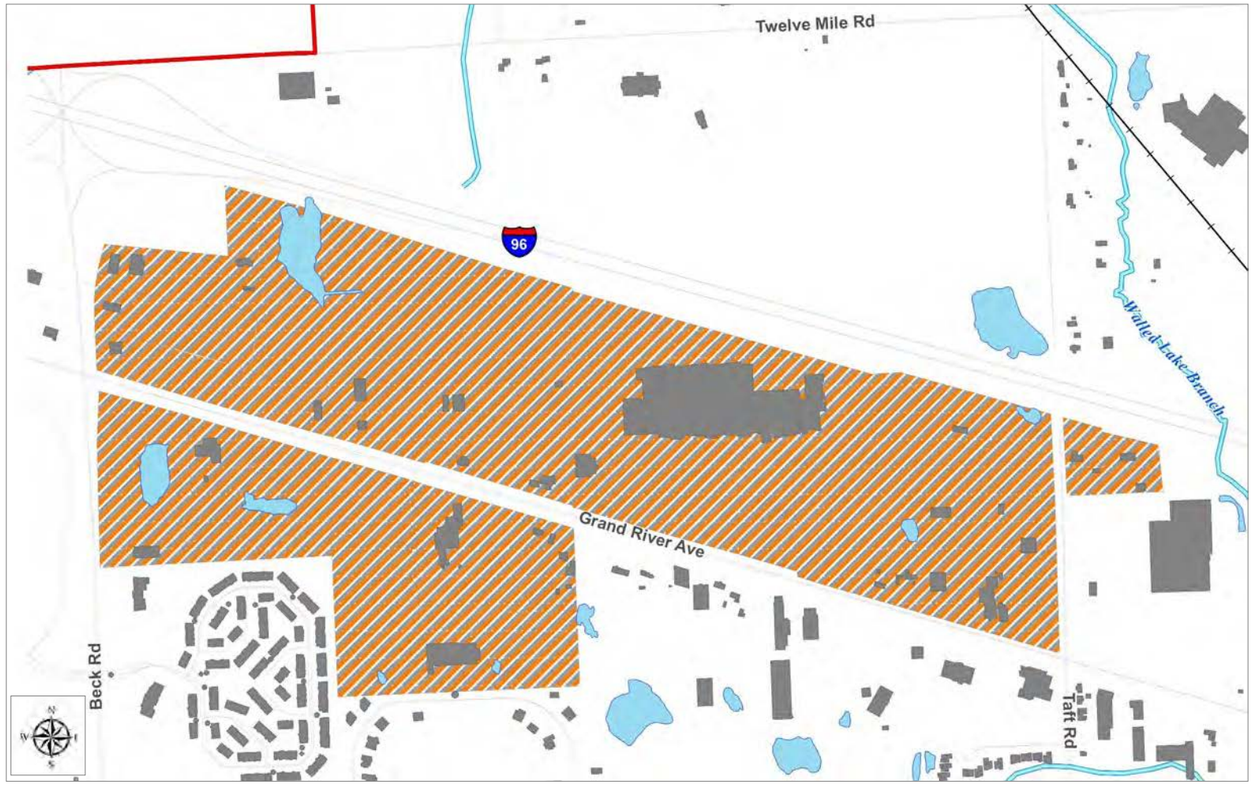
The residential components of City West should provide unique housing types, with an emphasis on types currently undersupplied in the City. In general, residential uses will be located above commercial uses, and all residential north of Grand River should be on the second floor or higher. Some ground floor residential uses such as row houses may be appropriate south of Grand River on the edge of the district as a transition to nearby neighborhoods. Live-work units may be an appropriate use as well, particularly if City West develops as an arts and entertainment district. Microapartments (small efficiency units) and small one-bedroom units may be an appropriate and viable development model for this area, especially given the needs of frequent business travelers and temporary residents at nearby Providence Park Hospital.

Commercial, Restaurant and Entertainment Uses

The district is envisioned as a distinct neighborhood as well as a complement to major nearby uses such as the Suburban Collection Showplace and the hospital. Commercial uses in this area could include specialty retail or a cluster of similar uses, such as high-fashion stores or art galleries, in addition to uses that serve nearby residents. Personal service uses would likely constitute a portion of the overall commercial picture in City West. Creating a vibrant restaurant and entertainment scene that spills into outdoor patios and open spaces, is a major goal of this redevelopment strategy.

Office Uses

Office uses in City West should be mostly limited to upper floors and, in vertically mixed buildings, may serve as a transition from retail and restaurant uses on lower levels to residential uses above.











Above, left: Map of City West land use planning area, including footprints of existing buildings. The largest building, at center, is the Suburban Collection Showplace, which is planning to expand. Above, right (clockwise from upper left): public art and gathering space amid high density mixed development in Asheville, NC; high quality building materials and ornamental landscaping in West Bloomfield, MI; finished alley with small retail use in Fort Collins, CO; public plaza and dense, mixed development in Princeton, NJ

Character of Development & Placemaking

For City West to become a true district, development must follow a unified approach. This could be achieved through the development of design standards or a form-based code to establish district-wide standards for building massing and location, streetscape, and public spaces. Building materials, landscaping, lighting, public furniture, and signage can all be addressed in standards for City West. These standards could also establish sub-districts (for instance, north of Grand River versus south of Grand River). To the extent possible, utilities should be buried.

The planned development of the City West district should include a mix of public plazas and parks that provide gathering places, as well as wide sidewalks that can accommodate outdoor dining. Programming of public spaces is encouraged to promote placemaking and strengthen the identity of the district.

Transportation

City West should be a walkable district that accommodates all road users and provides connections to Novi's existing and planned non-motorized pathways. Parking should be a mix of on-street spaces, small surface lots in side and rear yards, and, where density supports the investment, structures. Parking structures may stand alone or be integrated into other buildings, but in all cases, they should be designed to the same standards as other buildings in the district. Ground floor liner uses should be incorporated where possible. Parking plans should consider emerging trends in the automotive market such as the rapidly growing number of plug-in vehicles on the road, as well as the growth of car-sharing.

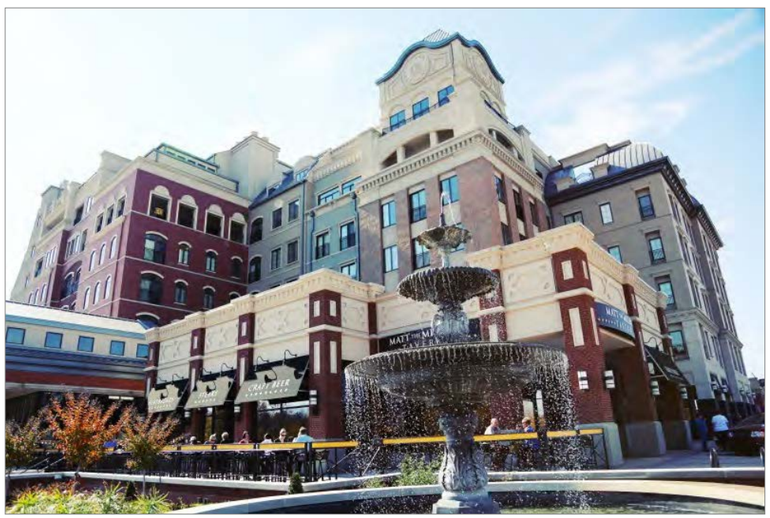
Walkability should be aided by compact development and frequent crossing locations on all internal streets, as well as signal protection at major intersections. Bicycle parking should be provided throughout the district, and sheltered where possible. Finally, if developed to its full potential, City West, with support from the hospital, could play a powerful role in the future development of mass transit on Grand River Avenue, serving as the westernmost destination point for bus rapid transit (BRT). The City should work with its neighbors to determine the feasibility of mass transit to serve the greater corridor and provide expanded mobility options for residents. The cities of Farmington and Farmington Hills have incorporated the potential for BRT along Grand River into their long-range plans.



Source: Roark Premier Team



Source: Elvert Barnes, Wikimedia Commons


Source: Carmel City Center




Source: Central Coast Low Impact Development Initiative

Clockwise from top left: Event in public space, North Hills development, Raleigh, NC, which includes a mix of low-profile buildings and taller structures, including a ten-story hotel; Main North in downtown Royal Oak, MI, is a ten-story mixed-use development with associated structured parking next to two movie theaters; Bioretention swale in Paso Robles, CA, which accomplishes some filtering of runoff before it enters the stormwater system; Carmel City Center in Carmel, IN, is a mixed use development located near the city's downtown Arts & Design District and was developed as part of Carmel's Range Line Road Corridor Plan; Arlington, VA's Pentagon Row project mixes commercial and residential uses around planned, multi-use public spaces.

Sustainability

The development of a new district presents a prime opportunity to consider development from a holistic standpoint. Development of City West should consider mitigating stormwater runoff through bioretention systems such as rain gardens and bioswales, and alleviating concentration of runoff through the use of permeable pavement. Should development proceed in a coordinated fashion, the City and its partners may consider pursuing LEED-ND certification through the United States Green Building Council; this certification not only provides confirmation that developers have adhered to sustainable development practices, but also serves as a marketing tool for the district. Landscaping with native plants, incorporation of alternative energy systems such as solar collectors or geothermal heat pumps into building designs, accommodations for electric vehicles, bicycle facilities, and, ultimately, integration with mass transit are all steps that can be taken to build a district that adheres in the long term to basic principles of environmental sustainability. When well-implemented, these measures can also help to limit certain long-term operational costs.



Above: Conceptual rendering of potential development of City West. This image is intended to show building massing, including one ten-story building, and provide an example of how buildings might interact with sidewalks and other public spaces. On-street parking spaces line every block, and most parking is concentrated in structures to the right of the image. Frequent programming of public spaces is encouraged

Development of the District

To facilitate and guide development of the City West district, development of a new zoning classification will be necessary. Form-based standards for the district should be considered as one method of achieving the desired development pattern. The district would likely be more effective if adopted as a stand-alone district rather than as an overlay to existing zoning.



Above: Image, based on development in St. Charles, Missouri, showing the type of streetscape that might characterize City West, along with the three-to-five story buildings envisioned for most of the area north of Grand River. Ground floor retail, space-efficient diagonal parking spaces, and upper floors devoted to office and residential uses combine with an aesthetically pleasing public realm to create a vibrant, pedestrian-friendly district that feels like a cohesive neighborhood.

PLANNING COMMISSION
EXCERPT FROM MINUTES
MAY 10, 2023

that was developed. Most of the development will be abutting Grand River, not be sitting in the backyard of the residents. As individual projects come to the Planning Commission, they will make the hard decisions as to whether that particular application has the correct setback and intent for the given area. As has been stated, we are not building another Southfield. The max height on the north side will likely be five stories, and 35 feet on the south side. This is to create flexibility, so we can help developers come forward with their best ideas. What we are trying to do is give those who want to invest in the City of Novi the opportunity to do that within some guidelines to this specific design standard. We hear everything said about setbacks and the applicability of safety and what that means. There are certain things we have no control over, we can ask for with inside the plans certain lighting conditions, certain exit gates to prevent people from wandering into neighborhoods. Just because we vote a certain way, doesn't mean we are not listening. Chair Pehrson appreciates everyone's input and really appreciates the respect given the Planning Commission and hopes that we afforded the same to you.

Motion to recommend approval to City Council to adopt the City West district into the Zoning Ordinance made by Member Avdoulos and seconded by Member Lynch.

In the matter of Text Amendment 18.296, motion to recommend approval to City Council to adopt the City West District into the Zoning Ordinance as shown in the draft amendment for the following reasons:

1. **The 2016 Master Plan for Land Use recommended the creation and adoption of a new zoning district for this area of the City in order to foster redevelopment of underutilized parcels, and to create a vibrant, walkable, mixed-use district,**
2. **The Master Plan for Land Use objective to foster a favorable business climate is fulfilled by allowing more flexible development standards for a unique area of the City,**
3. **The Master Plan for Land Use objective to support and strengthen existing businesses and attract new businesses is fulfilled by allowing existing businesses to expand and creating new development opportunities in a mixed-use environment,**
4. **The Master Plan for Land Use objective to provide a wide range of housing options is supported as the new district allows residential use in a mixed-use setting,**
5. **The Master Plan for Land Use objective to develop the City West/Grand River and Beck area in a manner that supports and complements neighboring areas through the use of setback and height restrictions to provide buffers to single family districts, and**
6. **It provides an opportunity for long-standing businesses to remain at their current location.**

ROLL CALL VOTE ON MOTION TO RECOMMEND APPROVAL TO CITY COUNCIL TO ADOPT THE CITY WEST DISTRICT INTO THE ZONING ORDINANCE AS SHOWN ON THE DRAFT AMENDMENT MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH.

Motion carried 7-0.

3. **CITY WEST ZONING MAP AMENDMENT 18.741**
   Public hearing of the staff-initiated request for Planning Commission's recommendation to City Council regarding the rezoning of property in Section 16, located east of Beck Road, west of Taft Road along both sides of Grand River Avenue from OS-1 (Office Service), RA (Residential Acreage), I-1 (Light Industrial), B-3 (General Business), and OST (Office Service Technology) to CW (City West). The subject properties total approximately 250 acres.

Senior Planner Lindsay Bell relayed historical photos of the area show the land was largely agricultural fields and orchards in the 1940s. When I-96 was constructed in 1957 there was a highway rest stop until the Suburban Collection Showplace was constructed in 2005 in its location. The Fairlane Motel appears to have been developed on the north side of Grand River in the 1950s, and is still open today. By the 1970s there was greater industrial activity in the area, including the Wix-Mix concrete plant, trucking operations, outdoor storage yards, various industrial buildings, and a gas station near the intersection of Beck and Grand River. Over the last 20 years many of the remaining homes and vacant structures have been torn down after falling into disrepair, and the properties have not yet redeveloped. As stated in the 2016 Master Plan, "Many sites are underutilized, disused or vacant."

Approximately 144 acres are north of Grand River Avenue with 21 parcels included. The majority of the area, 128.13 acres, is currently zoned OST Office Service Technology. There is an EXO Exposition Overlay District over a 55-acre portion of the Suburban Collection Showplace property. Approximately 14.06 acres are zoned I-1 Light Industrial. A mix of offices, industrial and manufacturing businesses, and vacant properties are present on either side.

To the south of Grand River Avenue, the City West area is recommended to include all of the parcels between Beck Road and Taft Road. These properties are currently zoned OS-1 Office Service, I-1 Light Industrial, B-3 General Business, and RA Residential Acreage.

There are some significant areas of wetland in the southern portion of the district. Preserving those wetlands would help to provide natural buffers between the City West developments and the residential districts to the south.

Of the existing structures in the area, the average age is 43 years, with many built between 1967 – 1978. Excluding a few building additions, only two new projects have been developed over the last 10 years: PetSuites (2020) and Beck Plaza, which contains the Starbucks (2016). During this same period development has not lagged in the rest of the City.

The number of permitted uses under I-1 zoning is limited when adjacent to single-family districts, which may have contributed to the lack of investment in this area. Restaurant uses in the I-1 district are only permitted in limited circumstances, so the existing restaurants south of Grand River have been non-conforming uses and have not been permitted to expand or make desired improvements such as adding covered outdoor patio areas. The expense of extending public utilities may have also discouraged new development.

Approximately 110 acres in the district are vacant or have a non-conforming residential use. Parcels developed with industrial uses that are not consistent with the desired future use for City West make up a total of about 32 acres. Development nearby in the corridor includes destinations such as Ascension Providence Hospital System and Suburban Collection Showplace, which are significant economic drivers in Novi, providing jobs and bringing in visitors. Commercial uses have developed by the I-96 interchange at Beck Road north of Grand River.

You may notice that the boundaries for City West have changed from what was recommended in the 2016 Master Plan. On the north side, the Implementation Committee agreed with staff that the small parcel east of Taft Road next to I-96 did not seem to be necessary to include, and the drive-through uses just east of Beck did not seem to fit with the vision for City West. On the south side of Grand River, leaving the eastern half toward Taft Road planned for Industrial did not seem to make sense given one of the main pedestrian crossings between north and south is at the main entrance to the Suburban Showplace. Many of the existing uses in that area also were not incompatible with the uses permitted in the proposed district. Meetings with some of the landowners in that area confirmed that they would like to be included in the district. The Implementation Committee agreed that the district should be extended all the way to Taft Road.

As mentioned previously, staff sent mail notifications to landowners of all 54 parcels subject to the rezoning, and by providing a feedback form on the City website. All the responses we received from landowners within the district have showed positive support for the rezoning.

Staff recommends approval of the proposed Zoning Map Amendment for the following reasons:

- The requested zoning is in generally in compliance with the Master Plan for Land Use, which recommends the establishment of the City West district, as a vibrant, walkable, mixed-use district.

- The requested rezoning would help further the objective of providing a wide range of housing options.
- The requested rezoning would help retain and support the growth of existing businesses and attract new businesses to the City of Novi.
- The requested rezoning would further the objective of developing the City West/Grand River Avenue and Beck Road area in a manner that supports and complements neighboring areas.

The Planning Commission is asked to hold the public hearing on the zoning map amendment and consider making a recommendation to the City Council regarding the rezoning. Staff is happy to answer any questions you may have.

Chair Pehrson opened the public hearing and invited members of the audience who wished to participate in the public hearing to approach the podium.

Mike Duchesneau, 1191 South Lake Drive, relayed he has attended many of the meetings that led to this proposal from the Master Plan update and would like to say that resident's concerns have been discussed in those meetings. The Staff has done a good job considering residents' input, concerns about traffic, and limiting curb cuts. The proposal tends to encourage larger parcels of property to be combined so there is not a hodge podge of one ups. The meetings are ongoing and are monthly. Residents should be voicing their concerns there where changes made as has happened in the meetings Mr. Duchesneau has attended. His reason for being involved in the first place is due to the 2016 Master Plan which adversely affected him in many of the same ways as was discussed and mentioned here today.

Resident (name not discernable), Asbury Park, relayed some of the things he is hearing from the Planning Commission is what they are offering is better, and maybe it is, however he would like to let everyone know that the Light Industrial zoning limits height to 25 feet, whereas the City West zoning allows multiple stories. The residents understand the setback is the same, but the height is a concern. There is an existing building, Screenworks, zoned in I-1, and there has never been a problem.

Blair Bowman, relayed he has a question regarding buffering. Along the common property line there is a 30-foot easement where the City installed a sewer line many years ago. If it is possible, that area might offer an opportunity for a developer to plant replacement trees along the easement. This would create a nice additional buffer, using the existing area there that is within the 100-foot setback and enhancing that by planting in the easement. The question is can you plant in an easement? Mr. Bowman pledges again as this rezoning progresses, and if this is something that does come to a reality, he is happy to meet with the homeowners association to go over plans and whatever they can do to enhance the screening and buffering.

Chair Pehrson closed the audience participation and turned the matter over to the Planning Commission.

Member Lynch relayed after getting the package on Friday, he drove through the surrounding neighborhoods. He gets the feeling most people are not aware how much industrial is currently there and is glad to hear we are not making it any worse than it currently is. In fact, Member Lynch would prefer to see a lot less noise and light intensity being put into the area over what it is currently zoned for. Member Lynch, putting himself in the resident's shoes who live nearby, would not want to see an extrusion plant in his backyard.

Member Roney referred to Mr. Bowman's question regarding planting in an easement. City Engineer Ben Croy relayed that in general it is not good practice to plant in an easement. There will be some opportunity to look for that. Generally, we try to keep trees off of the area directly over the main and in this particular area there is no road nearby so if we have to get equipment back there, we have to drive along the route of the sewer. As long as it is not restricting maintenance access, there may be an opportunity to plant some trees in the easement.

Member Roney remembers discussing during Implementation Committee meetings the northeast corner and why it was excluded, but the Committee did not discuss the southeast corner. If this is moved forward,

is there a way to suggest City Council consider whether that corner should have the same consideration as the northeast corner. City Planner McBeth relayed that it is a good idea to forward that recommendation to City Council and include that there are a couple of pieces we don't have a lot of information on, however Staff is happy to go back to the land owner for additional information.

Member Avdoulos relayed as Member Roney indicated, he is also on the Implementation Committee, and they have been looking at the City West rezoning for some time. All the meetings are open to the public. Our diligent citizens who attend the meetings look out for not only their area but also are good at making sure the Committee keeps residents' thoughts and concerns in mind. Member Avdoulos is a practicing architect by profession and works on a lot of urban projects. He would like to reiterate that the idea was not to create something that would be a hardship to the area but create something that would provide good opportunities and would help existing businesses.

Member Avdoulos relayed it was his understanding that this rezoning would allow Gatsby's to have outdoor seating, which is not currently allowed based on existing zoning. City Planner McBeth confirmed that Gatsby's would like to make some improvements that would expand beyond their existing seating and add a canopy and other improvements, so they are excited that this may be moving forward. Member Avdoulos said we want to create opportunities like this and help support our local businesses. There is an instance when we were working on the Adell Center, and anyone who has property can develop their property, there was a lot of back and forth, through the process we were able to have an open space provided. That is what we are looking for in this area.

Member Avdoulos wants to let the citizens know we are not looking at this cavalierly, but with a lot of information. The Staff has been doing a phenomenal job of putting this together, there were two site visits in Indiana to look at similar plans. We held two Open House meetings where we looked at the Master Plan and this is one of the areas we looked at.

Motion made by Member Avdoulos to recommend approval to City Council to rezone the subject property and seconded by Member Lynch.

In the matter of Zoning Map Amendment 18.741, motion to recommend approval to City Council to rezone the subject property from OS-1 (Office Service), RA (Residential Acreage), I-1 (Light Industrial), B-3 (General Business), and OST (Office Service Technology) to CW (City West) for the following reasons:

1. **The 2016 Master Plan for Land Use recommended the creation and adoption of a new zoning district for this area of the City in order to foster redevelopment of underutilized parcels, and to create a vibrant, walkable, mixed-use district,**
2. **The Master Plan for Land Use objective to foster a favorable business climate is fulfilled by allowing more flexible development standards for a unique area of the City,.**
3. **The Master Plan for Land Use objective to support and strengthen existing businesses and attract new businesses is fulfilled by allowing existing businesses to expand and creating new development opportunities in a mixed-use setting,**
4. **The Master Plan for Land Use objective to provide a wide range of housing options is supported as the new district allows residential use in a mixed-use setting,**
5. **The Master Plan for Land Use objective to develop the City West/Grand River and Beck area in a manner that supports and complements neighboring areas through the use of setback and height restrictions to provide buffers to single family districts, and**
6. **It provides an opportunity for long-standing businesses to remain at their current location.**

ROLL CALL VOTE ON MOTION TO RECOMMEND APPROVAL TO CITY COUNCIL TO REZONE THE SUBJECT PROPERTY FROM OS-1 (OFFICE SERVICE), RA (RESIDENTIAL ACREAGE), I-1 (LIGHT INDUSTRIAL), B-3 (GENERAL BUSINESS), and OST (OFFICE SERVICE TECHNOLOGY) to CW (CITY WEST) MOVED BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH.

Motion carried 7-0.

PROPERTY OWNER REQUEST FOR PARTIAL EXCLUSION
JUNE 13, 2023

LAW OFFICES
LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.
37000 GRAND RIVER AVENUE, SUITE 200
FARMINGTON HILLS, MICHIGAN 48335
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D. B. LANDRY
dlandry@lmdlaw.com
Direct: (248) 919-3783
Fax: (248) 476-6564

June 13, 2023.

City of Novi Planning Department,
City of Novi Mayor Robert Gatt
and City Council
45175 West Ten Mile Rd
Novi, MI 48375-3024

via e-mail only

RE: Proposed City West Ordinance
Property at South East corner of Grand River Avenue and Beck Road

Dear Ms. McBeth, Mayor Gatt, and City Council Members:

I represent the Joanne M. Ward Revocable Trust, the owner of two parcels of property located at the South East corner of Grand River Avenue and Beck Road: parcel number 22-16-151-010, consists of approximately three acres and parcel number 22-16-151-012, consists of approximately seven acres. The portion of these parcels on the South East corner of Grand River Ave and Beck Road is currently zoned B-3 while the portion to the south along Beck Road is currently zoned RA. I am writing with respect to the Proposed City West Zoning Ordinance and in particular, we are requesting that the parcel on the South East corner of Grand River and Beck not be included within the City West Ordinance but that the parcel be allowed to remain as Zoned B-3. While we support most of the Proposed City West Ordinance and indeed, we have no objection to that portion of the Ward property to the south along Beck Road being included within a City West Ordinance, we believe that the actual property on the corner of Grand River and Beck Road should be treated the same as the other corner parcels at this intersection.

On the South West corner of Grand River and Beck Road is Ascension Providence Hospital. That parcel is zoned OSC. On the North West corner is the Home Depot commercial, zoned B-2. On the North East corner are several parcels zoned OST which are occupied by a Bank and several other commercial businesses. It only makes sense to treat the South East corner of this intersection the same as the other three corners. They are all zoned commercial, non-residential, and should all be treated equally.

The South East corner has been zoned B-3 for many years. It has been owned by the Joanne M. Ward Revocable Trust and with the passing of Ms. Joanne Ward the Trust now wishes to sell

the parcel. In fact, a Purchase Agreement has been executed with a purchaser who is anxious to begin developing the corner parcel.

The Intent section of the Proposed City West Ordinance, Section 3.1.30.A.1 states that the intent of the City West District is to include "multiple-story buildings that frame the internal street network, a corridor of buildings massed along Grand River Avenue…". With the other three corners of Grand River and Beck Road being zoned OSC, B-2, and OST, buildings on those parcels are not "massed along Grand River Avenue." If development proceeds as intended under the City West Ordinance it would make little sense to have buildings "massed along Grand River" on the South side all the way to Beck Road but not on the North side all the way to Beck Road. That would result in development on the corner to be grossly inconsistent.

All four corners of Grand River and Beck Road are prime commercial/retail parcels. While the property on the east side of Beck Road to the south of the corner could logically be included in a City West Ordinance, with the possibility of even being joined with other parcels to the East to comprise a much larger parcel, the actual parcel on the corner of Grand River and Beck should remain zoned similar to the other three corners.

We would, therefore, respectfully request that if the City of Novi moves forward with the enactment of a City West Ordinance that the property on the South East Corner of Grand River and Beck Road not be included and allowed to remain as currently zoned and be treated equally and consistently with the other three corners of this intersection.

We thank you for considering our thoughts on this matter.

Very truly yours,

LANDRY, MAZZEO, DEMBINSKI & STEVENS, P.C.

David B. Landry

David B. Landry

DBL/cw
Encl. cc City of Novi Planning Department c/o Ms. Barbara McBeth
cc Mayor and City Council

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Consideration of Approval of Change Order No. 1 to Mattioli Cement Company, Inc. for the 2023 Neighborhood Road Program – Concrete Streets in the amount of $337,104.25.

SUBMITTING DEPARTMENT: Department of Public Works – Engineering Division

EXPENDITURE REQUIRED	**$ 333,617.16**
AMOUNT BUDGETED	**$ 567,447.00 FY 2022-23 BA Rollover** **$1,400,000.00 FY 2023-24 Budget** **$1,967,447.00 Total**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**203-449.30-974.241**

BACKGROUND INFORMATION:

Spalding DeDecker and Testing Engineers and Consultants assisted the Engineering Division with developing a list of potential streets for the 2022 and 2023 Neighborhood Road Program (NRP). The program was divided into two contracts: concrete roads and asphalt roads. The programs were also advertised for a two-year contract to secure unit prices and lower the overall costs of bidding and design.

In preparation for this year's program (2023), we noted significant, excessive deterioration of Highlands Drive, which was not visible during the 2021 inspection or selection process. It appears most of the roadway suffers from a chemical reaction condition called ASR or Alkali-Silica Reaction or more commonly known as "concrete cancer" (included is a picture of the current, final stages of ASR). ASR is a deleterious swelling reaction that occurs over time in concrete between the highly alkaline cement paste and the reactive silica found in many aggregates. This chemical reaction causes the expansion of the altered aggregate by the formation of a soluble and viscous gel and ultimately causes spalling and loss of strength of the concrete. The rate of deterioration from ASR can vary greatly from location to location. The final stages of this reaction can take place in a rapid 10 years to a slow 40+ years. The viscous gel is normally not visible until the concrete has reached its total loss of structural integrity.

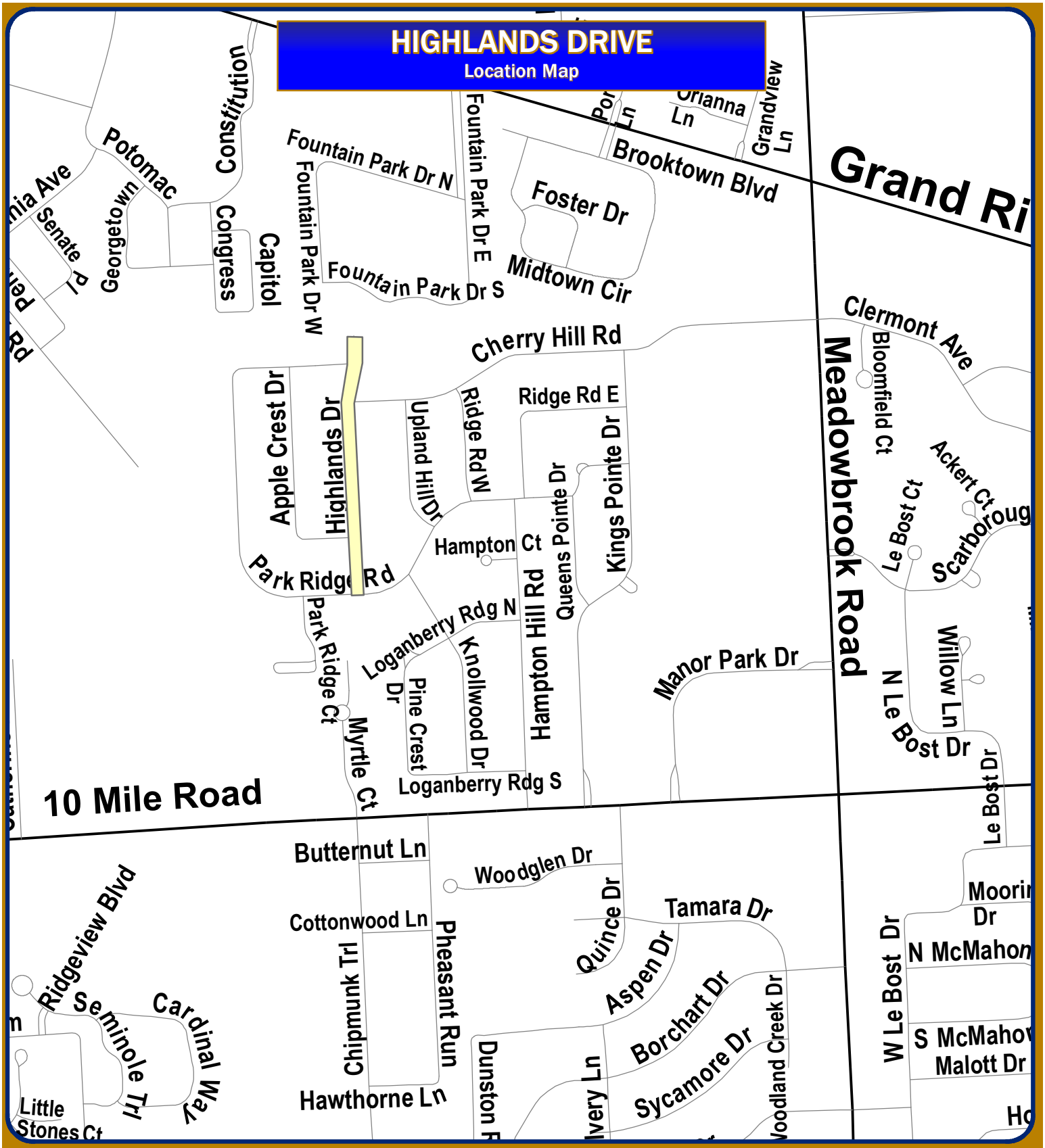
The original plan was to remove and replace individual concrete panels along the entire length of Highlands Drive (from Park Ridge Road to Cherry Hill Road). With the current state of deterioration staff now recommends an expanded reconstruction reflected in this change order. The amount of work estimated for the panel replacement, approximately $56,000, will be deducted from the contract before proceeding with this new course of action.

The contract administration and geotechnical engineering services related to this project addition will be granted to the following pre-qualified firms using the fee percentages in the Agreements for Professional Engineering Services and Geotechnical Engineering Services for Public Projects.

Spalding DeDecker			
Highlands Drive	Contract Administration	7.5% of the Change Order value ($337,104.25 X 0.075)	$ 25,282.82
	Crew Days	$800 daily inspection fee x 25 days	$ 20,000.00
G2 Consulting Group, Inc. (G2)			
Highlands Drive	Material testing services	2.0% of the Change Order value ($337,104.25 X 0.02)	$ 6,742.09

RECOMMENDED ACTION: Approval of Change Order No. 1 to Mattioli Cement Company, Inc. for the 2023 Neighborhood Road Program – Concrete Streets in the amount of $337,104.25.

HIGHLANDS DRIVE
Location Map



Map Author: Aaron J. Staup
Date: June 27, 2023
Project: 2023 NRP - Concrete Streets
Version #: 1

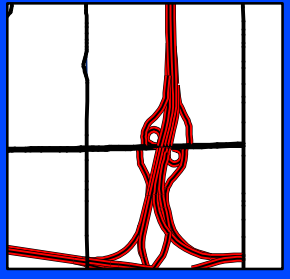
Amended By:
Date:
Department:

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.

Map Legend

- Minor Road
- Major Road
- Expressway
- City of Novi
- Novi Township



City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Feet
0 145 290 580 870

1 inch = 703 feet



Existing concrete ASR condition of Highlands Drive in Meadowbrook Glens Subdivision as of 6/23/23.

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Consideration of Approval of Change Order No. 1 to Cadillac Asphalt, LLC for the reconstruction of the eastern 500-feet of Drakes Bay Drive as part of the 2023 Industrial Roads Rehabilitation Program in the amount of $386,927.26.

SUBMITTING DEPARTMENT: Department of Public Works – Engineering Division

EXPENDITURE REQUIRED	**$ 386,927.26**
AMOUNT BUDGETED	**$ 509,154.00**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**203-449.30-975.272**

BACKGROUND INFORMATION:

City Staff along with our engineering consultant, AECOM-Great Lakes, are in the process of developing our annual Capital Preventative Maintenance (CPM) program. This program addresses streets on a PASER rating level of 6 and higher. These streets would receive a maintenance-type fix that is less involved, intrusive, or as expensive as a reconstructive effort. For this next CPM program, we have developed a two-tier 'Priority' 1 & 2 list of streets. In the Priority 1 subset, all the streets are located within the Island Lake of Novi Subdivision, and almost all have a current PASER rating of 6 or 7. The exception being one, 500-foot section of Drakes Bay Drive (near Wixom Road).

Based on our analysis of the existing asphalt and subbase materials, in this area of Drakes Bay Drive, it was clear that a more robust, reconstructive effort is needed. This method involves a complete removal of the existing asphalt and approximately a foot of the existing clay subbase; replace with an aggregate material; install a 6-inch subsurface drainage system along both curb lines; and then pave back a new 6-inches of deep strength asphalt. Since the CPM program will be initiated later this summer staff recommends utilizing this existing rehabilitation contract to complete the work on Drakes Bay Drive first.

The contract administration and geotechnical engineering services related to this project addition will be granted to the following pre-qualified firms using the fee

percentages in the Agreements for Professional Engineering Services and Geotechnical Engineering Services for Public Projects.

AECOM-Great Lakes			
Drakes Bay Drive	Design	7.5% of the Change Order value ($386,927.26 X 0.075)	$ 29,019.54
	Contract Administration	7.5% of the Change Order value ($386,927.26 X 0.075)	$ 29,019.54
	Crew Days	$800 daily inspection fee x 16 days	$ 12,800.00
G2 Consulting Group, Inc. (G2)			
Drakes Bay Drive	Material testing services	2.0% of the Change Order value ($386,927.26 X 0.02)	$ 7,738.54

RECOMMENDED ACTION: Approval of Change Order No. 1 to Cadillac Asphalt, LLC for the reconstruction of the eastern 500-feet of Drakes Bay Drive as part of the 2023 Industrial Roads Rehabilitation program in the amount of $386,927.26.

Industrial Roads Rehab Program - Drakes Bay Drive

Location Map

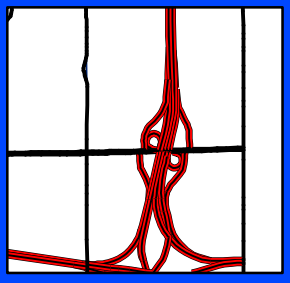


Map Author: Aaron J. Staup
Date: June 27, 2023
Project: Industrial Roads Rehab Program
Version #: 1

Amended By:
Date:
Department:

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.



City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Feet
0 65 130 260 390

1 inch = 332 feet

WORK CHANGE DIRECTIVE & CHANGE ORDER No. 1

PURCHASE ORDER NO. 97293

NOVI NO.: 23-2301
CIP NO.: ENG079

Project:	**2023 INDUSTRIAL ROAD REHABILITATION PROGRAM**

Owner:	City of Novi 26300 Lee BeGole Dr. Novi, Michigan 48375 (248) 735-5632
Engineer:	AECOM-Great Lakes 39575 Lewis Drive, Suite 400 Novi, Michigan 48377 (248) 204-5900
Contractor:	Cadillac Asphalt, LLC 51777 W. 12 Mile Road Wixom, Michigan 48393 (248) 388-7074

This document hereby renders changes in the Work, changes in the Contract Time and changes in the Contract Price by adding, deducting and/or balancing individual Contract line items through a signed authorization of the Prime Contractor, Owner, and Engineer.

Drafted Date:	**June 27, 2023**

Reasoning:	Addition of work on Drakes Bay - 500' of Reconstruct

EXISTING CONTRACT ITEMS

Item No.	Division	Item Description	Unit	Unit Price	Quantity	Contract Price Add	Contract Price Deduct
0	1	"Crew Days" - Base Bid - Magel & Humbolt	CD	$800.00		☐	☐
0	2	"Crew Days" - Alt No. 1 - Courts	CD	$800.00		☐	☐
0	3	"Crew Days" - Alt No. 2 - Hudson	CD	$800.00		☐	☐
0	4	"Crew Days" - Drakes Bay	CD	$800.00	16	☑	☐
0	5	"Crew Days" -	CD	$800.00		☐	☐
					Subtotals	$0.00	$0.00
					Total		**$0.00**

NEW CONTRACT ITEMS

Item No.	Division	Item Description	Unit	Unit Price	Quantity	Contract Price Add	Contract Price Deduct
29	4	Mobilization - Drakes Bay	LS	$38,900.00	1	$38,900.00	
30	4	Pre-Construction Audio-Visual - Drakes Bay	LS	$1,600.00	1	$1,600.00	
31	4	HMA Surface, Rem	Syd	$9.97	2731	$27,228.07	
32	4	Curb and Gutter, Rem	Ft	$37.00	140	$5,180.00	
33	4	Conc Curb (Includes Detail M)	Ft	$36.00	140	$5,040.00	
34	4	Roadway Grading	Sta	$7,061.25	5.1	$36,012.38	
35	4	Aggregate Base, 21AA Limestone, 10 inch	Syd	$23.10	2731	$63,086.10	
36	4	HMA, 3EML	Ton	$131.77	474	$62,458.98	
37	4	HMA, 4EML	Ton	$116.46	316	$36,801.36	
38	4	HMA, 5EML	Ton	$165.47	316	$52,288.52	
39	4	Underdrain, Subgrade, Open-Graded, 6 inch	Ft	$23.10	1378	$31,831.80	
40	4	Dr Structure, Tap, 6 inch	Ea	$630.00	2	$1,260.00	
41	4	Subgrade Undercut, Special 1 x 3	Cyd	$75.60	100	$7,560.00	
42	4	Sidewalk, Rem	Syd	$9.45	9	$85.05	
43	4	Sidewalk, Conc, Ramp 6 inch	Sft	$10.50	80	$840.00	
44	4	Detectable Warning Surface	Ft	$63.00	10	$630.00	
45	4	Surface Restoration - Drakes Bay	LS	$3,000.00	1	$3,000.00	
46	4	Pavt Mrkg, Waterbrn, 24 inch, Wht, Stop Bar	Ft	$25.00	25	$625.00	
47	4	Maintaining Traffic - Drakes Bay	LS	$12,500.00	1	$12,500.00	

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Consideration to approve the Purchase Agreement for property on the east side of Meadowbrook Road, north of Ten Mile Road, approximately 4.51 acres, Parcel No. 22-24-301-013, in the amount of $295,000, plus closing and other related costs, to amend the budget, and to direct the City Manager and City Attorney to take such action as is required to close on such purchase.

SUBMITTING DEPARTMENT: City Manager's office

EXPENDITURE REQUIRED	**$295,000**
AMOUNT BUDGETED	**$0**
APPROPRIATION REQUIRED	**$295,000**
LINE ITEM NUMBER	**101-266.00-971.000**

BACKGROUND INFORMATION:

Attached for City Council's consideration is a draft Purchase Agreement for the above-referenced property, which is located on the east side of Meadowbrook, between Ten Mile and Grand River, across from Meadowbrook Commons. It is vacant, heavily wooded, and contains wetland areas as well. City Council has expressed interest in recent years in acquiring properties that can assist in preservation of wooded areas.

The proposed agreement is similar to those the City has used for such purposes over the years. It allows the City time to do a survey and environmental reviews, as well as title work. The date by which we need to have the transaction closed is no later than December 15, 2023.

See the attached materials for more information on the property. It is anticipated that the funds for the purchase will come from the Tree Fund, given the preservation intention.

RECOMMENDED ACTION: Approval of the Purchase Agreement for property on the east side of Meadowbrook Road, north of Ten Mile Road, approximately 4.51 acres, Parcel No. 22-24-301-013, in the amount of $295,000, plus closing and other related costs, to amend the budget, and to direct the City Manager and City Attorney to take such action as is required to close on such purchase.

RESOLUTION

NOW, THEREFORE BE IT RESOLVED that the following Budget Amendment for the Purchase Agreement for vacant property on Meadowbrook Road, north of Ten Mile Road, approximately 4.5 acres, Parcel No. 22-24-301-013 is authorized:

	INCREASE (DECREASE)
General Fund	
APPROPRIATIONS	
Land Acquisition	295,000
TOTAL APPROPRIATIONS	**$ 295,000**
Net Increase (Decrease) to Fund Balance	**$ (295,000)**

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Novi at a regular meeting held on July 10, 2023

Cortney Hanson
City Clerk

STATE OF MICHIGAN
COUNTY OF OAKLAND
CITY OF NOVI

PURCHASE AGREEMENT

BY SIGNING THIS PURCHASE AGREEMENT (Agreement), **DSW Land, L.L.C.,** a Michigan limited liability company, whose address is 400 Renaissance Center, Suite 2170, Detroit, MI 48243 (Seller), and the **City of Novi**, whose address is 45175 Ten Mile Road, Novi, MI 48375 (Buyer), agree to sell and purchase the following real estate located in the City of Novi, Oakland County, Michigan, described as follows:

See Exhibit A, attached

Parcel I.D. No. 22-24-301-013 (the Property), approximately 4.51 acres in area with Buyer to pay Two Hundred Ninety Five Thousand Dollars ($295,000.00) (the Purchase Price), subject to the existing building and use restrictions and easements of record, and zoning ordinances, if any, on the following conditions:

CASH SALE

Seller shall convey title to the Property to Buyer by delivery of a warranty deed conveying title acceptable to Buyer as provided below (Deed) on tender of the Purchase Price. Payment of the Purchase Price is to be made in cash, bank cashier's check, or wire transfer at the time of closing.

EVIDENCE OF TITLE

As evidence of title, Seller, at Seller's expense, agrees to furnish Buyer within ten (10) days of the Effective Date (as defined below), a commitment for title insurance issued by a reputable title company licensed to do business in the State of Michigan, in good standing (the Title Company) and reasonably acceptable to the Buyer, in an amount not less than the Purchase Price and bearing a date later than the acceptance date of this Agreement, with the owner's policy to be issued pursuant to the commitment insuring marketable title (as defined below) to the Property in Buyer.

Seller agrees that the commitment for title insurance and the subsequent policy to be issued shall be ***without standard exceptions*** provided Purchaser obtains a survey acceptable to the Title Company and shall be recertified and updated at the closing of this transaction as of the date of such closing or the most recent date through which the county register of deeds has completed the recording and indexing of real estate instruments and documents in order to eliminate the "gap" period between the date of such title commitment and the closing of this transaction, and that the policy issued will be updated to close any "gap" period between the date of closing and the date of the recording of the deed to Buyer.

Seller shall also arrange to provide Buyer with a marked-up commitment for title insurance at the closing of this transaction guaranteeing that title is in the condition required under this paragraph.

Seller shall execute an owner's affidavit and such other documents as the title insurance company or its agent typically requires and is reasonably acceptable to Seller for the issuance of a policy without standard exceptions; provided, however, that Buyer shall pay for the cost of any survey required for the deletion of the standard exceptions. For purposes of this Agreement, marketable title shall mean fee simple title free and clear of any and all liens and encumbrances whatsoever, excepting only recorded and enforceable building and use restrictions, public utility easements of record, the landscape berm easement referred to below, zoning ordinances, and taxes not yet due and payable, which shall not constitute title defects or render the title to the Property unmarketable; provided, however, that Buyer, at Buyer's sole option, may elect to accept title in whatever condition it may be in, notwithstanding such condition would not meet the above definition of "marketable title" and, in such event, marketable title shall mean the condition of title which Buyer has elected to accept.

TITLE OBJECTIONS

If objection to the title is made in the commitment for title insurance or based on a written opinion of Buyer's attorney that the title is not in the condition required for performance of this Agreement, Seller, at Seller's sole option, shall have thirty (30) days from the date Seller is notified in writing of the particular defects claimed, either (1) to fulfill the requirements in the commitment or to remedy the title defects set forth in Buyer's attorney's opinion or (2) to refund the deposit in full termination of this Agreement. If Seller is able to comply with such requirements or remedy such defects within the time specified, as evidenced by written notification, revised commitment, or endorsement to commitment, Buyer agrees to complete the sale as provided herein, subject to any other contingency contained in this Agreement. If, after reasonable efforts, Seller is unable to furnish satisfactory title within the time specified, or Seller elects not to remedy such defects, the deposit shall be immediately refunded in full termination of this Agreement, unless Buyer elects to proceed with the sale accepting such title as Seller is able to convey.

EARNEST MONEY DEPOSIT

On the Effective Date (as defined below) of this Agreement, Buyer shall make an earnest money deposit of Five Thousand Dollars ($5,000.00) which shall be held by the Title Company and which shall be applied toward the Purchase Price at closing if the sale is consummated.

TAXES AND PRORATED ITEMS

All taxes and assessments which have become a lien on the land as of the date of closing shall be paid by Seller, except that: (a) all current property taxes shall be prorated and adjusted between Seller and Buyer as of the date of closing on a due-date basis, without regard to lien date, as if paid prospectively (e.g., taxes due July 1 will be treated as if paid for the period July 1 through the following June 30, and taxes due December 1 shall be treated as if paid for the period December 1 through the following November 30); and (b) Buyer shall be responsible for the payment of all property taxes falling due after the date of closing without regard to lien date. Capital or lateral charges and special assessment installments which have become a lien on the Property and are due before closing shall be paid in full

by Seller on or before closing. Capital or lateral charges and special assessments which have not become a lien on the Property or installments payable after closing shall be paid by Buyer either in full at closing, or, if applicable, in installments. Seller shall pay the cost of all utilities and service charges for the entire Property through and including the date of transfer of possession and occupancy to Buyer.

CLOSING

Closing shall take place by documents delivered in escrow, at the office of the Title Company or at the Buyer's offices. If the closing takes place anywhere other than at the office of the Title Company, Seller shall arrange for a Title Company representative with authority to update and mark up the commitment for title insurance as required under this Agreement to be present at the closing or delivered to Buyer if closing is through escrow. If title can be conveyed in the condition required under this Agreement and all contingencies have been satisfied or waived, closing shall take place on a date and time as is mutually agreeable to the parties and as dictated by the ability and availability of Buyer's lender, if any, to close, provided, however, that closing shall occur not later than **December 15, 2023**. Seller shall provide a complete package of every document (other than loan documents) to be executed by Buyer to Buyer's attorney at least 48 hours before closing.

PAYMENT OF FEES, CLOSING COSTS, ETC.

Buyer shall pay all closing fees and all costs associated with recording the required Deed and any loan documents. The parties agree that the Title Company shall prepare the required Deed and closing documents necessary to complete this transaction, that the Title Company shall conduct the closing, and that the cost of same, together with any settlement, document preparation, or disbursement fee, shall be borne equally by Buyer and Seller. Seller shall also pay the required transfer tax, the cost of an owner's commitment and policy of title insurance, and applicable recording fees relative to the discharge of Seller's mortgage, if any. At closing, the parties shall execute closing statements prepared by the Title Company and all income or other tax reporting documents as required by the Title Company.

BUYER'S CONTINGENCIES

Buyer's obligations under this Agreement shall be contingent on the following:

Survey. At Buyer's sole option and expense, Buyer obtaining a survey (of any type, e.g., mortgage report, ALTA/ASCM survey with any Table A options Buyer desires) of the Property within sixty (60) days after the Effective Date (as defined below). If Buyer is not satisfied with the results of the survey for any reason related to title, marketability, or Buyer's use of the Property, or if, for any reason, the survey is insufficient to cause the survey exception to be deleted from the standard exceptions to the policy of title insurance, Buyer shall so notify Seller in writing at any time within fourteen (14) business days after ~~the expiration~~ receipt of the survey. On receipt of written notice of same, Seller shall immediately refund to Buyer all sums deposited by Buyer and this Agreement shall be terminated and of no further force and effect. If no written objection is made by Buyer within the stated period, this survey contingency shall be deemed to be waived by Buyer and the parties shall

proceed to closing in accordance with the terms of this Purchase Agreement and Buyer shall be deemed to have purchased the Property in an "AS IS"condition.

Environmental. Buyer obtaining satisfactory inspections and testing of the Property for radon, asbestos, toxic mold, and/or environmental contamination, including a Phase I Environmental Site Assessment (ESA), Phase II ESA, and if applicable a Baseline Environmental Assessment (BEA) of the Property, by a qualified person acceptable to Buyer, at Buyer's sole option and expense, within sixty (60) days after Buyer's receipt of an accepted copy of this Purchase Agreement from Seller. If this inspection or testing shows any type of Environmental Condition, Buyer shall have the option to terminate this Agreement by written notice to Seller at any time within fourteen (14) days after receipt of the Phase I ESA In such event, upon written notice of same to Seller, Buyer shall be immediately refunded all sums deposited by Buyer hereunder and this Agreement shall be terminated and of no further force and effect.

Nothing contained herein, however, shall be construed to mean the Buyer is indemnifying or otherwise holding Seller harmless from third-party actions or suits in regard to asbestos, toxic mold and/or environmental contamination of the Property or any other matter, except for loss resulting from Buyer's inspection or failure to restore the Property. When used herein, the term "Property" shall include all aspects of the Property, such as, but not limited to, any buildings on the Property and the soil and groundwater beneath the Property. When used herein, "Environmental Condition" shall mean any condition or conditions affecting or relating to the air, soil, groundwater, or surface water at or about the Property and any failure to comply with governmental requirements, including environmental protection laws, relating to such condition or conditions, which could or does require remediation, including abatement, investigation, containment, or removal and/or which could result in Environmental Claim(s). No borings shall be made without Seller consent.

If no written objection is made by Buyer within the stated period, this survey contingency shall be deemed to be waived by Buyer and the parties shall proceed to closing in accordance with the terms of this Purchase Agreement and Buyer shall be deemed to have purchased the Property in an "AS IS" condition. However, Buyer's obligation to purchase any or all of the Property is subject to and contingent upon Buyer's satisfaction that the Property can be feasibly and economically used for the intended uses with any environmental remediation deemed necessary by Buyer, in its sole and absolute discretion.

To assist in this environmental review, Seller shall provide Buyer with any and all information in its possession regarding the environmental condition of the Property, including any Phase I, Phase II, or BEA information.

SELLER'S REPRESENTATIONS

Seller represents to Buyer as follows (without any duty to review or investigate from the date of this Agreement):

To Seller's actual knowledge, there is no pending litigation affecting all or any part of the Property, or Seller's interest in it.

To Seller's actual knowledge, there are no unrecorded interests of any person(s) or entity(ies) in and to the Property whatsoever (including, but not limited to, easements, profits, and licenses).

To Seller's actual knowledge, there are no easements, either above the surface, at grade, or subsurface, other than utility easements of record, which would affect or interfere with Buyer's use and enjoyment of the Property, as determined by Buyer, with the sole exception of the Berm Easement described above.

To Seller's actual knowledge, there are no underground storage tanks or hazardous or toxic substances existing on, under, or above the Property as defined in any federal, state, or local law, regulation, rule, statute, or directive, nor is there any asbestos or urea formaldehyde foam insulation installed in or on the Property.

To Seller's actual knowledge, there are no capital or lateral charges or special assessment currently levied against the Property.

Seller will transfer all division rights available to Buyer with the Deed.

POSSESSION/RIGHT OF OCCUPANCY

Buyer shall be entitled to possession of the Property at the time of closing.

CONDITION OF PROPERTY

Seller agrees that the Property will remain in substantially the same condition in which it existed as of the date of this Agreement for the period through the last date of Seller's ownership and possession of the Property (with the exception of the demolition and removal of the home and pool described above). Seller and Buyer agree that Buyer shall be permitted to conduct a walk-through inspection of the premises and Property within 48 hours of the date of closing to enable the Buyer to confirm that the Property is in substantially the same condition as existed upon the date of Buyer's physical inspection(s). If Buyer is not then satisfied that the premises and Property have been maintained by Seller as required, Buyer shall have the right to delay the closing until Seller returns the premises and Property to the required condition at Seller's expense. If the Seller fails or refuses to return the premises and Property to the required condition within fourteen (14) days of Buyer's demand for same, Buyer shall have the right (but not the obligation) as its sole remedy to declare this agreement to buy and sell the Property null and void and immediately thereafter all deposits paid by Buyer shall be returned to Buyer.

BROKER

The seller is represented by Newmark. The buyer is represented by Real Estate One.

EXPIRATION

It is contemplated, but not required, that this Agreement will be signed by the Buyer first, with the Earnest Money Deposit given to the Title Company. In such event, Seller shall have five (5) business days from the date of receipt of the Agreement after it has been executed by Buyer to accept and deliver a countersigned original of this Agreement to Buyer or Title Company; otherwise this Agreement shall constitute an expired offer to purchase and the Earnest Money Deposit shall be immediately returned to the Buyer.

TIME IS OF THE ESSENCE

At all times under this agreement where certain time constraints are set forth, the parties have agreed that TIME IS OF THE ESSENCE and that no extensions of said time limits are expected or agreed to unless specifically agreed to in writing.

RISK OF LOSS

Seller and Buyer agree that the Michigan Uniform Vendor and Buyer Risk Act (MCLA § 565.701, et seq.) shall be applicable to this Agreement, except that Buyer shall have the sole uncontrolled discretion to determine and define what constitutes "material" damage or destruction.

DUE ON SALE

Seller understands that consummation of the sale or transfer of the Property described in this agreement shall not relieve the Seller of any liability that Seller may have under the mortgage(s) to which the Property is subject, unless otherwise agreed to by the lender or required by law or regulation.

BUYER'S DEFAULT

In the event of material default by the Buyer under this Agreement, Seller may, as Seller's sole option, declare a forfeiture hereunder and retain the deposit as liquidated damages.

SELLER'S DEFAULT

In the event of material default by Seller under this Agreement, Buyer may, at Buyer's option as its only remed, elect to enforce the terms of this agreement without adjustment to the Purchase Price, or be entitled to an immediate refund of the entire deposit in full termination of this agreement.

CHOICE OF LAW

This Agreement shall be governed by and construed in accordance with the laws of the State of Michigan that are applicable to Agreements made and to be performed in that State. Should any court action be commenced at any time involving or concerning this Agreement, the parties hereto consent and agree to jurisdiction and venue being in the State of Michigan Circuit Court in Oakland County. The agreement of the parties in this paragraph shall survive the Closing of this transaction.

LEGAL DOCUMENT; INTERPRETATION

This is a legal and binding document, and both Buyer and Seller acknowledge that they have been advised to consult an attorney to protect their interests in this transaction. Where the transaction involves financial and tax consequences, the parties acknowledge that they have been advised to seek the advice of their accountant or financial adviser. No provision in this Agreement is to be interpreted for or against any party because that party or that party's legal representative drafted the provision.

NOTICES

All notices and demands required or permitted under this agreement shall be in writing and shall be served personally or by postage prepaid United States first class, certified (return receipt requested), or registered mail, addressed to the party at the address indicated on page 1 hereof or to such other place as may be designed by notice given in accordance with this section. It is agreed to by the parties that offers, acceptances and notices required hereunder may, but are not required to, be delivered by facsimile (fax) copy to the parties or their agents provided a hard copy (originally signed copy) is mailed or delivered in a timely manner. If faxed, the date and time of the receipt of the fax shall be the date and time of said offer, acceptance or notice. If not faxed, notice shall be deemed to have been given on the earlier of (a) the date of personal delivery, (c) the date when received, or (c) one (1) day after mailing if mailed in the State of Michigan.

GRAMMAR AND HEADINGS

Whenever words herein are used in the masculine, they shall be read in the feminine or neuter whenever they would so apply and vice versa, and words in this Agreement that are singular shall be read as plural whenever the latter would so apply and vice versa. The headings contained herein are for the convenience of the parties and are not to be used in construing the provisions of this Agreement.

BINDING EFFECT

The covenants, representations and agreements herein are binding upon and inure to the benefit of the parties hereto, their respective heirs, representatives, successors and assigns, and shall survive the Closing where indicated.

DATE OF EXECUTION

The date of execution of this agreement shall be the date on which the last person to sign this document (in its final form) shall have signed the document. In the event the parties fail to insert the date of execution beneath their signatures below, then the date of execution shall be the date on which Seller actually signed the document. **IT IS THEREFORE VERY IMPORTANT FOR EACH PERSON SIGNING THIS DOCUMENT TO PLACE THE DATE OF SIGNING IN THE SPACE PROVIDED BELOW THEIR SIGNATURE.**

ENTIRE AGREEMENT/WRITTEN AGREEMENTS ONLY

This Agreement contains the entire agreement between Seller and Buyer. There are no agreements, representations, statements, or understandings which have been relied on by Seller or Buyer which are not stated in this Agreement. IT IS THE PARTIES' INTENT IN THEIR DEALINGS THAT IF IT IS NOT IN WRITING, IT IS NOT ENFORCEABLE. This Agreement (and written and signed addenda, if any) cannot be modified, altered, or otherwise amended without a writing being duly signed or initialed, as the case may be, by both Seller and Buyer. The parties agree that facsimile signatures and duly initialed changes are legally enforceable provided the applicable writing contains such signature or initials of all parties to this Agreement.

ACCORDINGLY, Seller and Buyer have executed this Purchase Agreement as of the date written below.

DSW LAND, L.L.C.
a Michigan limited liability company

By:_____

Its: Principal

Dated: July 02, 2023

CITY OF NOVI

By: _____
Robert J. Gatt
Its: Mayor
Dated: July ___, 2023

By:_____
Cortney Hanson
Its: Clerk
Dated: July ___, 2023

Exhibit A
[Legal Description]

Novi , Michigan , Parel ID # 50-22-24-301-013 appromimately 4.51 acres on Meadowbrook Rd.
T1N, R8E, SEC 24 PART OF SW 1/4 BEG AT PT DIST N 00-03-18 E 1518.44 FT FROM SW SEC COR, TH N 00-03-18 E 508.87 FT, TH S 89-56-42 E 60 FT, TH S 62-39-04 E 167.69 FT, TH S 59-43-08 E 146.22 FT, TH S 89-56-42 E 137.40 FT, TH S 00-03-18 W 283.33 FT, TH S 44-26-07 W 100.66 FT, TH S 89-36-57 W 402.38 FT TO BEG 4.51 A7-27-99 FR 009

50-22-24-301-013 Meadowbrook Road



MAP INTERPRETATION NOTICE

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0 0.02 0.04 0.08 0.12 mi

1 inch = 188 feet

Map Print Date:
7/5/2023

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

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval to purchase rapid deployment barricades for the Novi Police Department from Meridian Rapid Defense Group, sole source provider and through an existing GSA contract, for a total of $155,646.18.

SUBMITTING DEPARTMENT: Public Safety – Police Department

EXPENDITURE REQUIRED	**$155,646.18**
AMOUNT BUDGETED	**$157,700**
APPROPRIATION REQUIRED	**N/A**
LINE ITEM NUMBER	**101-301.00-982.089**

BACKGROUND INFORMATION:

Approved in the 2023-24 Police Department budget is the purchase of rapid deployment barricades. The City of Novi has been a host to many major events, including the Michigan State Fair, Susan G. Komen Walk for a Cure, Motor City Comic Convention, 5K and 10K races, Island Lake Triathlon, Festival of Chariots, Memorial Day, and High School homecoming parades. Past practices for road closures have been to utilize Department of Public Works (DPW) provided Type III and single-stage barricades for primary and secondary road closures. The Type III and single-stage barricades provide an effective means for road closure to most drivers who are compliant with the law.

Unfortunately, during our city-held events, we have had several occurrences of vehicles disobeying the closures and traveling on the roadways /parking areas. This raises potential risks to participants and spectators at events. There also has been a myriad of worldwide incidents where nefarious individuals, terrorists, and home-grown extremists, that have caused death, casualties, and destruction during events. Both intentional and unintentional vehicle-borne attacks are possible and should be planned for at all major events.

This request is to procure sixteen Archer 1200 portable barricades with an Archer 8-barrier drop deck trailer. These barricades will enhance the Department's security capabilities and will be utilized during events held in the City of Novi for the safety and protection of citizens.

RECOMMENDED ACTION: Approval to purchase rapid deployment barricades for the Novi Police Department from Meridian Rapid Defense Group, sole source provider and through an existing GSA contract, for a total of $155,646.18.

Quote

177 E. Colorado Blvd, Suite 200
Pasadena, CA 91105
+1 8186419802
Awalter@meridian-barrier.com

MERIDIAN RAPID DEFENSE GROUP

GSA Schedule 84
Contract 47QSWA19D001F

ADDRESS
Sgt Brian Woloski
Novi Police Department
45125 Ten Mile Road
Novi, MI 48375

SHIP TO
Sgt Brian Woloski
Novi Police Department
45125 Ten Mile Road
Novi, MI 48375

QUOTE #	DATE	EXPIRATION DATE
S-20230605MI-1	06/02/2023	09/02/2023

PRODUCT	DESCRIPTION	QTY	RATE	AMOUNT
8 Barrier Trailer Kit - GSA	8 Barrier Trailer Kit	1	84,664.34	84,664.34
Archer 1200 Barrier - GSA	Archer 1200 Anti-Vehicle Barrier	8	6,513.75	
Archer Hauler - GSA	Archer Hauler™	1	1,925.18	
Archer Field Tow Bar - GSA	Archer Field Tow Bar	2	574.18	
Arrestor Cable (4ft) - GSA	Arrestor Cable™ (4ft)	7	574.18	
Arrestor Cable (10ft) - GSA	Arrestor Cable™ (10ft)	2	670.68	
Archer 8-Barrier Drop Deck Trailer - GSA	Archer 8-Barrier Drop Deck Trailer	1	24,120.18	
Archer 1200 Barrier - GSA	Archer 1200 Anti-Vehicle Barrier	8	6,513.75	52,110.00T
Archer Hauler - GSA	Archer Hauler™	1	1,925.18	1,925.18T
Archer Field Tow Bar - GSA	Archer Field Tow Bar	2	574.18	1,148.36T
Arrestor Cable (4ft) - GSA	Arrestor Cable™ (4ft)	7	574.18	4,019.26T
Arrestor Cable (10ft) - GSA	Arrestor Cable™ (10ft)	2	670.68	1,341.36T
In-Field Installation & Certified Training-GSA	In-Field Installation & Certified Training-GSA	1	1,442.68	1,442.68T

PAYMENT TERMS:
Due to high demand levels, your delivery date will be guaranteed with your 50% deposit so that your protection starts when you need it.

SUBTOTAL	146,651.18
TAX	0.00
SHIPPING	8,995.00
TOTAL	**USD 155,646.18**



Archer® 1200 Vehicle Barrier

An unanchored "drop-and-stop" barrier for rapid deployment on roadways and hard surfaces.

Best-in-class for Hostile Vehicle Mitigation (HVM), MERIDIAN®'s Archer® 1200 Vehicle Barriers fill a specific need that is simply unmatched by anything currently on the market. Strength and flexibility make them a vital component of your overall security plan. MERIDIAN®'s ultimate rapidly deployable Archer® 1200 Barrier can augment fixed-in-place HVM (Hostile Vehicle Mitigation) barriers or be utilized as a primary security system for entry points, roadways and perimeters.

PRODUCT FEATURES

RAPID DEPLOYMENT, MODULAR DESIGN

Archer® 1200 Vehicle Barriers provide drop and stop convenience with no heavy equipment required.

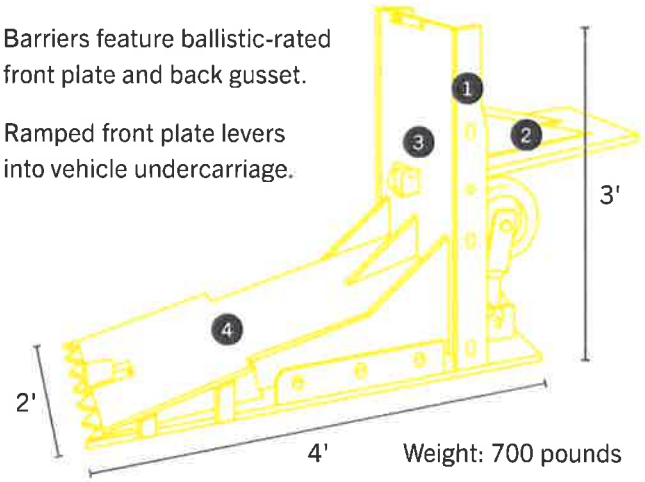
- Allows for one-person deployment of an 8 barrier trailer kit in under 10 minutes.
- Permits pedestrian and emergency vehicle access without moving a barrier.
- Archer Hauler allows for easy movement of barriers by adults of any stature.
- No maintenance, electricity, hydraulics or batteries required.
- Full ballistic protection for any armor piercing 50 caliber rounds

REUSABLE

Unlike fixed bollards, our barriers are non-lethal to the driver and minimize shrapnel spray. They are 100% reusable after impact and have a lifetime warranty.

FEATURES & SPECIFICATIONS

1. Archer® 1200s can be connected into sets of two or more barriers.
2. Heavy-duty back plate digs in to force barrier into the vehicle.
3. Barriers feature ballistic-rated front plate and back gusset.
4. Ramped front plate levers into vehicle undercarriage.



Weight: 700 pounds

CERTIFICATIONS

MERIDIAN®
RAPID DEFENSE GROUP
betterbarriers.com | (323) 282-7827

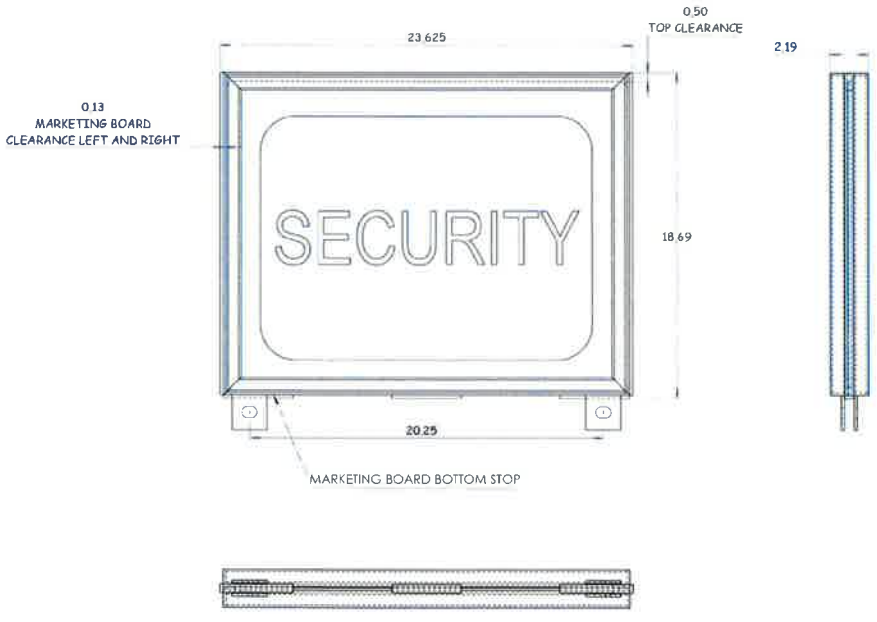
MERIDIAN®
RAPID DEFENSE GROUP

ARCHER DIRECTIONAL WAYFINDING SIGN



These are collapsible frames which when in the raised position work to communicate with passing people and vehicles. The frames are available in sets of 4 or 8 and 2 with standard signage. They come available in a pack for easy transport. When Archer Barriers are to be moved, the frame is to be lowered so it rests on the back kick plate for easy storage. Keeping the frame on the barriers will help with the speed of deployment during setup. The frames can be colored to match the barriers so that they complete the correct safety look and feel for the community.

FEATURES



Our Safety Department has put together a series of signs that will ensure that directing traffic and people is made easy. The signs are displayed between 3 and 4 ft. ensuring visual compliance to pedestrians and vehicles. All signs are consistent with standard safety colors and layout so there is no confusion reading them when the barriers or beam gates are deployed.

The Archer Directional Signage frames are bolted on top of the Archer 1200 Barriers. When set in the upright position they can give directions to people and vehicles and can easily go into the down position for transportation. The signs come in two boxes, each which house 4 frames, and a separate box for the signs themselves. All boxes fit on the Archer Trailer for easy transportation. The frames can be matched to any Archer Barrier color for a complete and seamless look. When hit, unsightly traditional signage can act as shrapnel to people and vehicles, The Directional Signage Package allows customers to have a safer and better looking alternative.

WE OFFER BUYING AND RENTING OPTIONS. GIVE US A CALL TO DISCUSS YOUR NEEDS!



MERIDIAN®'s SAFETY Act Designations

Awards by the U.S. Department of Homeland Security:

The SAFETY Act
DESIGNATION as QUALIFIED ANTI-TERRORISM TECHNOLOGY (QATT)
CERTIFICATION for APPROVED PRODUCTS LIST FOR U.S. DEPARTMENT OF HOMELAND SECURITY

MERIDIAN® Rapid Defense Group has been awarded the highest official recognitions, accreditations and approvals by the U.S. Department of Homeland Security (DHS) pursuant to The SAFETY Act.

The SAFETY Act creates a liability management system for providers of approved anti-terrorism technologies and products. The SAFETY Act protects MERIDIAN®, its customers, and users of its products from liabilities for claims arising out of an act of terrorism. In the almost twenty-year history of The SAFETY Act, only about 1000 companies have been granted these invaluable protections backed up the U.S. Government.

PRODUCTS

The MERIDIAN® products and technology covered by these elite awards are **the Archer® 1200 Barrier, Archer® Field Tow Bar**, and **Archer® Hauler.** These products and technology form the core of MERIDIAN®'s anti-terrorist vehicle protections and solutions. Use of these Best-in-Industry MERIDIAN® products affords the customer or user the extraordinary SAFETY Act protections from liabilities resulting from acts of terrorism.

CUSTOMERS

The protections awarded to MERIDIAN® under The SAFETY Act extend to and flow down to all MERIDIAN® customers, suppliers, vendors, users and others in its supply chain from third party claims related to any act of terrorism as determined by DHS. These protections by the U.S. Federal Government are extended to both U.S. and international customers. They also cover acts of terrorism that occur or originate within or outside of the U.S.

COVERAGE

The protections are truly extraordinary in substance and process. Customers of MERIDIAN® are immune from liability for the use of MERIDIAN® DESIGNATED and CERTIFIED products and technology. MERIDIAN®'s liability is strictly limited to its approved insurance coverage. All claims arising from a terrorist act in any way allegedly involving or impacting MERIDIAN® and its products may only be brought in U.S. Federal Courts. All claims for punitive damages and noneconomic damages are barred.

What this means is that MERIDIAN® will not be destroyed by either the amount of claims or the costs of defending against such claims. MERIDIAN® cannot be forced into faraway courts in another country. MERIDIAN® will be there to service and provide to its customers before and after any act of terrorism. And MERIDIAN®'s customers will also be protected from liability in U.S. Federal Courts with these protections backed up by the obligations of the U.S. Government as established in the formal laws of the U.S. under The SAFETY Act.

MERIDIAN® has been specifically authorized by DHS on behalf of the U.S. Government to inform you—the customers, clients, subcontractors, vendors, and users of MERIDIAN®'s Qualified Anti-Terrorism Technology—that you are immune from liability and claims of liability arising from acts of terrorism. DHS has backed up this message by also specifically authorizing our display of the official marks for DESIGNATION and CERTIFICATIONS under The SAFETY Act as set forth above.

MERIDIAN®
RAPID DEFENSE GROUP

June 20th, 2023

Sergeant Brian Woloski
Public Safety Police Department
City of Novi
45125 Ten Mile Road
Novi, MI 48375

Brian Woloski,

This is a sole source letter to certify that the Archer 1200 Barrier, the Archer 1200 Trailer Barrier Kit, and the Archer Beam Gate are exclusive MERIDIAN products that are manufactured and sold by Meridian Rapid Defense Group LLC ("MERIDIAN"). MERIDIAN is the creator, manufacturer, and patent holder of these products.

l Archer 1200 is manufactured in US with 700 lbs. of American made steel and has been tested to MASH, ASTM, PAS 68, and IWA14. No other product on the market meets this standard except the Archer 1200 Barrier.

We are glad to make ourselves available to provide further technical information on materials and the proper use of the above-listed items. MERIDIAN provides the in-field training of the equipment to ensure the safety and effectiveness of the Archer 1200 Barrier.

The following items detail the unique, and one of its kind, characteristics of the Archer 1200 Barrier:

- No other product on the market provides unanchored stopping power certified to US DOD and PAS 68 standards. Unbolted units stop a vehicle traveling 30 mph within 14 feet; no other product on the market meets this standard.
- No other product on the market is rated for armor-piercing NATO ammunition up to .50 cal. ballistic rounds.
- No other barrier on the market is designed as a non-electric and non-hydraulic unit.
- The Archer 1200 Barrier has easily deployable wheels that are self-contained on the barrier and effortlessly positioned. No other product on the market has this unique characteristic.
- No other product on the market can be installed as a complete barrier system with MERIDIAN's 4-foot and 10-foot Arrestor Cables.
- MERIDIAN's unique, one-of-a-kind barriers can be deployed at any desired length, as unit can be "daisy chained" together. This cannot be achieved with any other product on the market.
- MERIDIAN's unique products are transported and positioned using a specially designed Drop Deck Trailer.
- A remaining unique feature of the Archer 1200 Barrier is that the unit allows for the installation of directional or informational signage.

Please feel free to contact me with any specific questions or additional requests for information.
Many thanks,

J. Eric Alms

President
Cell: (626) 755-6493 or (213) 400-9811
ealms@meridian-barrier.com

MEMORANDUM

cityofnovi.org

TO: ERICK E. ZINSER
DIRECTOR OF PUBLIC SAFETY / CHIEF OF POLICE

FROM: BRIAN K. WOLOSKI
SERGEANT, UNIFORM OPERATIONS

SUBJECT: ARCHER 1200 RAPID DEPLOYMENT BARRICADES BUDGET REQUEST

DATE: JUNE 21, 2023

The City of Novi has been a host to many major events including the Michigan State Fair, Susan G. Komen Walk for a Cure, Motor City Comic Convention, 5K and 10K races, Island Lake Triathlon, Festival of Chariots, Memorial Day and High School homecoming parades. Past practices for road closures have been to utilize Department of Public Works (DPW) provided Type III and single stage barricades for primary and secondary road closures. These barricades are usually pre-staged by DPW and set up by Novi Officers prior to shutting down roadways and entrance/egress routes. The Type III and single stage barricades provide an effective means for road closure to most drivers who are compliant with the law.

Unfortunately, during our city held events, we have had several occurrences of vehicles disobeying the closures and traveling on the roadways /parking areas. This raises potential risk to participants and spectators at events. There also has been a myriad of world-wide incidents where nefarious individuals, terrorists, home-grown extremists, and those with contaminated thought have caused death, casualties, and destruction during events.

Vehicle-borne ramming attacks are the most common type of vehicle-borne attack in the United States according to the Joint Counter Terrorism Assessment Team (JCAT). In the last several decades there have been approximately 200 vehicle-borne attacks in the world. Since 2020, there have been over a dozen malicious or intentional vehicle-borne attacks in the United States. The April 2020, third issue of the pro-ISIS online magazine Sawt al-Hind gave a call for vehicular attacks as one of the multiple inexpensive and easy ways to attack non-believers. The following list includes some of the most recent vehicle-borne incidents:

January 2018: Charlottesville Virginia, Car rams into crowd at 'Unite the Right' rally killing one and injuring 19.

November 2021: Waukesha Wisconsin, driver of SUV intentionally rams into crowd during a Christmas parade killing five.

May 2022: Deadly Lincoln Nebraska, crash kills two and injures 19 after cars slam into a pedestrian crowd watching a Memorial Day parade.

Vehicle-Borne Attacks: Mitigation:

The Joint Counter Terrorism Assessment Team (JCAT) has created a First Responders Toolbox which addresses mitigation techniques to thwart vehicle-borne attacks. They purpose a layered security approach which includes traffic management, physical barriers with routine maintenance, and other access controls to restrict and prevent vehicle access without compromising emergency response. The following lists some of the mitigation techniques addressed:

Deception: Vehicles modified to replicate official vehicles, drivers using false pretenses to gain access to targeted location
Mitigation: Employ layered screening approach that includes visual inspection, use of technology, K-9 specialists.

Duress: An individual is forced to grant vehicle access into a secured or restricted area. Or an innocent driver with authorized legitimate access is forced to conduct an attack unwittingly.
Mitigation: Use of passive vehicle barriers with established standoff distances.

Encroachment: Vehicle may exploit in incomplete or incorrectly spaced security barrier or piggyback a legitimate vehicle through an access point.
Mitigation: Establish a layered approach and ensure and ensure appropriate spacing of barriers; block adjacent sidewalks to protect pedestrians; and space vehicles appropriately to prevent piggybacking of vehicles.

Parked Vehicle-Borne Improvised Explosive Device (VBIED): Explosive device within a vehicle is located near a target or vulnerable location.
Mitigation: Enforce standoff between potential targets and authorized parking. Utilize mirrors to check under vehicles and explosive detection canines to locate hidden devices.

Penetrative: A vehicle is used to weaken or breach a perimeter in order to get a vehicle closer to the intended target.
Mitigation: Hinder access or limit speed through bends, chicanes (serpentines), and offset approaches; use traffic calming measures. And establish standoff distances from the target and vehicle security barriers (gates, bollards, public art, water features, seating, street furniture, fences, ditches, topography or landscaping and raised planters).

The JCAT also lists several considerations regarding a collective approach between government and industry stakeholders who can ensure an effective and proportionate response to prevent vehicle-borne attacks or minimize the effects.

- A combination of architectural design and traffic movement engineering can improve site security measures to channel a vehicle's movement, and reduce a vehicle's momentum.
- A shared understanding among all security stakeholders of current terrorist tactics aids in the development of tailored security assists and inform risk and vulnerability assessments, as the threat evolves.

- Understand the changes in landscape, construction, land development, traffic flow, adjacent streets, and other approach avenues such as multi-use paths, bike lanes, and pedestrian crosswalks.

Event Planning: Special events and their associated security footprints often encompass not only a central location or venue, but also much of the surrounding area, including adjacent buildings, roads, sidewalks, multi-use paths, and mass transit.

- Consider pedestrian friendly streetscapes, physical security measures, and conventional traffic principles to prevent vehicle access or limit proximity to the site by closing as many roads as possible in the surrounding area of the event.
- Crowds may have to be screened prior to the event entry. Flows of people typically bottleneck at the predictable locations such as security checkpoints and public transit stations.
- Anticipate locations where large crowds might not regularly gather.
- Review security modifications to ensure emergency response routes are not impeded.
- Ensure all potential security and response stakeholders are familiar with changes made to venue and its surrounding areas.

Vehicle Barriers: Can be passive (static), active (operable), re-deployable, and improvised. The appropriate use, type, and location of vehicle barriers may require a site assessment, traffic engineering study, and site survey. When deciding vehicle barrier types (bollards, trees, street art), consider intended use, routine maintenance needs and costs, accessibility and safety.

- Passive security barriers include landscape features, large immovable landmarks, integrated street furniture, level changes (high curbs or steps), water features, vegetation, chain link fences supplemented with high-strength cables, and concrete walls.
- Active barriers include the use of retractable bollards and raising arm gates that can be used if legitimate vehicle access is required past the standoff perimeter.
- Re-deployable barriers are quick to set up and used during a short notice event or during an increased threat to a planned event.
- Improvised barriers such as large vehicles, are used to fill gaps and control access to roadways, sidewalks or paths. Consider the size, weight, and placement of improvised barriers relative to the potential threat.

Future Event Planning:

Vehicle-borne attacks, both intentional and unintentional, are a possibility and should be planned for at all major events. The City of Novi recently organized and hosted a Memorial Day 5K run and parade after which an after-action review was conducted. Recommendations were made as to limiting the length of the parade route due to the inability to secure and control vehicle access across the entire route. Further recommendations were made regarding the acquisition of rapid deployment barricades which can be used to mitigate or hinder access and control vehicle and or pedestrian movement at future events. Meridian Rapid Defense Group provided seven Archer 1200

vehicle barriers which were utilized at the Memorial Day parade. The barricades were placed on Ten Mile Road West of Novi Way to prohibit vehicle movement eastbound towards the parade.

Archer 1200 Vehicle Barrier:
The Archer 1200 vehicle barrier is a 700-pound individual portable barrier system that can be moved by one adult with the use of a designated dolly. The Archer 1200 requires no maintenance, electricity, hydraulics, or batteries. The Archer 1200 portable barrier system is designed to stop moving vehicles upon impact with the system. It can be configured with multiple barriers to control movement of vehicles and pedestrians, prohibit access, and enforce standoff. The Archer 1200 portable barrier is on the approved products list for the Department of Homeland Security and is in use across the United States by multiple law enforcement agencies. Archer 1200 portable barricades are 100% reusable after impact and have a lifetime warranty.

Budget Request:
The Novi Police Department would like to procure sixteen Archer 1200 portable barricades with an Archer 8-barrier drop deck trailer. These barricades will be utilized during events held in the City of Novi for the safety and protection of citizens. The Archer 1200 portable barricades would allow the Novi Police Department to enhance its security capabilities as outlined in the Joint Counter Terrorism Assessment Team's (JCAT) vehicle-borne attack mitigation first responder's toolbox.

The attached quote from Meridian Rapid Defense Group addresses the Novi Police Departments current inability to provide a proper layered approach to event security. The following is a list of the requested items from Meridian Rapid Defense Group:

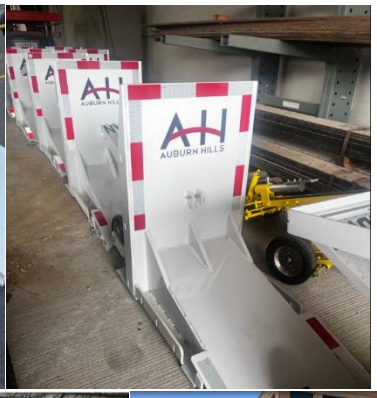
8 Barrier Trailer Kit with trailer	(1)	$84,664.34	$84,664.34
Archer 1200 Barrier	(8)	6,513.75	
Archer Hauler	(1)	1,925.18	
Archer Field Tow Bar	(2)	574.18	
Arrestor Cable (4ft)	(7)	574.18	
Arrestor Cabe (10ft)	(2)	670.68	
Archer 8-Barrier Drop Deck Trailer	(1)	24,120.18	
Archer 1200 Barrier Kit- no trailer	(8)	6,513.75	52,110.00
Archer Hauler	(1)	1,925.18	1,925.18
Archer Field Tow Bar	(2)	574.18	1,148.36
Arrestor Cable (4ft)	(7)	574.18	4,019.26
Arrestor Cabe (10ft)	(2)	670.68	1,341.36
In-Field Installation and Certified Training		1,442.68	1,442.68
Freight/Shipping		8,995.00	8,995.00
		Total:	**$155,646.18**

Michigan Agencies Utilizing the Product:

There are several State of Michigan law enforcement agencies in the quote/purchasing process for the Archer 1200 barricade system. The following agencies are currently utilizing Archer 1200 barricades:

- Auburn Hills Police Department
- Holland Police Department
- Grand Haven Police Department
- Zeeland Police Department
- Ferndale Police Department
- Farmington Hills Police Department
- Oakland County Tactical Training Consortium


CINCINNATI

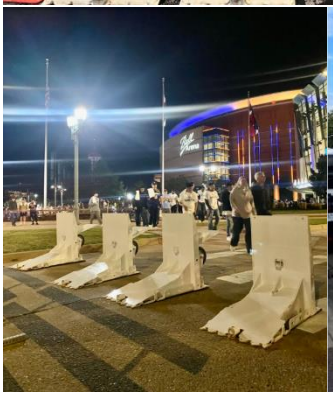

AUBURN HILLS




Little Caesars
arena

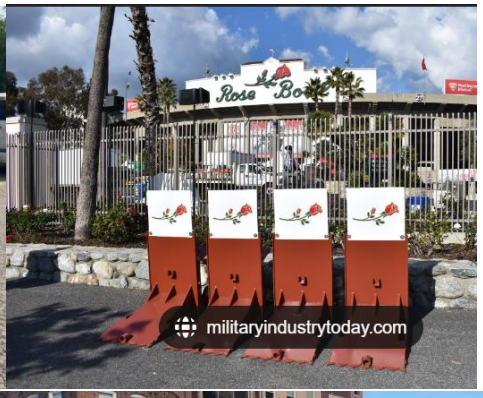

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The Leader In Mobile Vehicle Barrier Solutions
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militaryindustrytoday.com


HOME OF THE TAMPA BAY RAYS
RAYS


BEER BARRIO
BEER BARRIO



REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, JUNE 26, 2023 AT 7:00 P.M.

Mayor Gatt called the meeting to order at 7:00 P.M.

Mayor Gatt welcomed everyone to our regularly scheduled Novi City Council meeting. He announced that before he began with our normal position is to recite the Pledge of Allegiance, he asked everybody to stand and give a moment of silence in remembrance of a "Novi Giant" that passed away last week. He said Mr. Novi, Mr. Tom Marcus, who probably have done more for this City than any 25 people combined. He gave generously, he gave up himself, his wealth, his talent and gave his time to making Novi a better place. Mayor Gatt quoted Tom Marcus, he always said, "We are not here for a long time, we are here for a good time." So please rise and give a moment of silence for Tom Marcus.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Gatt, Mayor Pro Tem Staudt, Council Members Casey, Crawford, Fischer, Smith, Thomas

ALSO PRESENT: Victor Cardenas, Interim City Manager
Thomas Schultz, City Attorney

APPROVAL OF AGENDA:

Mayor Pro Tem Staudt added to Mayor and Council Issues "Pickleball Court Parking".

Interim City Manager Cardenas noted one clarification that City Attorney Schultz suggested that we make sure we stipulate in the Agenda as part of your motion under Executive Session it should read as; to discuss land acquisition, pending litigation: Gerald Orchard vs City of Novi case, and written confidential correspondence from Labor Counsel. He mentioned it was corrected on the internet as well.

CM 23-06-074 **Moved by Fischer, seconded by Crawford; CARRIED UNANIMOUSLY**

To approve the Agenda as amended.

Roll call vote on CM 23-06-074 **Yeas: Staudt, Casey, Crawford, Fischer, Smith, Thomas, Gatt**
Nays: None

PUBLIC HEARINGS: None

PRESENTATIONS: **None**

MANAGER/STAFF REPORT:

Interim City Manager Cardenas said there were a couple of things he wanted to report. He said there are two big developments that are being proposed and he said we have all received a lot of correspondence about them. He believed a lot of individuals that

are in the Council Chambers today are here to talk about those developments will most likely be in front of Council later this summer, he guessed August at some point as they go through the process. He said we will see more information on those in the coming weeks.

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

Mark Campbell, 26050 Island Lake Drive, Novi said he was the president of Island Lake of Novi Homeowners Association, the largest single family residential community in Novi. He was there that evening to let the City Council know that Island Lake had overwhelming opposition to the Camelot Development. He stated on June 7 Planning Commission meeting, along with their neighbors and our friends at the Village of Stonebrook had over 100 residents come and voice their concerns about this development. He said it was also important to note that the Planning Commission was not in consensus. He said with two of the Commissioners voting No on this development. He mentioned the Novi Master Plan states, future residential developments in the southwest quadrant shall be low density residential, that reflects a semi-rural environment. He said it is clear our residents are taxpayers and voters, and this development is not a good fit for our community. He said they felt communication is the key to good community relationships. He said the representatives of our communities have reached out to all of you and the Mayor and City Council to request individual meetings with you to make sure you understand their concerns on this and other issues. Lastly, he wanted to thank all of you on the City Council and the Mayor again for volunteering your time and expertise for our city and our community.

Steve Potocsky, 48849 Rockview in the Villas of Stonebrook, Novi said he was there for a similar reason, to talk about the Camelot project. He said we are just of the opinion that the project is not a good fit for the location in which it is being planned for. He believed Camelot brings no real community benefits to the city or the surrounding taxpayers or residents. He said as a matter of fact, it is pretty much to the contrary. He said Camelot wishes to take advantage of the City's Wildlife Park for an exclusive recreation room for all its residents. He stated the loyalty of the taxpaying citizens vowed to fight that proposal. He thought it was a bit of an overreach and they certainly hoped that the City Council would look at it differently than the Planning Commission. He thanked their friends from Island Lake, the Birchwood Subdivision, the Berkshire Subdivision, Oberlin Subdivision and the Deerfield Elementary PTO, and other concerned Novi residents that are here to possible talk about this development as well. Thank you so much for your time, they really appreciated it.

Logan Mays, 48614 Windfall Road, Novi said he was Vice President of the HOA at the Villas at Stonebrook Community. He thanked the City Council for giving them their time so that they could express their concerns that evening. He thanked them again for letting them express their concerns about the current developments that are proposed within our community. He hoped and expected that their concerns will be heard, considered

carefully and then utilized to deny these developments in their current form. He said most urgently that evening was a discussion about the Camelot Park proposed development. He said there are two key concepts that he would like to focus on that evening, development, precedent, and transition. He stated at the Planning Commission meeting on June 7, they were lucky that our community had set a precedent for this area, which allowed for this transitional housing project to proceed using the PSLR overlay process. He said they were very appreciative of these efforts by our city of Novi representatives. He thanked them for setting this precedent, and we now expect that the nature of this precedent will be continued for all future developments proposed in and around our communities. He stated if we look closer at this precedent, we can clearly see the following criteria has been established, a precedent with a maximum of two-story construction with attached garages and no dumpsters, a slightly higher housing density relative to the neighboring communities, not orders of magnitude different, a transitional housing development whose character fits well within the neighboring communities in this area of Novi. He said these proposed developments neighboring our communities clearly violate this precedent that was set up by the Villas of Stonebrook development and therefore should it be denied in their current form. He said Camelot Park should be denied on these concerns alone, regardless of any traffic study that is being proposed and discussed that will be completed in the future. He said in addition to the precedent that was set, they also needed to discuss a topic of transition that has been mentioned several times verbally in various documents, including the latest City of Novi Master Plan, approving their development was indeed a slow transition between the surrounding single family homes and provides a benefit to the city with the use of our private road for the adjacent Woodland City Park. He mentioned however, these two proposed developments adjacent to their community would not be a transition. He said their community is two story homes with garages and private garbage bins hidden from view. He said Camelot Park is a three-story development with no garages or even carports. He stated dumpsters, not garbage bins, surely these developments would not be a transition, they will be a major functional and aesthetic leap of dramatic proportions to the surrounding communities. He said they do not fit within the character of these communities and should be denied by this committee as quickly as possible regardless of the traffic study. Thank you very much.

Charles Bilyeu, 26548 Anchorage Ct., Novi in the Island Lake Subdivision said he appreciated City Councils time that evening. He said he also wanted to talk about Camelot Park, but he will not repeat everything that you have heard so far. He said there are a few key points that he thought are important for the City Council to understand. He said it is mentioned previously about the Villas of Stonebrook was done as an overlay in the right way. He said very low density, very strong character high value homes for the community that match the character of the neighborhood what is being proposed with Camelot is far from that. He said a good way to understand this is five usable acres, they want to put 46 units on five usable acres, that is almost nine units per acre. He said that is an RM-2 to the way he read things, yet that does not match anything in the neighborhood. He said the developers will tell you when they come in tht this is a luxury development. He said it is nothing more than a façade on a standard tow bedroom apartment complex without any amenities that you would expect on this type of a

development. He said there is not even covered parking, let alone garages for someone who is willing to come in and live in this space. He said it does not match the character of the neighborhood, which is what the PSLR is intended to do. He said the other thing he wanted to make sure that Council understood before you see this is that it has been mentioned there were a number of people who came to the Planning Commission for this, and he wrote a letter for all of you to get his view on what happened at the meeting and he hoped they had the time to read it. He said the opposition is strong. He stated there is only one letter tht came in for support of it, and it was from a resident who has since sold their home and is leaving the community. He thought it was important for you to understand that the only letter of support that came in. He said he would not bother you to repeat the things that you have already heard. He said those are the points he wanted to make that evening.

Don Van Oast, 25887 Junction, Novi in the Creek Crossing Subdivision. He said his issue was a lot smaller than what is going on this evening. He stated in 2010 he was here when Mayor Gatt had just become mayor. He said CVS had bought Perry Drugstore which is just east of his subdivision. He said they proceeded to make a request to enlarge the parking structure going north as they saw their business grow. He said they were addressed at that time in that area where they wanted to grow. He stated one was really an overflow of storm drains, but the other one was in wetland that had been around for 60 to 70 years. He said it had waterfowl and wild animals. He said it was a concern by the people in his community that was going to be destroyed and gone. He stated the DEQ got involved and the movement was not to be approved the extension that they wanted, which made them happy. He said their relationship with CVS over the years has been a little strained, they violated at times the noise ordinance, they refused to talk to some of the members of the subdivision. He said even a couple of times when the police came to go into the gate, they did not open it to talk about the noise. He said at this point, you cannot see the wetlands anymore, because when Perry sold it, they had everything manicured and not it is just overgrown trees and shrubs. He said if the wetland is there, after these 13 years, he is not aware of it because he cannot see it. He said the reason he was there that evening is that three days ago, surveyors came and checked their property line and said they represented CVS. He asked him why he was there, and they said we do not have an answer to why. He said they are concerned that as CVS has grown, they want to extend their norther property. He said if the wetland is there, we want to object to it, but we cannot see it. He did not know. He wanted to let you know that something is coming to foot, and there are some concerned citizens.

Lillie Saddler, 48622 Rockview Rd. Novi, in the Villas at Stonebrook. She said the reason she was there was to object to the Avalon Camelot development on Wixom Road for the following reasons. She stated the property is designated as R-1 which is residential and is in keeping with Villas at Stonebrook, Island Lake homes and the residential homes on the north side of the proposed apartments. She said Stonebrook Drive is currently a private road maintained by the Villas at Stonebrook, which is a single dwelling community with an entrance to Novi Wildlife Park. She said the traffic is already heavy in that area, and this apartment would create a nightmare. She stated Stonebrook Road is a safety exit, and also a safety hazard. She said it is a safety hazard for children going to the local

school. She said you do not know exactly where this property is proposed, it is exactly a half block from the entrance to the playground at the elementary school. She said it is not even a block from the entrance to the playground at the elementary school. She thought clearly this land is better suited to single family or duplex dwellings with garages, which would complement Island Lake and Villas at Stonebrook as well as the Novi community. She said Novi is known for having communities designated for family living with wetlands adding to the aesthetic beauty of the community. She believed the wetlands would be destroyed to add an excessive number of depth dwellings for profit. She thanked the City Council for allowing her time to speak.

Ann Nelke, 48646 Windfall Road, Novi. She quoted the City of Novi's Mission Statement She said as evidenced by the residential community's efforts to voice these through written letters, petitions, and taking the time to attend meetings, this appears both not being heard, as well as not being heeded. She stated the concerns of residents seem to fall into last place for a reason in the Mission Statement. She said her question would be, does the Planning Commission truly have the best interests of its residents in the forefront of their minds when deciding on projects that affect the quality of life, both now and well into the future? In closing, she gave some things to consider tax dollars usage. She stated she has never had children, yet each time she received her tax bill and see that most of the funds are for public education she was happy to do her part to ensure that our youth have the best opportunities possible for their futures with zero resentment or not on her dime, as they represent future leaders and community builders. Inclusion, she said the Wixom Corridor is extremely diverse with residents who have disabilities herself included, retirees, young families, as well as folks from all geographic areas of the globe to imply that they are somehow discriminatory is an insult. She said we already talked about the transition space. She said one thing she wanted to mention as well is where the Villas at Stonebrook exist now, that was a manufacturing site, an area of blight. She said it had already been developed. She said there exist a plethora of such former industrial sites which provide a much better remediation strategy than that of developing vacant EGLE regulated wetlands and woodlands. Quality of life, she stated the mature healthy trees and existence within these proposed sites represent a major source of carbon sequestration, soil conservation and flood prevention, again, harking a vision for what is in the best interest of the community. Now she said Novi's ranking has dropped from a score of seven, down to 10 on the Best Cities to Live list. She asked if this was the trend for the future?

Dan Deighton, 48796 Windfall Road, a resident of Novi since 1987, continuously with his wife, they have had a blast living in Novi, it is a great community. He stated he was there for two things. First, he wanted to see the City Council at work, being it was his first time seeing how the Council works itself. Second, he said he was there to strongly object to the Avalon Camelot development. He stated he would not repeat all the reasons previously stated, but two things. One is the safety for the kids, the development is going in front of Catholic Central, Deerfield Elementary and Middle School. He did not think this was a good thing. So, safety for the kids is first and foremost and for him, and obviously for you and probably everyone in this room. Second, the environment that is there that has been spoken to, it is when Wildlife Park is right there and to take away habitat for the

animals that we see going through that community would be improper. He stated those were his two key issues. He thanked the City Council for letting him express his concerns.

Jim Utley, 25972 Island Lake Drive, Novi said the Camelot apartment project, consisting of 46 apartments, was presented at a recent Novi Planning Commission meeting. He stated over 100 residents were in attendance, mostly residing at the Villas and Island Lake. He did not like the Planning Commission approved the Camelot four to two despite strong and detailed objections from the audience. He said the whole process at the end of the night became very contentious with most of them in attendance. He said it was as if they had their minds made up from the beginning and did not care what the residents had to say. He believed that they did not address any of their concerns and had their minds made up prior to the meeting. He believed the main problem with the Camelot project lies with the idea of additional traffic of 92 vehicles, 46 times two going to and from Stonebrook into Wixom Road intermittently throughout the day. He said as you will notice from the map, the one shared access from the Camelot apartments to Stonebrook makes that possible. He said there are no secondary accesses to that property back there or none that they could find at this time. He stated an additional problem with the project is the contractor's destruction of many mature and fully grown trees during construction. He said the planting of seedlings or developers' contribution toward a Tree Fund won't cut it, canopies of trees will be lost forever, if that is the case. He said the wetland issues involving construction can also be a problem. He said the development of Camelot as an R-1 overlay only served to create much higher density as compared to R-1 Residential, which was the area is too small to accommodate the R-1 overlay. He stated with the R-1 overlay there are 10 variations to the R-1 overlay standard, which you should know should speak volumes when it comes to the weakness of the project. He said they did not follow the overlay.

Katlaya Fortmann, 47369 Baker Street said she has lived in Novi for seven years. She thought the city was a little too car centric. She said it would be cool if we had safer biking and pedestrian paths around the road as well as public transit.

Michele Duprey, 48566 Windfall, Novi thanked the Mayor and City Council for hearing her concerns about Camelot Park. She said as a resident of Novi for 39 years she has seen a lot of changes in growth in the city. She was not opposed to growth and development; she has always appreciated the balance of urban life and the peaceful nature areas that exemplified Novi and we are losing that very balance. She stated that currently, there are 1005 apartment units under construction of being proposed in our city. She said too many apartment offerings will lead to supply and demand issues such as vacancies which does not mean assessment support the zoning changes and building of so many units. She wondered what Novi's vacancy rate for apartment living was. She asked if the city and schools are prepared for this influx of residents and vehicles. She said that no one can predict the future based on outcome studies and trends in housing. She did not see the large number of apartments being proposed in Novi sustainable, nor responsible, nor equitable, given the magnitude of apartment developments being proposed and not considering the effects of density, traffic, and safety, especially when such developments asked for a change in the Master Plan along with a multitude of variants

to accommodate their plan. She stated Camelot Park wishes to build three separate multi-level buildings on a small parcel of land, and this is usable land only. She said it is front laded along Stonebrook requiring a list of variances from the city in an already difficult traffic pattern. She did not see this proposal as a suitable option for that parcel of land. She respectfully asked the City Council to deny the applicants' proposal and thanked them for listening to her concerns.

Linda Cousino, 48848 Windfall Road, Novi in the Villas of Stonebrook. She said her request and her comments may seem simplistic and altruistic, but she was going to go forth with them anyway because this is how she felt. She said if this beautiful little piece of land filled with mature trees, all sorts of wildlife, bird sounds, which are incredible when you walk by, is torn up and replaced by bricks and mortar and asphalt. It's gone. She said when it is gone, it is gone. Is it ever possible for the City of Novi to let this small, beautiful piece of nature, which is surrounded by developments to remain just to be for the simple pleasure of all of us and for future generations?

Al Difalco, 48749 Rockview Road, Novi said after having attended a couple of Planning Commission meetings, he was disappointed that they were told the folks at the Planning Commission's only evaluate the project, they do not evaluate the contractor. He thought that is not necessarily the way it should be done. He thought your job is to use the rules of common sense of rational thought. He said his wife went online and did a little work on the ladder program, Department of Licensing and Regulatory Affairs, didn't find it. He said a very minimal website for Wixom Road development, date of existence, but it is not in good standing. He also did not understand, no, I am not a builder, he will not even attempt to speak about that issue, but he thought that the City Council before they consider this proposal needs to look and see what the quality of the contractor. He wondered if they would serve the areas or if the citizens that do not by the way should be served. He also commented that he wanted to make have already been made by his predecessor, so he will not repeat them. Again, he thought this development is just not a transitional plan for that usage. Thank you for serving the City of Novi.

Ratul Grover, 50735 Amesburg Drive, Novi resident of Island Lake stated he was there to voice his opposition to this apartment complex. He said he has been a resident of Novi for over 10 years now and has seen the landscape of the city change for the worse in these 10 years. He said several green spaces or green areas have been replaced with homes. He said the traffic on the roads is 10 times worse than what it was 10 years ago. He said he did not have children going to school anymore, but he was sure that the schools have also become a lot more crowded because of all the developments that have happened over the past 10 years. He said the City of Novi website specifies that the city government has a responsibility to work towards the betterment of the entire Novi Community today and long into the future. He said what is unclear to him is how destroying trees and other green areas for building apartment complexes in low density housing areas is going to improve the lives of the Novi residents now and well into the future. He said the houses are adding more traffic to the already packed roads, how is that going to improve the lives of Novi residents now and well into the future. He wondered how making the schools more crowded will improve the quality of life for the

residents of Novi. He thought it was very clear that the residents of Novi are not in favor of the high-density residential development that is being proposed and he believed there were a couple residential developments that are being proposed. He said we are essentially your stakeholders here and we are telling you very clearly that this apartment complex does nothing to improve the quality of life of Novi residents. He said on the contrary, it makes our lives more miserable because of the increase in traffic and because of overcrowding of schools, and the destruction of green areas from the city. He asked the City Council, in line with their responsibility towards the residents of the city, please do not approve this development. He said instead leave the area as it is, or better turn it into a park or build a trail so that we can benefit from it now and long into the future. He thanked the City Council for giving him the opportunity to speak.

Arul Jaganathan, 48668 Windfall Road Novi in the Villas of Stonebrook. He objected to these two apartments. He said he previously lived in Macomb County, two years ago we moved here with an understanding of this property and this area as a great place to live with his family. He said the City has given a kind of a warranty to the builder to sell these properties in such a high premium value. He stated they all paid hefty lot premiums to buy these, now the city is compromising that and coming up with different apartments, etc. He thought that was a breach of trust. He objected to this; this is not the way the business should be conducted. Thank you.

Vincent Lee, 25603 Shoreline Drive, Novi said he was opposed to the project for many reasons. One, his wife Chris stood up and talked against it, he needs harmony at home. Two, he saw it differently than everyone else in the room. He said there is so much community and so much support, but he saw it through a different set of eyes, one that has been in real estate for 63 years. He worked as a real estate salesperson in Michigan since 1960. He worked for the FHA as an appraiser, VA as an appraiser, also employee transfer pricing for Chrysler, FM, Ford, IBM, etc. He said you see it from a different point of view. He sees it as a homeowner, a parent, as a grandparent, as an investor to protect your investment. He said he has been in this situation so many times, many discussions on this topic. He said what it really amounted to is what a lot of people said about the safety of children and amounts of property values. He said we are not trying to exclude anyone. He said this is not an owner against renter, this is not high income against low income, it is a protection of investment, safety of children is number one. He said this means that, as a mortgage broker, as a real estate appraiser, his son and he own a mortgage bank, Success Mortgage Gardeners, we have about 400 employees, we are in 42 states, the same situation exists in every city in every state. He asked what is the same situation? He stated if you are a parent, and a grandparent number one is security of children. He said that is one of the reasons he and his wife came to Novi, we have a good police force. He said when he was an FHA appraiser his chief appraiser used to say, "I don't care if you have a circular stairway, if you have a chandelier, if your daughter is not safe walking the streets, your property has no value." He said we need to protect and preserve what we have now. He said property values go up when the children are safe.

Ronny Kashat, 24790 Nepavine Drive said he was there with his son. He stated when he was in the third grade, he used to ride his bike to school and had no concern. He said

with these apartment buildings coming up, and the traffic around Deerfield Elementary which is where his son goes, he was concerned that his son will not get that chance because he was concerned with these apartment complexes coming in. He believed they would likely bring a younger crowd with less experience driving, and possibly less responsibility, that was just his thought, but again, more traffic. He said if you have ever been near Deerfield in the morning, there are tons of buses, cars, walkers, and not that many bikers. He said again, his hope is for his son to be able to carefully go to school on his bike if he chooses to do so. He thought these apartment complexes would make it a lot more complicated for him.

Matt Heintz, 24551 Kings Pointe, Novi said he was filled with respect and admiration for all of our community members that came out that evening, sharing their perspective and giving their opinion about the value of wildlife being able to live amongst wildlife and not continue to put it out, continue to conserve the grades, just kind of general structure and atmosphere that Novi has, without trying to drastically change it. He wanted to share one quick statistic and that is simply that since 2000, Novi has grown about 40%. When you compare that to cities of a comparable size, Novi is growing at a much faster rate compared to comparable cities. He said if you were to just simply map out based on the census populations. He stated what Novi will be like in about 25 years, we are about 66,0000 currently, and in 25 years will be estimated to be about 100,000 people with the same growth rate not just within the past, using the same popular population, just if you have been looking over a 10-year span, basically using data since about 1960. He believed we are growing at a rate that is not going to be able to maintain this pace and not going to be able to maintain this feel. He hoped very much that you would continue to listen to the community, as he hoped you would, but the importance of just trying to address a change too much too quickly, but being able to live how we currently are with wildlife.

Arul Thirumoorthi, 24428 Acorn Trail, Novi said he has been a Novi resident for several years now and lived in the vicinity. He said he had a daughter at Deerfield Elementary and a daughter at the middle school, so all the concerns about traffic and potential residents do apply. He said his objections are multifold. He stated the biggest one is the character of the development, there is not a single development on Wixom Road in Novi that does not have attached garages. He did not care about the term transition housing that is all appropriate and fair, but it is not consistent with character. He stated there is not a property, all the new buildings going up on Grand River, the condos all have attached garages. He thought his is a high-density structure that is not consistent with other structures that have been built. He said if we want to have quality housing, we won't call it luxury housing renter or owner occupied, we should have consistency. He said that is not and this is his biggest objection to this. He cannot predict who is going to live there, he could not predict what number of kids is going to be added to an already packed school. He said he was concerned, but mostly opposed to the design as it stands and did not believe it should go forward. He said they would like you to enforce the consistency of development as compared to the other new developments in the city and asked him to go back to the drawing board and reassess it. He said they do not want any structures

that do not have attached parking and just adding more cars directly onto the street. He felt this was going to add to a street that is right next to the park and next to Deerfield.

Janice Krupic, 48870 Windfall, Novi in the Villas of Stonebrook and she did not want to repeat everything that had been shared that evening, but she wanted to share a quick story. She said she was on her way home that evening to the Villas of Stonebrook, she was going southbound on Wixom Road to turn left into her subdivision. She said the car behind her stopped because she was obviously waiting for the traffic to clear to turn, but four cars behind her did not stop, they swerved out into oncoming traffic going northbound. Luckily, those cars swerved away, but he would have collided head on. She wanted to share with you that this is not an isolated incident.

She congratulated our new city manager; she understood it was official. She wanted to bring up Victor because he was gracious enough to meet with a couple of us this past week. She said when they asked him about what his number one challenge was going to be that he was going to face as city manager, he outwardly said public safety, and shared that because of the lack of staffing it really is a challenge. She encouraged the City Council to think about that. In closing she wanted to share that there are about 100 people here and gathering, but just know that they represent thousands of people and thousands of very concerned citizens.

Steven Buchman, MD, 50748 Drakes Bay Drive, Novi said he was a full professor of plastic surgery, he reconstructs children that are born with deformities at Mott Children's Hospital. He left Ann Arbor to come to this beautiful community of Novi, the peaceful, wonderful, beautiful community that four of his children have grown up with so that he could drive over and bring them to the high school, bring them to Deerfield and do what he needed to do. He said he has never been so proud of the citizenry that has come up to the Planning Commission and come together to basically let you know what it is that we think about this development. He asked why do we think it is not in keeping with what Novi is all about? He said it is not Canton, we are not Plymouth, we do not subdivide and just grow without thinking. He wanted to explain why he was so disappointed in the Planning Commission. He said all these people came here to discuss how that citizenry sort of felt about this new development going up. He echoed a previous speaker and said not only did it seem that their minds were made up, but they hardly listened to what we said. He said 140 different people had written things, almost 100 people had come here. He stated afterwards, one of the gentlemen on the Planning Commission tried to explain to us, if the developers check all the right boxes, there is really nothing we can do, that is belied by a three to two vote that was there. He said if box checkers were all that we needed as our Planning Commission, we would not need a Planning Commission. All you need is the clerk's to be able to pass it on to you, but that was not the worst. He stated the worst was another Planning Commissioner, who deemed to lecture us, had the temerity to have the contempt for 100 people that were there that day, and explained to them how they were not really thing about diversity. He said he did not think he had ever been more insulted. He said we have a very diverse community, an amazing diverse community, he goes to the schools, we have International Day, it is amazing. He said he has never been more disappointed in a Planning Commission. He said from his

standpoint, Novi is a beautiful place. He said he is very much interested in safety. He helped take care of two near misses on Wixom Road, he wanted to make sure that he was not there for one final one, which is not a near miss. He said think about our kids, that is what he does all the time. He asked that the City Council listen to the citizenry.

Christine Lee, 25603 Shore Line Drive, Novi agreed with every presentation made. She said the purpose for her coming before you is the safety of the children. She said she has been in education for 40 years and has attended numerous meetings. She said one of the most important things on the agenda was how we make this a safe school for the children that come here. She said we have about 2000 children that go to school in Novi, within maybe a mile and a half, 1000 or more go to Catholic Central, most of whom drive. She said we have about 400 to 500 elementary school children, many of whom cross Wixom Road with the aide of a crossing guard, and they do a good job. She stated what they see as a resident in the community is there is so much traffic on Wixom Road and people are becoming impatient. She described what people are doing, they are ducking through the subdivision because almost every road from Island Lake will empty out onto Wixom Road. She said they now have signs that have been put up in from of their subdivision, reminding people that children live here and to please adhere to the speed limit within the subdivision. She asked the City Council to make this one of our major considerations, because this community will put on at least 100 more cars for people who travel down Wixom Road.

Mayor Gatt thanked everybody for your patience, for your professionalism. We heard you. He hoped that every heard the City Manager before we got started here. He said the City Council has not taken this matter up yet. He informed them they have not received information yet, but he assured them that there are seven people up here, we are all homeowners, we are all residents, we are all taxpayers, the younger people have children that still go to school, the older people had children that did go to school. He stated he was a cop for 40 years. He reiterated everything that you said, they heard, and when it comes to them, they are going to make a very in depth and informed decision. He did not know when it was coming, they were not told in advance, he thought the City Manager said it is a month away or so. So again, thank you all for coming that evening. He reminded every there will be a second Audience Participation coming of you so choose.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 23-06-075 Moved by Casey, seconded by Fischer; CARRIED UNANIMOUSLY

To approve the Consent Agenda as presented.

A. Approve Minutes of:
June 5, 2023 - Regular Meeting

B. Approval of Text Amendment 18.302 to update the standards for public schools, nonconforming uses of land, and other minor modifications. **SECOND READING**

C. Approval to purchase a 2023 E42 R2 Bobcat compact excavator from Carleton Equipment Co. through the MiDeal Purchasing contract in the amount of $72,552.71.

D. Approval of the final payment to Bidigare Contractors, Inc. for the Ten Mile Road Water Main, Sidewalk, Culvert & Headwall at Wixom Road project, in the amount of $29,736.76, plus interest earned on retainage.

E. Approval of the request from Parc Vista subdivision for a variance from Design and Construction Standards Section 11-68(a) to allow a flow of approximately 1,900 gallons per minute instead of the 2,000 gallons per minute required for single-family residential subdivisions.

F. Approval of a Resolution to close the intersection of Ten Mile and Taft Roads for the 2023 Homecoming Parade from 4:45PM to 6:15PM on Friday, September 29, 2023.

G. Adoption of Resolution approving the City's Transportation Asset Management Plan (TAMP).

H. Approval of request to transfer ownership of an escrowed 2022 Class C & SDM license with Sunday Sales Permit (AM & PM), Entertainment Permit and Specific Purpose Permit (food) from Taboo Sushi Bar & Grill LLC to Joe Kools of Novi, LLC, 43200 Crescent Blvd., Novi, MI 48375.

I. Approval of employee contract between the City of Novi and Victor Cardenas as the City Manager of the City of Novi, Michigan.

J. Enter Executive Session immediately following the regular meeting of June 26, 2023 in the Council Annex to discuss land acquisition, pending litigation: Gerald Orchard vs City of Novi case, and written confidential correspondence from Labor Counsel.

K. Approval of claims and warrants – Warrant 1134

Roll call vote on CM 23-06-075 **Yeas: Casey, Crawford, Fischer, Smith, Thomas, Gatt, Staudt**
Nays: None

Mayor Gatt wanted to take one moment to say congratulations to Victor Cardenas because he was just appointed to be our permanent City Manager.

MATTERS FOR COUNCIL ACTION:

Mayor Gatt submitted David Dismondy for nomination for the Planning Commission.

1. Appointments to Boards and Commissions

CM 23-06-076 Moved by Gatt, seconded by Crawford; CARRIED UNANIMOUSLY

Approval of David Dismondy for reappointment to the Planning Commission for one full term.

Roll call vote on CM 23-06-076 Yeas: Crawford, Fischer, Smith, Thomas, Gatt, Staudt, Casey
Nays: None

City Clerk Hanson provided the results of balloting: Construction Board of Appeals Alternate Position will remain open, we did not have anybody appointed at this time, for the Parks, Recreation and Cultural Services Commission, Ryan Joseph, and Hideki "Harry" Torimoto were reappointed.

Mayor Gatt congratulated those people who were appointed that evening. He said for those who applied, but were not appointed, we ask that you keep applying because it is people like you that make Novi so great.

2. Approval of resolution to authorize Budget Amendment #2023-5

CM 23-06-077 Moved by Staudt, seconded by Fischer; CARRIED UNANIMOUSLY

Approval of resolution to authorize Budget Amendment #2023-5

Roll call vote on CM 23-06-077 Yeas: Fischer, Smith, Thomas, Gatt, Staudt, Casey, Crawford
Nays: None

3. Consideration of approval to award engineering services to OHM Advisors for oversight and administration of the Distribution System Material Inventory for the City's water service lines, in the amount of $125,500.

City Manager Cardenas explained that this is an unfunded liability mandated from our state representatives. He said this to identify lead pipes throughout the community, we probably have less than a percentage, less than half of a percentage. He said it is $125,000 that we must spend as dictated by the state and they are not going to reimburse us.

Member Casey directed her question to either the City Manager or DPW Director Herczeg. She mentioned the expenditure is one thing, but we show a budgeted amount of $375,000. Is that what we expect the entire project to potentially cost if there is replacement, or anything like that. City Manager Cardenas replied that he believed that is just the amount we have budgeted for our line item for the engineering for the water services and inlining. He believed it was budgeted for $125,000, the estimate was

$125,000, unless he was wrong. DPW Director Herczeg said generally we budget engineering services separately and this project really isn't a construction project, it is more oversight. He said he will look back, but he believed the $300,000 was the estimate for the project, $100,000 was the estimate for the engineering services. Member Casey thanked him for the clarity and said we are not expecting to see a large channel of things. Mr. Herczeg said he would double check and he will reply tomorrow.

CM 23-06-078 Moved by Casey, seconded by Fischer; CARRIED UNANIMOUSLY

Approval to award engineering services to OHM Advisors for oversight and administration of the Distribution System Material Inventory for the City's water service lines, in the amount of $125,500.

Roll call vote on CM 23-06-078
Yeas: Smith, Thomas, Gatt, Staudt, Casey, Crawford, Fischer
Nays: None

4. Consideration of approval of Change Order No. 1 to LGC Global Inc. for the Novi Road/13 Mile Road PCCP Water Main Repair project in the amount of $123,919.21.

CM 23-06-079 Moved by Casey, seconded by Thomas; CARRIED UNANIMOUSLY

Approval of Change Order No. 1 to LGC Global Inc. for the Novi Road/13 Mile Road PCCP Water Main Repair project in the amount of $123,919.21.

Roll call vote on CM 23-06-079
Yeas: Thomas, Gatt, Staudt, Casey, Crawford, Fischer, Smith
Nays: None

5. Approval to renew the City's 2023-2024 property and liability insurance coverage with Kapnick Insurance Group in the amount of $553,954.

City Manager Cardenas noted that this came before the Consultant Review Committee. He said this is a one-year renewal. He informed Council that they do plan on going back out for bidding at some point later this year after they get us all their ducks in a row to make sure they have everything correctly valued so we can get a good comprehensive bid going forward.

CM 23-06-080 Moved by Thomas, seconded by Casey; CARRIED UNANIMOUSLY

Approval to renew the City's 2023-2024 property and liability insurance coverage with Kapnick Insurance Group in the amount of $553,954.

Roll call vote on CM 23-06-080 **Yeas: Gatt, Staudt, Casey, Crawford, Fischer, Smith, Thomas**
Nays: None

6. Approval to enter into an agreement effective July 1, 2023, to purchase Taser equipment for the Novi Police Department from Axon Enterprise, Inc., sole source provider, for a total of $286,274 over a five-year period.

Commander Meier said our current tasers are coming to an end of life and the warranty is about to expire, so we need to outfit our staff with the new updated taser. He stated this had been in the budget for a while for a previous version of it. He said now we are getting the new updated version of it with all the bells and whistles that come with it. Mayor Gatt thanked him for sitting through everything and keeping us safe.

CM 23-06-081 **Moved by Smith, seconded by Staudt; CARRIED UNANIMOUSLY**

Approval to enter into an agreement effective July 1, 2023, to purchase taser equipment for the Novi Police Department from Axon Enterprise, Inc., sole source provider for a total of $286,274 over a five-year period.

Roll call vote on CM 23-06-081 **Yeas: Staudt, Casey, Crawford, Fischer, Smith, Thomas, Gatt**
Nays: None

7. Consideration of the recognition of Juneteenth as a holiday for the City of Novi.

Mayor Gatt commented that he came to the City Manager with this question not long ago, he said he prepared some words, so he did not forget. He said on June 19,1865 nearly two years after President Lincoln emancipated the enslaved Africans in America, Union troops arrived in Galveston Bay, Texas with news of freedom. More than 250,000 African Americans embraced freedom by executive decree, in what became known as Juneteenth, or "Freedom Day". Juneteenth honors the end of slavery in the United States of America and is considered the longest running African American holiday. He added that the county had a Juneteenth Celebration, and one of the speakers said that for the last 100 years, many different African Americans would celebrate this holiday, but they did so behind closed doors, they were afraid. Mayor Gatt said that really touched him. President Biden signed the legislation that made Juneteenth a federal holiday in June of 2021. The holiday has been celebrated in the black community for more than a century, but it did not become a federal holiday until two years ago. This year, the Michigan legislature voted to make it a state holiday as well, guaranteeing Juneteenth is a paid day off for even more workers. He said a few months ago, the Oakland County government made Juneteenth a county holiday, guaranteeing Juneteenth is a paid day off for all county employees. He said there are still many workplaces that don't, or as hopeful workers say, don't yet. He stated Novi always exclaims that we are the best, the best of the best. He said we are the leaders of the CBTs cities, villages, townships, and

state. He said he did not know how many CBTs in Michigan call Juneteenth the holiday. He did not think many, but he said he knew that Novi is better than anywhere else. He noted that the city currently has 13 observed holidays. He said he could read them to you, but he didn't want to bore you. He said while there is an underlying cost for lost productivity, the city pays the employees for 2080 hours whether the employee is working on the holiday or paid time off. He said there will be costs, make no mistake, Police and Fire who are working will be paid premium pay, DPW who might be called in that day would also be paid premium pay, and many employees get an additional eight hours for a holiday at the end of the year. However, he said whatever the costs and in a General Fund budget of $30 to $35 million, the cost is extremely minimal. He said we do have some figures if you are interested, it is like $35,000 to $40,000, he felt the good that we are making will far outweigh the monetary cost. Having said that, he was going to make a motion right now that beginning in the Calendar year 2024 Juneteenth be added to the currently observed City of Novi holidays, and all full-time employees, both union and non-union be give the day off with pay to observe Juneteenth.

CM 23-06-082 **Moved by Gatt, seconded by Staudt; CARRIED UNANIMOUSLY**

Approval of the recognition of Juneteenth as a new holiday for the City of Novi.

Member Smith wholeheartedly agreed with the Mayor's comments and just a couple of asides from his standpoint, he has always been someone who is interested in history. He stated when he went to school history taught him that the Civil War ended when Lee surrendered at Appomattox. He said with Juneteenth, he has learned since then, that is not really what happened. He said as he grew older, what really started to interest him was not the battles of the Civil War, but how we recovered as a nation from those battles. He thought June 19 is a great way to take some time to reflect on where our country is and where our country is going. He reiterated he wholeheartedly supported this motion.

Member Fischer thanked Mayor Gatt and said he wanted to take a second and thank him for your leadership in bringing this up. He said this is not the first time that you have used your connections and your ability to work with the county to bring some great ideas to the City. He said another great example was the three-year budget we do now. He wholeheartedly supported this and thanked him for bringing this to our attention and putting it up for a motion. He stated he would vote yes, enthusiastically.

Member Casey echoed the previous speakers and wanted to add now that if this motion passes, as she was hoping that it does, that now, all entities in the City because the Library has preceded us with making Juneteenth a holiday, so now all of the entities in the City will be together recognizing the residents and recognizing Juneteenth.

Roll call vote on CM 23-06-082 **Yeas: Casey, Crawford, Fischer, Smith, Thomas, Gatt, Staudt**
Nays: None

CONSENT AGENDA REMOVALS FOR COUNCIL ACTION: None

AUDIENCE COMMENT:

Ezekiel Chojnacki, 22130 Solomon Blvd, Novi said he just moved to Novi a couple months ago, this new development was a bit of surprise to him, though he was happy to see the large turnout and participation in our local democracy. He said it did raise an issue that he has noticed in just his short time living here and that is the car focus nature of the city of Novi, obviously as more of a suburban environment and an offshoot of the city of Detroit. He said Novi has grown exponentially because of the proliferation of automobiles. He mentioned GM worked very diligently in the past to eliminate public transportation and that eliminating has had major costs for the United States. He believed if we are to see continued development in Novi and the United States as a whole, we need to go back and begin to work on public transit. He said he was not speaking of buses; buses are just large automobiles. He would like to see the City of Novi develop mass transit in the form of trains primarily or light rail. He said it hosts many benefits. He thought many of the United States problems start with a lack of public transit. He gave an example, our difficulties with obesity centered around people not getting outside and walking and enjoying nature and that is in part because they can get in a car and drive from point A to pint B without ever walking and you know, getting around in that way. He noted furthermore, the traffic that they all mentioned in the risks it presents to kids can also be resolved with safe public transit. He stated in Europe we see children as little as five years old, leaving their homes and getting on public transit and making it to school or to a shop or to anything else. He thought public transit is very good for commerce and for just the overall happiness of people.

COMMITTEE REPORTS: None

MAYOR AND COUNCIL ISSUES:

Mayor Pro Tem Staudt said he added pickleball court parking for further discussion. He mentioned that during a recent trip over to the park and the area in question he took an opportunity to go over and look at the pickleball courts, and much to his surprise there were cars parked all the way along the area that was just recently fixed up, cleaned, new trees, beautiful grass, the cars were all parked there. He said there were all cars in the lot, it is a very small lot. He said he walked over and talked to some of the users of the pickleball court and they told him that at times there are as many as 40 people there, which means 40 vehicles for the most part, he thought potentially maybe 12 to 13 parking spots. He said some of the discussion we heard from residents at the Villas, said that there are cars parked all along the side of the road there in addition. He said there are some people that are parking at Deerfield Elementary, however, he did not think any of us really want our city residents using our parks to be parked in the school parking lot. He said what he would like to do is there is a CIP item that includes both pickleball courts and a parking lot. He would like to see those separated, leave the pickleball courts in the CIP where they are and to move forward the parking lot so that we can move that forward. He would like to have that updated and brought to the City Council for

consideration, because we have fixed these parks to look good and for good reasons, and parking is not one of them. He thought it was time for us to address this now. He has asked his colleagues for support on that. Mayor Gatt asked him if he was making a motion. Mayor Pro Tem Staudt explained that at this point, there is a CIP item that had the pickleball courts and additional pickleball courts and parking that he would propose for us to take into consideration. He was not asking for a vote right now because it probably needs to be reviewed by the engineer and the cost of it, but he would like it brought back and then soon with real numbers and put on the agenda for us to consider.

Mayor Gatt announced that the City Council was entering Executive Session at 8:10 P.M. and they planned on returning to Regular Session.

Mayor Gatt announced they had returned to Regular Session at 8:52 P.M.

CM 23-06-083 **Moved by Fischer, seconded by Casey; MOTION CARRIED: 6-1**

To enter the settlement proposed by Counsel in Closed Session and authorize the City Manager to execute the Settlement Agreement.

Roll call vote on CM 23-06-083 **Yeas: Fischer, Smith, Thomas, Gatt, Staudt, Casey**
Nays: Crawford

CM 23-06-084 **Moved by Fischer, seconded by Casey; CARRIED UNANIMOUSLY**

To approve of the Labor Agreement between the City of Novi and the Police Clerks and Dispatchers Union for a term of July 1, 2023 through June 30, 2027.

Roll call vote on CM 23-06-084 **Yeas: Fischer, Smith, Thomas, Gatt, Staudt, Casey, Crawford**
Nays: None

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 8:53 P.M.

_____
Cortney Hanson, City Clerk

_____
Robert J. Gatt, Mayor

_____
Transcribed by Deborah S. Aubry

Date approved: July 10, 2023

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval to purchase Courts and Law Enforcement Management Information System (CLEMIS) and Fire Records Management System (FRMS) fees and services from Oakland County for the 2023-2024 fiscal year in the amount of $61,060

SUBMITTING DEPARTMENT: Public Safety

EXPENDITURE REQUIRED	**$54,710 Police** **$ 6,350 Fire** **$61,060**
AMOUNT BUDGETED	**$55,000 Police** **$ 7,500 Fire** **$62,500**
APPROPRIATION REQUIRED	**N/A**
LINE ITEM NUMBER	**101-301.00-802.500 Police** **101-336.00-802.500 Fire**

BACKGROUND INFORMATION:
Oakland County's Courts and Law Enforcement Management Information System (CLEMIS), uses innovative, state-of-the-art computer technology for criminal justice and public safety agencies. By serving as a technical link among multiple agencies, CLEMIS promotes communication and sharing of criminal justice information. CLEMIS standards and policies, as established and monitored by the Advisory Committee, are important in assuring the integrity of information entered into the CLEMIS System. Estimated cost for the 2023-2024 fiscal year is $54,710.

Oakland County's CLEMIS Fire Records Management System (FRMS) provides integrated technology systems which can be built on for future needs from a reliable high speed network which interconnects fire stations allowing access to the County for a centralized and standardized reporting and emergency information system. Estimated cost for the 2023-2024 fiscal year is $6,350.

Through a cooperative relationship with Oakland County, CLEMIS and FRMS provide technical solutions which are affordable and efficient for criminal justice and public safety agencies of all sizes. The City of Novi has been using these services for years. All fees and services were included in the 2023-2024 budget.

RECOMMENDED ACTION:
Approval to purchase Courts and Law Enforcement Management Information System (CLEMIS) and Fire Records Management System (FRMS) fees and services from Oakland County for the 2023-2024 fiscal year in the amount of $61,060.

Novi Police Department
Estimated CLEMIS Fees - 2023-2024

	2022-23 Annual	3% Estimated Increase	2023-24 Estimate
Membership Usage Fee	15,343	15,803	$ 16,000
MDC Participation Fee	24,068	24,790	$ 25,000
Livescan	3,324	3,424	$ 3,500
Mug Capture Stn Maintenance	4,000	4,120	$ 4,200
LEADS Online	3,551	3,658	$ 3,700
CrimeMapping	300	309	$ 310
Livescan - Records	1,941	1,999	$ 2,000
	52,527	54,103	$ 54,710
2023-2024 Budget			$ 56,000

Novi Fire Department
Estimated FRMS Fees - 2023-2024

	2022-23 Annual	3% Estimated Increase	2023-24 Estimate
Annual Department Fees	4,551	4,688	$ 4,700
Fire Hall Fee - 4 lines	1,560	1,607	$ 1,650
	6,111	6,294	$ 6,350
2023-2024 Budget			$ 6,500

Total 2023-2024 Estimate for CLEMIS & FRMS	$ 61,060

CITY OF NOVI CITY COUNCIL
JULY 10 , 2023

SUBJECT: Approval to purchase a 2024 Ford Expedition vehicle for the Novi Police Department from Lunghamer Ford of Owosso, LLC through the Macomb County cooperative purchasing contract, in the amount of $61,851.

SUBMITTING DEPARTMENT: Public Safety, Police Department
Department of Public Works, Fleet Division

EXPENDITURE REQUIRED	**$ 61,851**
AMOUNT BUDGETED	**$ 400,000**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**262-302.00-983.000**

BACKGROUND INFORMATION:

The new 2024 Ford Expedition will be assigned to the two police commanders. In April of 2022, the Police Administrative Team was increased by two (2) Commanders. Vehicles in the Police Department must first be utilized by our uniformed personnel for police services which leaves the commanders without a vehicle frenquently. The commanders do not receive a vehicle allowance, and do not have an assigned fleet vehicle but are required to attend training, city events, critical incidents, etc. around the city and southeast region of Michigan. We cannot rely on a pool car that lacks the necessary resources for their use and responding to incidents.

RECOMMENDED ACTION: Purchase a 2024 Ford Expedition vehicle for the Novi Police Department from Lunghamer Ford of Owosso, LLC through the Macomb County cooperative purchasing contract, in the amount of $61,851.

Lunghamer Ford Of Owosso

June 29, 2023

City of Novi
Attn: Mike Rhatigan
45175 W. Ten Mile Road
Novi, MI 48375

Attn: Mike Rhatigan:

Price on 2024 Vehicle State of Michigan Contract# 071B7700180 and Macomb County Contract# 21-18 Bid:

2024 Ford Expedition 4x4 XLT in Black **$61,851.00 ea**

Due to current computer chip shortage and various other supply chain issues, Ford Motor Company has put Government Fleet Sales on "allocation", therefor, Ford Pro Fleet Department will have sole discretion regarding final approval of order confirmation based on customer order history!

Current lead time to order is estimated at 30 + weeks from receipt of Purchase Order.

Order Cutoff Date: TBD.

Ford Motor Company does not guarantee delivery---Ford Motor Company will make reasonable efforts to schedule orders received prior to fleet order cut-off date.

Payment requirements: All departments to pay on delivery of vehicle. 10-day grace period will be given if previous arrangements have been made. A $9.50 per day floor plan will be charged if payment is not at the dealership within 10 days of delivery of the vehicle (s).

If you have any questions please call me, 888-92-FLEET (923-5338)

Respectfully Submitted,

Bill Campbell

Bill Campbell
Government & Fleet Sales

Macomb County Bid # 53-17

2024 Expedition 4-Door and Expedition EL 4x2 (U1F) (K1F MAX) & 4x4 (U1G) (K1G MAX) XLT Major Standard Equipment

MECHANICAL
• Engine – 3.5L EcoBoost® V6
• Four-Wheel Disc Brakes with Anti-Lock Brake System
• Transmission – 10-Speed Automatic Transmission with SelectShift® Capability
EXTERIOR
• Acoustic-Laminate Windshield
• Active Grille Shutters
• Beltline Molding – Polished Stainless Steel
• Bumpers – Body Color Painted Upper / Dark Carbonized Gray Lower with Silver Molded-in-Color Rear Bumper Skid Plate and Trailer Hitch Cover
• Configurable Daytime Running Lamps (DRL)
• Door Handles – Body Color
• Easy Fuel® Capless Fuel Filler
• Exhaust – Single
• Grille – Twin Spar
• Liftgate with Liftglass – Manual
• Privacy Glass – Second Row, Third Row and Liftgate
• Roof-Rack Side Rails – Black
• Running Boards, Platform – Black
• Tailgate Appliqué – Painted
• Taillamps – Incandescent with Metalized Bezel
• Tires
— P275/65R18 All-Terrain (A/T)
• Wheels – 18" Machined-Face Aluminum with Magnetic-Painted Pockets
• Windshield Wipers – Intermittent Front and Rear INTERIOR/COMFORT
• Cargo Bin
• Center Console – Armrest and Covered Media Bin
• Climate Control
— Cabin Particulate Air Filter
— Dual-Zone Automatic Temperature Control (DEATC)
— Rear Auxiliary Manual Controls – Second and Third Rows
• Coat Hooks (4) – Second Row (2), Third Row (2)
• Beverage Holders (15) – Front Row, six (6), Second Row, six (6), Third Row, three (3)
• Fixed Foot Pedals
• Floor Covering – Carpet
• Floor Mats, Color-Keyed Carpet – Front and Second Rows
• Grab Handles – Front Row, Second Row Pillar and Headliner Mounted
• Lighting
— Front Overhead Console Mounted Map Lights
— Illuminated Entry System with Courtesy Lamp Delay
— Rear Cargo Area Light
— Second and Third Row Dome Lights
• Overhead Console with Sunglass Storage
• Powerpoints (12V) – four (4)
— Front row; one (1) in center stack, one (1) in front center console main bin
— Second row; one (1) in rear section of center console
— Rear Cargo Area; one (1)
• Rear Cargo Area – Cargo Management System
• Scuff Plates – Molded-in-Color (Front and Rear)
• Seats (Refer to the Color & Trim Availability section for additional information)
— Five (5) – Passenger
— Front Row – Cloth Captain's Chairs
— Front Row – 8-way Power Driver Seat and 4-way Manual Passenger Second Row – Cloth
— Second Row – 40/20/40 CenterSlide® (Folds Flat) with Manual Recline 1 Included in STX Package
• Shifter
— Rotary Gear Shift Dial, Center Console Mounted
• Sliding Sun Visors with Illuminated Vanity Mirrors (Driver and Passenger)
• Steering Column
— Manual Tilt/Telescoping
• Steering Wheel – Leather-Wrapped
— Audio and Cruise Controls
— Five-way Control Pads
• Storage
— Bins, Third Row
— Glove Box
— Underfloor Stowage
• USB Ports:
o First Row – Two (2) "A"
o Second Row – Two (2) "C" in back side of "consolette"
— Smart Charging Multimedia USB Ports, First and Second Rows (100A, 104A (STX))
o First Row – One (1) "A" and one (1) "C".
o Second Row – Two (2) "C" in the back side of the center floor console
• Windows, Power – Front One-Touch Up/Down Feature SAFETY/SECURITY
• AdvanceTrac® w/RSC® (Roll Stability Control™)
• Airbags
— First Row: Driver and Passenger Dual Stage and Front-Seat Mounted Side Impact
— All Rows: Safety Canopy® Side-Curtain with Rollover Sensor
• Cargo Protector
• Center High-Mounted Stop Lamp (CHMSL)
• Day/Night Rearview Mirror
• Door Locks
— Power
— Autolock/Autounlock
— Child-Safety Rear
• Electronic Stability Control
• Front Row Head Restraints – 2-way Manually Adjustable • Headlamps
— LED Reflector with Black Bezel
— Wiper Activated
• **Fleet Only Note: Not compatible with radio equipment that operates in the 39- 46 MHz frequency range (VHF Low Band – Channels 1-9)**
• Individual Tire Pressure Monitoring System (iTPMS)
• LATCH (Lower Anchors and Tether Anchors for Children) on all Second Row and Third Row Outboard Side Seating Positions
• Mirrors, Sideview – Manual-Folding, Power and Heated Glass, Security Approach Lamps and Molded-in Color Black Caps
• MyKey®
• Perimeter Alarm (includes Securilock Passive Anti Theft System (PATS))
• Personal Safety System™3
• Rear Window Defroster and Washer
• Safety Belts
— Front Row – Belt-Minder® (Front Safety Belt Reminder) — Front Row – Adjustable Height
— Second and Third Rows – Outboard and Center Seat Shoulder
• Rear Seat Occupant Alert (RSOA))
• SOS Post-Crash Alert System™
FORD CO-PILOT360™ TECHNOLOGY
• BLIS® (Blind Spot Information System) with Cross-Traffic Alert
• Ford Co-Pilot360™
— Auto High-Beam Headlamps
— Rear Cross Traffic Braking
— Cruise Control
— Lane-Keeping System
o Lane-Keeping Alert
o Lane-Keeping Aid
o Driver Alert
— Pre-Collision Assist with Automatic Emergency Braking
o Forward Collision Warning
o Dynamic Brake Support
— Rear View Camera
— Rear Parking Sensors
• Headlamps
— Autolamp (Automatic On/Off)
• Hill Descent Control™ (4x4 Only)
• Hill Start Assist
• Post-Collision Braking
• Trailer Sway Control
FUNCTIONAL
• Audio
— SiriusXM® with
• Auto Stop-Start Technology
• Axle – Refer to the Axle Availability Table
• Electric Power-Assisted Steering (EPAS)
• Connected Navigation (1-Year Trial)
• FordPass™ Connect
— 4G LTE Wi-Fi hotspot connects up to 10 devices 5
— Remotely start, lock and unlock vehicle
— Schedule specific times to remotely start vehicle
— Locate parked vehicle
— Check vehicle
• Front and Rear Independent Suspension
• Instrument Panel Cluster
— 8" Productivity Screen
— Analog and Digital Display
— Message Center
— Outside Temperature Display — Trip Computer
• Keyless Entry
— Fob with Push-Button Start – Two (2)
• SYNC® 47 with Enhanced Voice Recognition
— 12" LCD Capacitive Touchscreen with Swipe Capability — Wireless Phone Connection
— Cloud Connected
— AppLink® w/ App Catalog
— 911 Assist®
— Wireless Apple CarPlay® and Android Auto™ Compatibility
— Digital Owners Manual
— Conversational Voice Command Recognition
• Trailer Tow Prep Pack – Class IV (Trailer Tow Connector, 4- pin/7-pin wiring, Class IV trailer hitch receiver)
4WD EXPEDITION INCLUDES
• Intelligent 4WD
• Terrain Management System™

[ ] 4x2 Expedition Base Price	U1H/200A	$55,045.00
[x] 4x4 Expedition Base Price	U1J/200A	$58,056.00
[ ] 4x2 Expedition MAX Base Price	K1H/200A	$57,783.00
[ ] 4x4 Expedition MAX Base Price	K1J/200A	$60,794.00

XLT Contains ALL XL EQUIPMENT PLUS:

INTERIOR/COMFORT

- Floor Liners, Front and Second Row (with Carpet Mats)
- Seats
  - — Eight (8) Passenger Seating
  - — Front Row - Cloth Captain's Chairs 200A only
  - — Third Row 60/40 PowerFold® (fold flat) with Power Recline
- Smart Charging USB ports, Third Row Right and Left – Each Side with Two (2) "A"
- Tri-Zone Electronic Automatic Temperature Control

SAFETY/SECURITY

- Auto-Dimming Rearview Mirror
- Mirrors, Sideview – Manual-Fold, Power and Heated Glass, Security Approach Lamps and Body-Color Caps

FORD CO-PILOT 360 TECHNOLOGY

- Ford Co-Pilot 360

FUNCTIONAL

- Universal Garage Door Opener

Exterior Colors	Interior Ebony (JH/CH)	
Agate Black	[UM]	[x]
Oxford White	[Z1]	[ ]
Wild Green Metallic	[FC]	[ ]
Dark Matter Metallic	[HY]	[ ]
Iconic Silver Metallic	[JS]	[ ]
Race Red	[PQ]	[ ]
Jewel Red Metallic (Add $495.00)	[C9]	[ ]

Available Options:

	Option	Price Reg./EL
[ ] HEAVY DUTY TRAILER TOW PACKAGE	536	995.00

Includes:

- Rear View Camera - Digital
- Reverse Brake Assist
- Two-Speed Automatic 4WD (4x4 Only) with Neutral Towing Capability
- Wheels 18" Machined-Faced Aluminum w/Magnetic Painted Pockets
- 3.73 Electronic Non-Limited-Slip Differential
- Two-Speed Automatic 4WD (4x4 Only) with Neutral Towing Capability
- Integrated trailer brake controller
- Pro Trailer Backup Assist
- Tow Hooks, Front (4x4 Only)
- 26MM Engine Radiator

[x] HIGH PACKAGE	202A	3795.00

Includes:

- Active X Seating Material, 1st and 2nd Rows
- 10-way Power Driver Seat with Memory and 8-way Power Passenger Seat
- 4-Door Intelligent Access Lock/Unlock (Push-Button Start Is Standard
- 110V/150W AC Power Outlet
- Advanced Security Pack
- Ambient Lighting
- Rear Bumper – Painted Accent Color
- Heated Steering Wheel
- Mirrors, Sideview – Power-Folding with AutoFold, Power and Heated Glass, Turn Signal Indicators, Security Approach Lamps, Drivers Side Auto Dimming and Body-Color Caps
- Power Tilt/Telescoping Steering Column with Memory
- Power Liftgate
- Remote Start System
- Running Boards, Platform-Chrome
- Heated and Ventilate Front-Seats
- Seats – 2nd Row Captains Chairs
- Seats – Power-Folding Headrests, 3rd Row
- SecuriCode Keyless Entry Keypad
- Wireless Charging Pad

[ ] CARGO PROTECTION PACKAGE *Includes:* • Cargo Area Reversible Mat • Cargo Net	91A/91B	250.00
[ ] Roof Rail Cross Bars	61B	225.00
[ ] Daytime Running Lights	942	45.00
[ ] Engine Block Heater	41H	100.00
[ ] License Plate Bracket	153	N/C
[ ] 20" Sparkle Silver Aluminum Wheels	64C	1100.00
[ ] Panoramic Vista Roof (202A Only)	43V	1475.00
[ ] Remote Starter (Included in 202A Package)	SIG	575.00

Total Price $61,851.00 ea

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval to award engineering services to Spalding DeDecker to evaluate the City's existing surveying benchmarks in the amount of $27,500.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

EXPENDITURE REQUIRED	**$ 13,750 General Fund** **$ 13,750 Water & Sewer Fund** **$ 27,500 Total**
AMOUNT BUDGETED	**$ 26,900 General Fund** **$ 26,900 Water & Sewer Fund** **$ 58,800 Total**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**101-441.10-816.059** **592-536.00-816.059**

BACKGROUND INFORMATION:

Novi has a vertical land survey benchmark system that was established in the late 1980s and includes approximately 400 benchmarks set along main roadways, generally following the section lines. Benchmarks can be any fixed object such as a point marked on a manhole rim, hydrant arrows, and utility pole bench ties. The benchmark system is important in site development and construction projects as it provides vertical reference data critical to establishing building floor elevations, utility invert elevations, and floodplain elevations. Over time some of the benchmarks may be moved or damaged due to utility pole, hydrant or manhole adjustments, removals or relocations. The City benchmark system was last evaluated and updated in 2009.

City engineering consultant, Spalding DeDecker, prepared a proposal for updating the City's benchmarks, which includes two phases:

- Phase 1 – confirm status of existing benchmarks, $27,500 lump sum fee

- Phase 2 – replace/reset damaged or missing benchmarks, fee to be determined depending on the amount of replacement benchmarks needed

The attached design engineering services proposal outlines the detailed scope of services. Work would being upon approval with completion expected within a year.

RECOMMENDED ACTION: Approval to award engineering services to Spalding DeDecker to evaluate the City's existing surveying benchmarks in the amount of $27,500.

June 22, 2023

Ms. Rebecca Runkel
Project Engineer
City of Novi
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375

Re: City of Novi Benchmark Update
Job No.: PR18-423

Dear Ms. Runkel:

Spalding DeDecker is pleased to once again have this opportunity to provide professional surveying services to the City of Novi.

SCOPE OF SERVICES

We understand that the City-wide benchmark system was established around 2009, and consists of roughly 411 benchmarks set along the main roadway generally following the section lines. Benchmarks set consist of a variety of different objects, including points marked on manholes rims, arrows on hydrants, bench ties set in utility poles, and other features. These have generally remained in place, but you are noticing some issues where utility poles have been replaced or hydrants or manholes have been adjusted.

In order to be as efficient as possible, we understand that you would like us to approach the work in two separate phases. In the first phase, we would revisit each of the points to identify which ones remain and which ones require replacement. In the second phase, we would establish new benchmarks as replacements. More details on each phase are outlined below.

Phase 1: Confirm Status of Existing Benchmarks

We will physically visit each of the benchmarks that were previously established. We will recover the benchmark based on the existing description, remark it as needed, obtain a picture of it, and make a note confirming the date of the visit and whether the mark was found in good condition or not. We will set up a GIS layer internally and use Arc GIS Collector App to document these checks, and output the results to a table when it is completed. This will allow the City of Novi to update their GIS, if desired, with the notes we provide. We will also give Novi access to the online information so they can view the images that are linked to our field visits if desired.

During this step, we will also measure the points using GPS RTK methods as long as the point is suitable for GPS occupation. This will confirm the position horizontally and roughly confirm the elevation with an accuracy of 0.05' to 0.15' in general. This will help us and the City to detect points that may have been moved horizontally or adjusted in elevation such as hydrants or manholes, even though the description of the benchmark still matches the point. We will produce a comparison report showing the difference between our measurements and the published northing, easting, and elevation for each point.

Phase 2: Status of Existing Benchmarks

Our scope of services includes the following:

1. Work with the City to define which specific missing benchmarks they want us to replace, or which areas we should concentrate on if multiple benchmarks have been obliterated along a particular road, for instance.
2. For the missing to be replaced or added, assign a new number and set a replacement benchmark in that same general vicinity, and document this in a format consistent with the prior information sheet, which includes a photo, description, and location.
3. Perform new level loops through the new benchmarks, which will include:
    a. Begin the loop at an existing benchmark, run the loop through a second existing benchmark to confirm their elevations, continue through the new points established, and close into at least one or two other existing benchmarks.
    b. Use a Leica LS15 or DNA03 or equivalent digital bar-code reading level and standard survey staffs.
    c. Adjust electronic data utilizing a least-squares program (Microsurvey Star*Net) in order to check for errors and compute estimated point precision/accuracy.
    d. Prepare a comparison report in tabular format showing the prior published elevations, the current measured elevations, and the differences.
    e. Provide data sheets for the new benchmarks established.

The overall scope for Phase 2 is dependent on how many benchmarks are identified in Phase 1 that need to be replaced, and where they are located in relation to one another. If we had to redo all of the bench loops, the total length of the bench loops would be approximately 80 miles. This includes seven north-south corridors that are six miles long and seven east-west runs that are six miles long each. This yields a total length of 84 miles, but some stretches would not be run due where current benchmarks are not present due to unimproved rights of ways in a particular stretch or other physical features such as lakes. However, we would anticipate that we only need to re-run certain segments of each line, which would reduce the total length that actually needs to be performed. We won't be able to accurately estimate the length of loops required until we see where the replacement benchmarks fall and how many are needed.

FEE

We will perform the work for the following fees:

Phase 1 (Confirm existing benchmarks):	$27,500 Lump Sum
Phase 2 (Established replacement marks)	To be determined

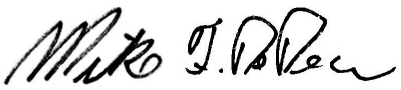
SCHEDULE

We are able to begin phase 1 upon authorization and will work with you to define an acceptable schedule including progress and delivery milestones. We understand that the overall project (phase 1) will need to be completed in the current fiscal year, which runs from July 1, 2023 through June 30, 2024. This will allow us to schedule the work after the construction season if needed.

Thank you for considering us for this project. If the above terms are acceptable, please contact us to enter into a formal written agreement in the form of a purchase order or other form of authorization to proceed. We would be glad to review the details of this proposal with you, and please let me know if you have any questions.

Sincerely,

SPALDING DEDECKER



Mike F. DeDecker, PS
Senior Project Manager
Vice President

cc: Taylor Reynolds, PE
Jeremy Schrot, PE
George M. Platz, PS

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval to award engineering design services to AECOM for the design of the southern portion of the Lakeshore Park Parking Lot Reconstruction in the amount of $36,345.66

SUBMITTING DEPARTMENT: Parks, Recreation and Cultural Services
Department of Public Works, Engineering Division

EXPENDITURE REQUIRED	**$ 36,345.66**
AMOUNT BUDGETED	**$ 465,360.00**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**208-752.00-981.014**

BACKGROUND INFORMATION:

The City's Lakeshore Park houses a ten-mile trail network that starts at the southern end of the park's access road. The system sees frequent usage by bicyclists, including the Motor City Mountain Biking Association (MCMBA) and hikers. The MCMBA is planning to add a changing facility at the trail head in a separate project. In advance of the new facility, staff recommends reconstructing the southern end of the parking lot to eliminate the existing cul-de-sac, remove the existing kiosk, and create additional parking spaces to service the trail system, playground, and southernmost park shelter.

City engineering consultant, AECOM, prepared a scope of services for design of the parking lot. The attached design engineering services proposal outlines the detailed scope of services. The design fee for this project will be $36,345.66 (9.25% of the estimated construction cost of $392,926.05). AECOM's engineering fees are based on the fixed fee schedule established in the Agreement for Professional Engineering Services for Public Projects. Design of this project would begin following award with construction planned to be completed by Memorial Day 2024.

RECOMMENDED ACTION: Approval to award engineering design services to AECOM for the design of in the amount of $36,345.66.

Lakeshore Park Rear Parking Lot Improvements

Location Map

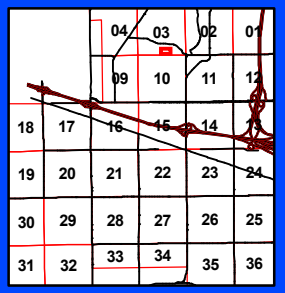


Map Author: Rebecca Runkel
Date:8/31/21
Project: Lakeshore Parking Lot
Version #: 1.0

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.

Project Limits



City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

0 25 50 100 150
Feet
1 inch = 101 feet

June 19, 2023

Ms. Rebecca Runkel
City of Novi
Field Services Complex
26300 Lee Begole Drive
Novi, MI 48375

Reference: Scope and Fee Letter for
Lakeshore Park Parking Lot Reconstruction

Dear Ms. Runkel,

AECOM is pleased to submit this proposal for the above referenced project. The work for this project will include the full removal and replacement of the southern portion of the Lakeshore Park Parking Lot. The northern limits will be the change of pavement where the previous reconstruction ended and the reconstruction will continue through to the southern limits. The southern portion of the parking lot will be re-designed to eliminate the turn-around as well as removing the existing kiosk. The parking lot will be designed in such a way so as to create additional parking spaces. It will also be designed so as to accommodate for a changing room structure that will be constructed at a future date.

Initial Meeting and Scope Verification:
The intent of this task is to meet with the City and verify the aims of the reconstruction project as well as identifying any other elements or considerations that should be included in this project. Upon completion of this task, AECOM will move forward with the surveying and preliminary design.

Survey and Base Plans:
The intent of this task is to provide topographic survey and base mapping as needed for the proposed design work. A full topographic survey is anticipated to be needed. Base drawings will be created using the survey data, supplemented by aerial photos, and a detailed field review of the site.

Utilities:
AECOM will obtain existing utility data with a design ticket through the MISS DIG system. In addition, AECOM will distribute the base plan design set to the utility companies that have indicated that they have facilities in the project area. We will incorporate the additional information that utility companies provide to AECOM into the plan set should there be any need.

AECOM Great Lakes, Inc.
39575 Lewis Drive, Suite 400
Novi, MI 48377
Tel: 248.204-5900
Fax:248.204.5901

Preliminary Plans:
Incorporating the information obtained from the above tasks, we will prepare the preliminary plan set (90%) in accordance with City requirements. This submittal will include items such as the typical cross section, materials/quantities and details. The preliminary plan submittal will also include required special provisions and an estimate of cost.

Final Plans and Proposal:
Incorporating comments from the City, AECOM will develop the final Plans, Project Manual and cost estimate.

Advertising and Award:
We will respond to any final comments received from the City and submit the Advertisement for Bids to the City for publication. Contract documents will be made available to bidders by AECOM. AECOM will respond to bidder inquiries during the advertising period and prepare addenda as required. Following the bid opening, AECOM will submit the Bid Tabulation and a letter with recommendations regarding contract award.

Construction:
AECOM will provide full time inspection, contract administration, and staking as required for the project. This will be completed through a separate authorization.

Estimated Cost of Design and Construction Fees:
The preliminary estimate of construction costs is $392,926.05

Design Fee: $392,926.05 x 9.25% = $36,345.66

We understand that fees for crew days will be determined after a construction contract is awarded.

Please contact me if you have any questions or wish to discuss this submittal.

Sincerely,

AECOM Great Lakes, Inc.

Sean Kelsch, PE
Vice-President

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval to award condition assessment services to Pure Technologies for inspection of PCCP water main, in the amount of $61,700.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

EXPENDITURE REQUIRED	**$ 61,700.00**
AMOUNT BUDGETED	**$ 61,700.00**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**592-536.00-816.088**

BACKGROUND INFORMATION:

During construction operations related to the ongoing I-96 Flex Lane construction, MDOT notified staff of a leak on the city's 30-inch prestressed concrete cylinder pipe (PCCP) water main, on south side of I-96 just east of Novi Road. The cause of the leak not yet determined. MDOT was aware of this main's location and appear to have taken all reasonable precautions throughout their work. Although only a minor amount of water is leaking, it is not clear if there is potential for significant failure, potentially impacting I-96 traffic and flex lane construction. Given the location of the leak is under I-96, inspection of the main is a high priority and staff has begun the process to investigate further. American Leak Detection attempted to locate the leak using acoustic technology. However, the results were inconclusive due to interference caused by the grouted pipe casing and ambient noise from traffic.

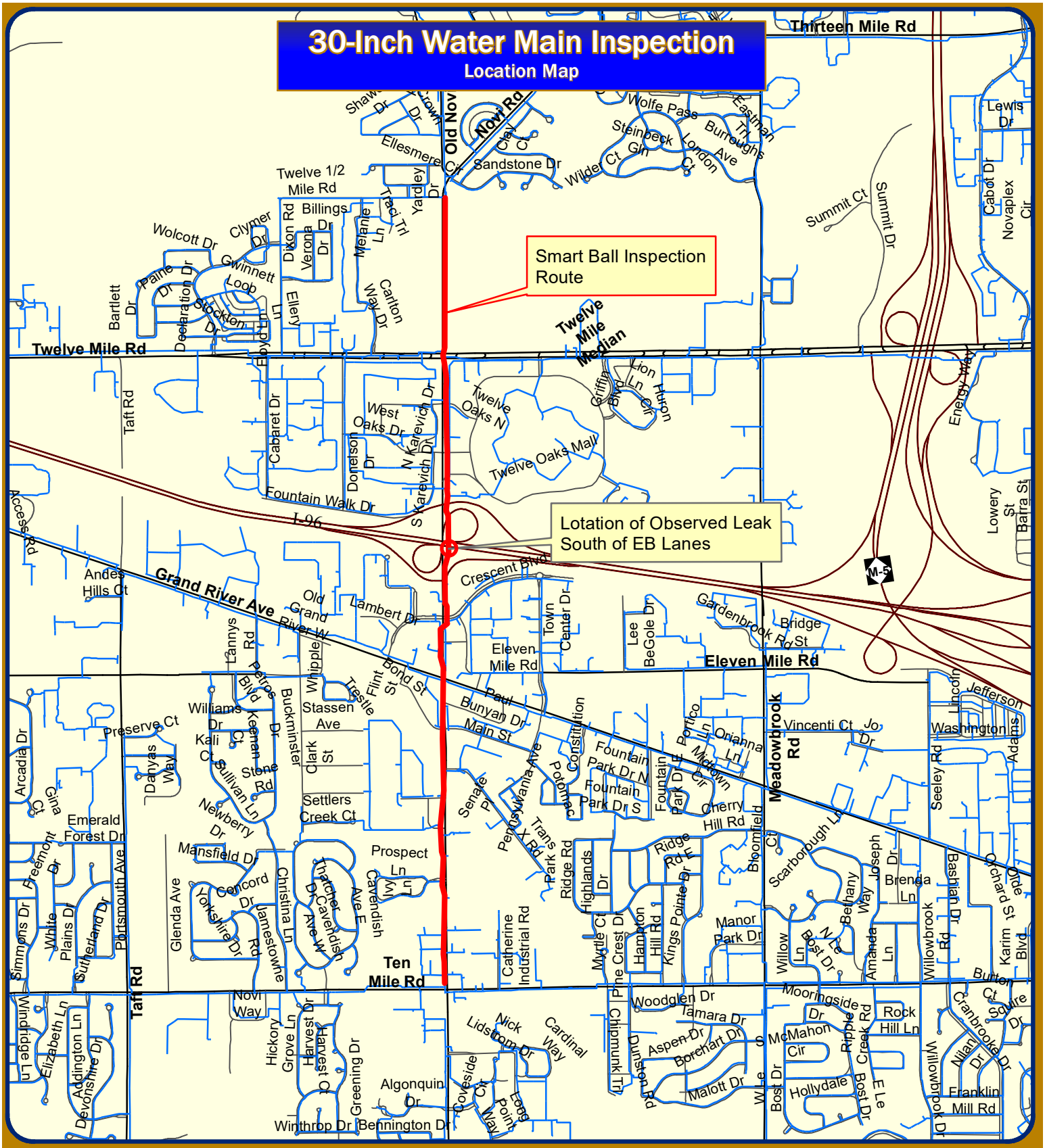
Staff has since consulted with Pure Technologies for inspection of the water main using the Smart Ball, which is their proprietary device capable of detecting the location and severity of leaks. The Smart Ball was previously used to inspect a portion of the water main on Ten Mile with good results. The proposed inspection is approximately 2.4 miles of water main, including areas north and south of the leak, taking advantage of mobilization. Pure Technologies has provided the attached proposal, which has been reviewed by staff and is recommended for approval.

The inspection will take place a few weeks following award and Xylem will provide a report summarizing the inspection and analysis. If required, staff will recommend project solutions based on the report.

RECOMMENDED ACTION: Approval to award condition assessment services to Pure Technologies for inspection of PCCP water main, in the amount of $61,700.

30-Inch Water Main Inspection

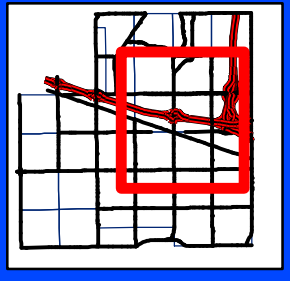
Location Map



Map Author: Croy
Date: 6/23/2023
Project: 30-inch PCCP Leak
Version #: v1.0

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.



City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

Feet
0 440 880 1,760 2,640

1 inch = 2,161 feet

xylem
Let's Solve Water



Proposal for
IN-SERVICE WATER PIPELINE LEAK DETECTION

SmartBall®

June 16, 2023
Prepared for
Ben Croy
City of Novi
26399 Lee BeGole Drive
Field Services Complex
Novi, MI 48375

pure TECHNOLOGIES
a xylem brand

Ben Croy
City of Novi

RE: Budgetary Proposal for Pilot SmartBall Inspection

Dear Mr. Croy;

Pure Technologies U.S. Inc., a Xylem brand is pleased to offer our services to the City of Novi, Michigan for inline leak and air pocket detection of the subject pipeline. The project scope includes the inspection of approximately 2.4 miles of potable water pipeline comprised of prestressed concrete cylinder pipe (PCCP).

We propose using our SmartBall® free-swimming inspection platform to complete this project. SmartBall inspects pipelines while they are in service, detects acoustic activity associated with leaks and pockets of trapped air and can map pipelines by utilizing motion data. Features that make Pure Technologies' SmartBall platform the ideal solution for this project include:

- Reporting the location of leaks and air pockets within ±6 feet of their actual location
- The ability to live track and locate the actual position of the SmartBall tool within the pipeline
- The ability to map pipelines using field-collected global positioning system (GPS) points combined with SmartBall motion data
- 24-hour preliminary analysis to identify and investigate medium- and large-leaks prior to demobilizing
- 15+ years of experience successfully inspecting over 7,500 miles and reporting over 3,300 leaks

Pure Technologies continually strives to set the standard with the most trusted, technologically advanced tools operated by our highly experienced team. We look forward to addressing any questions you may have and helping you solve your water challenges.



Evan Biedenbach
Business Development Manager
Pure Technologies U.S. Inc.
330-705-0796
evan.biedenbach@xylem.com

In-Service Pipeline Leak Detection

Inline leak detection is the best solution for detecting leaks in transmission mains as it brings the leak detection sensor directly to the source of the leak, providing greater sensitivity and accuracy, and covering long distances in a single deployment. The SmartBall inspection platform can be deployed in an active pipeline, avoiding the inconveniences associated with shutting off water flow for the duration of the inspection. Using the SmartBall inspection platform, Pure Technologies has located thousands of leaks saving millions of gallons of water.

Leak Detection for Condition Assessment. Buried infrastructure typically accounts for a majority of the asset value of most utilities. The SmartBall platform is a valuable addition to a proactive pipeline management program, helping pipeline owners better understand the condition and location of their buried assets. By detecting leaks and air pockets, SmartBall empowers utilities to address problem areas before they result in larger failures, reducing unplanned capital expenditures while increasing operational confidence.

Known Leak Resolution. Finding and resolving a known leak can be a challenge for any utility. Evidence of leaks can be misleading, making them difficult to locate and sometimes creating a public relations issue. Inline leak detection can confirm or deny the existence and locate a known leak with absolute confidence.

Real Water Losses. Identifying non-revenue water is becoming an urgent priority with water scarcity, regulation, and increasingly stringent targets calling for tighter control of water from source to tap. Proven technologies to reduce water loss can be critical tools for utilities. While there are many external methods of locating leaks in small diameter distribution systems, they are less reliable and inefficient on large diameter pipes. By detecting leaks and air pockets, the SmartBall platform empowers utilities to reduce water loss and address problem areas before they result in larger failures.

The Pure Technologies team and technical solution bring a host of benefits to bear on this project:

- Project planning site visit that includes GPS point collection
- Development of an in-depth project planning document
- All travel and shipping costs included in our proposed fee
- Confined space entry certified personnel equipped with safety equipment
- Use of current pipeline features where possible, such as existing 4-inch (or larger) taps, blow-offs, and hydrants
- Minimal onsite support requirement from the utility – typically limited to escorting tracking teams, opening manholes, and operating the pipeline
- Post-project support to ensure results and reports are clear and accurate to support excavation, if required.

The best way to proactively manage any pipeline is to better understand its health using proven condition assessment solutions combined with advanced analysis.

A comprehensive condition assessment of water pipelines involves deploying tools to accurately assess the health of the buried infrastructure along with advanced engineering analysis to provide a clearer understanding of risks that inform short- and long-term repair and replacement strategies.

SmartBall

The SmartBall inspection platform (as shown in **Figure 1**) is a free-swimming, nondestructive inline inspection technology that detects acoustic activity associated with leaks and pockets of trapped air in pressurized pipelines. Optionally, SmartBall can map the pipeline using the motion data of the tool along with field-collected GPS data.

Since 2005, utilities around the world have relied on the SmartBall platform to inspect more than 7,500 miles of pipeline and detect over 3,200

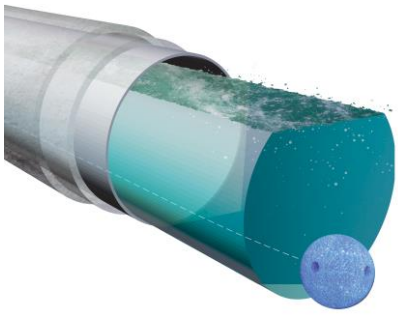


Figure 1: SmartBall Free-swimming Inspection Platform for Pipeline Leak, Air Pocket Detection and Mapping

The SmartBall tool is typically inserted through a valve into an active line. Once deployed, the tool is propelled by the hydraulic flow and can navigate inline valves, 90-degree bends, tees, diameter changes, profile changes, and vertical risers. It is typically extracted by inserting an expandable retrieval net through a pressurized stack attached to a 4-inch full-bore flanged valve.

The SmartBall tool is continuously tracked during an inspection using proprietary tracking devices synchronized with the tool and tracking sensors installed along the pipeline prior to deployment.

The collected data is evaluated by experienced data analysts using proprietary software and methods to report the location of leaks and air pockets, as well as provide a qualitative estimate of leak magnitudes to help prioritize further investigation and repair activities. When mapping of the pipeline is included in the project scope, advanced location algorithms are used to evaluate motion data recorded by the SmartBall tool in combination with field-collected GPS data to determine the alignment of the pipeline.

An overview of the SmartBall platform inspection process is shown in **Figure 2**.

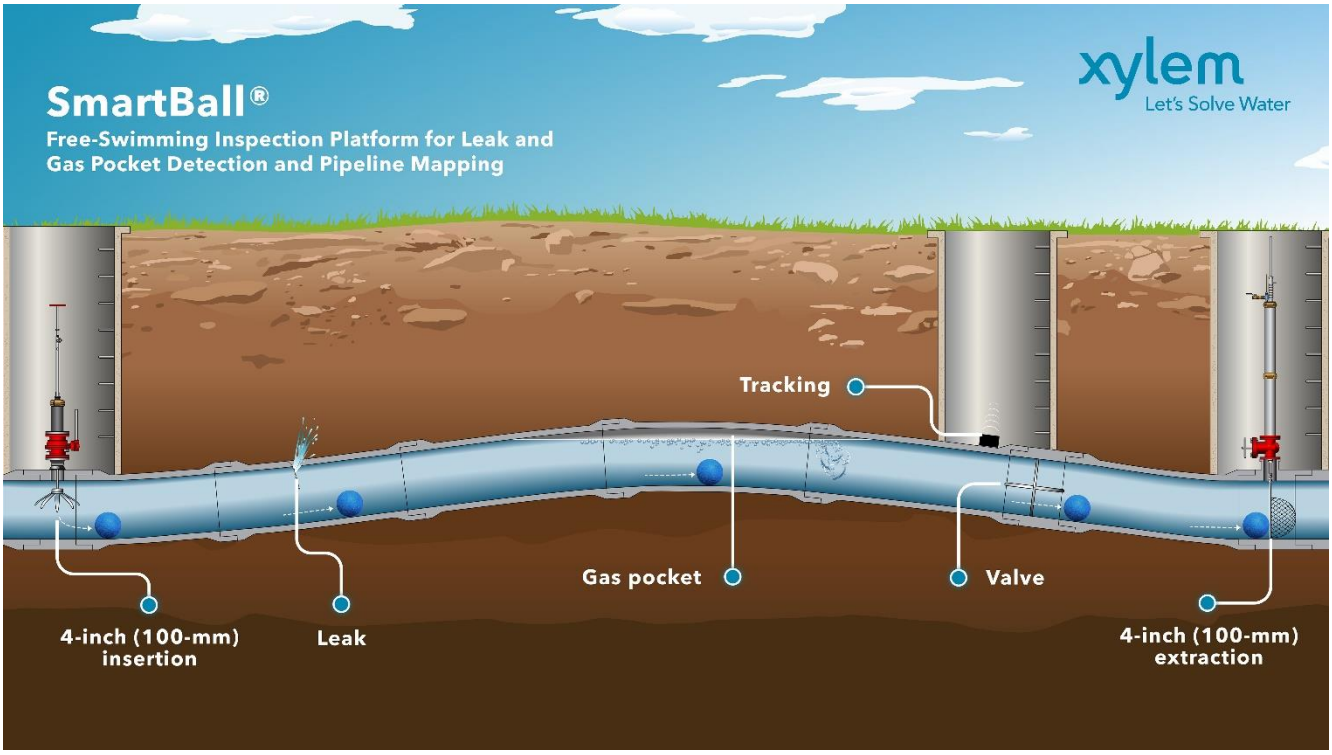


Figure 2: SmartBall Inspection Overview

Project Milestones and Deliverables

Additional details regarding insertion, extraction and tracking of the inspection tools are provided in Appendix A, Inspection Considerations.

Planning and Mobilization

The planning process is an integral element of a successful project. It allows the team to identify features of the site or the pipe that could prevent a successful inspection. Actions can then be implemented to mitigate any potential risk.

Pure Technologies will meet with the City to perform a site visit to access the pipeline and identify potential challenges and risks. As much information as possible on the pipeline will be requested during the planning process. It is our understanding that the City will facilitate all civil activity for pipeline access and tracking sensor installation, which may require modification to existing features, excavation, tapping, traffic control, scaffolding and other activities identified during the planning process necessary to access pipeline features determined to be critical to the inspection. Pure Technologies will make every effort to utilize existing pipeline features where feasible.

Activities undertaken as part of the planning and mobilization process include, but are not necessarily limited to the following:

- Project document review
- Project planning site visit and review
- Pre-inspection coordination/meetings
- Planning document development, including tracking plan and tracking sensor installation details
- Equipment and staffing logistics
- Tool preparation
- Pre-inspection activities required in advance of the scheduled inspection date

Based on the information gathered from the project planning site visit and all available documents, a detailed Project Planning Document (PPD) outlining the inspection plan, including insertion and extraction procedures and tracking sensor locations will be submitted prior to commencing the work. The PPD will be submitted to the City in electronic PDF format at least two weeks prior to the inspection, dependent on the receipt of project data, or as soon as possible in cases of urgent mobilization. The City should review and provide comments or approval of the PPD prior to mobilization. Any changes to the scope that arise in the planning process which impact the pricing in this proposal will be discussed with the City and mutually agreed upon before proceeding.

Planning and Mobilization Deliverables

1. PPD that outlines the inspection plan, including insertion and extraction procedures and tracking sensor locations.

Inspection

SmartBall tracking sensor installation will be completed the day prior to inspection and may take one to two days, depending on sensor locations and accessibility. It is expected that the City will aid with any sensor installations that require soft digs or pavement coring to access the pipeline and will provide appropriate traffic control during tracking installations, if required, as outlined in the PPD.

Leak locations are determined using data recorded by the sensors onboard the SmartBall tool as well as that recorded by the tracking devices. This data is also used to determine if a leak is occurring on a pipe joint, barrel, or pipeline feature. Leaks occurring on the barrel of a pipe may indicate the pipe has been structurally weakened and is in danger of failing. Experience has shown our analysis methods are accurate to within approximately ±6 feet.

The inspection is anticipated to take one day to complete. Immediately preceding the deployment of the SmartBall tool, Pure Technologies personnel will measure the flow speed, flow direction, and pipeline operating pressure to verify the conditions in the pipeline. Several tracking teams will be assigned to monitor the tool's movement through the pipeline. If required, the City will provide traffic control during the inspection at each tracking sensor location. Coordination with operations staff will be required throughout the duration of the inspection, particularly for activities such as valve operation, pump management, etc. These activities will be outlined in the PPD. Upon

completion of the inspection, data will be downloaded from the SmartBall tool and shared with the Pure Technologies analysis team.

Prior to demobilizing from the inspection, the Pure Technologies team will review data recorded by the SmartBall tool and investigate suspected medium and large leaks identified during the inspection. The results from this analysis will be communicated directly to the City through email, phone, or in-person. To investigate, personnel will travel to the location of the suspected leak to look for obvious signs of leakage, listen with a ground microphone, investigate nearby pipeline features and manholes, and will record additional GPS points used to improve the final reported location of the leak that will be delivered in the draft report.

Further details on considerations related to the pipeline inspection such as pressure, flow requirements, or insertion/extraction requirements can be found in Appendix A, Inspection Considerations.

Data Analysis

The Pure Technologies analysis team will analyze the data collected by the SmartBall platform to document details of acoustic events including acoustic intensity plots and tracking details. A dig sheet will be developed for each leak to aid in location and excavation. Dig sheets include an aerial view of the pipeline alignment and detail a leak location based on the distance from the leak to the nearest upstream and downstream pipeline features.

Data Analysis Deliverables

1. Immediate notification of suspected medium and large leaks, if needed
2. Draft Inspection Report including:
    - Project background and inspection details
    - Details of acoustic events including acoustic intensity plots and tracking details
    - A table of results identifying locations of acoustic events (e.g., leaks and/or air pockets)
    - Dig sheets to aid in locating and excavating reported leaks, including an aerial view of the pipeline alignment and detail of each leak location
3. Final Inspection Report incorporating comments from Novi

Novi Responsibilities

It is expected that the activities listed below will be completed by Novi. Requirements will be determined in more detail during the inspection planning process.

- Provide information about the pipeline at least four weeks prior to the inspection date including, but not limited to, plan and profile drawings, lay sheets, shop drawings, manufacturing details, and details of access structures and appurtenances – if available.
- Obtain any required legal right-of-entry on the property.

- Provide support personnel during the inspection for locating the access structures, traffic control, valve operation, pump operation, and other support as necessary.
- Provide Pure Technologies with the typical flow velocities and pressures for pipeline operation, and the expected minimum and maximum values for each. If this data is unavailable, Pure Technologies would like the opportunity to verify flow velocities recommended prior to performing the inspection.
- Provide and maintain safe and reasonable access to all work sites throughout the inspection and obtain permits as required.
- Prepare and/or modify existing pipeline fittings and structures as indicated by Pure Technologies to accommodate insertion and extraction of the equipment as outlined in the Planning Document.
- Render confined areas safe for the services, including lockout tagout of pumps, valves and motors; dewatering chambers and vaults to permit movement of persons and equipment; and vector and rodent control as necessary.
- Excavate, dewater, shore up, and/or provide scaffolding of job area and other civil activity as necessary in compliance with Occupational Safety and Health Administration and local standards and regulations.
- Provide pumping services to allow for insertion of the SmartBall tool through a hydrant, if necessary.
- Operate the pipeline in a manner that will achieve the minimum required flow velocity indicated in the Planning Document throughout the inspection.

Project Schedule

The proposed schedule for the project is shown below.

Leak Detection	
Task	**Timing**
Site visit	Within 30 days following Notice to Proceed
Project Planning Document	2 weeks prior to inspection
Inspection	2-4- weeks following approved PPD
Leak investigation prior to demobilization	24 hours after completion of inspection
Draft Report	4-6 weeks after inspection
Final Report	2 weeks after receipt of comments on Draft Report

Proposed Fee and Payment Schedule

The estimated cost for this project is based on the information provided at the time of this proposal and detailed in the table below.

Project Pricing					
Item	**Description**	**Unit**	**Unit Price**	**Quantity**	**Total Price**
1	Project Planning and Mobilization	LS	$20,000.00	1	$20,000.00
2	Inspection and Analysis (up to two miles)	LS	$22,500.00	1	$22,500.00
3	Inspection and Analysis of additional mileage	EA	$10,500.00	0.4	$4,200.00
4	SmartBall Reporting	EA	$15,000.00	1	$15,000.00
				Estimated Total Project Cost	$61,700.00
Optional Additional Items					
Item	**Description**	**Unit**	**Unit Price**	**Quantity**	**Total Price**
5	Flow Verification	LS	$5,000.00	1	$5,000.00
6	Transient Pressure Monitoring	EA	$7,000.00	1	$7,000.00
7	Hydrant Extraction	EA	$4,000.00	1	$4,000.00

Notes and Assumptions

- All travel, shipping and related expenses are included in the mobilization and field data collection/inspection fees.
- If additional work is required due to circumstances outside of Pure Technologies' control or based on additional requests from the City, a mutually agreed change order will be required.
- A cancellation charge in the amount of the mobilization fee may apply should the work be cancelled within ten business days prior to the agreed Mobilization Date, as documented in the PPD.
- A rescheduling charge 50% of the mobilization fee may apply should the work be cancelled by the city within two weeks prior to the agreed mobilization date and the crew/equipment resources are already in transit to the work site.
- Pricing does not include custom equipment fabrication, traffic control, civil works, permitting, confined space rescue support, lighting for night inspections, or valve exercising. These tasks and their respective costs are the responsibility of the city unless otherwise agreed, or included in the project estimate above.
- Suitable access points for insertion and extraction of the inspection tool are the responsibility of the City and will be coordinated with Pure Technologies.
- **Additional services for hydrant or blow-off insertion , such as pumping, may be required and Pure Technologies can provide a quote for the temporary pump rental if deemed necessary.**

- Please note that Project Pricing included herein is valid for 120 days from the date of this proposal.

Payment Schedule

Invoicing Schedule		
Service	**Fee**	**Invoicing Period**
Project Planning and Mobilization	$20,000.00	Upon submittal of the PPD
Inspection and Analysis	$26,700.00	Upon completion of the inspection
Draft Report	$10,000.00	Upon submittal of the Draft Report
Final Report	$ 5,000.00	Upon submittal of the Final Report

Standard Terms and Conditions

CONDITIONS OF ENGAGEMENT FOR THE PROVISION OF SERVICES (North America)

The Proposal is issued upon and is subject to these Conditions of Engagement. If the Proposal is accepted by the Client, these Conditions of Engagement and the Proposal will be deemed to form part of the Contract between the Client and Pure.

1. DEFINITIONS

In these Conditions of Engagement the following definitions apply:

"Client" means any person or persons, firm or company engaging Pure to provide the Services.

"Contract" means the agreement awarded to Pure as a result of the Proposal.

"Pure" means Pure Technologies Ltd., Pure Technologies U.S. Inc., PureHM Inc., PureHM U.S. Inc. or any of their affiliates, as the case may be, which submitted the Proposal and is a party to the Contract.

"Proposal" means Pure's offer to carry out the Services and includes all related correspondence plus agreed written variations or amendments thereto.

"Services" mean those services of whatever nature to be supplied by Pure under the Contract.

"Site" means the facility, land, installation or premises to which Pure is granted access for the purposes of the Contract and may include any combination of the foregoing.

2. PURE'S OBLIGATIONS

2.1 Pure will perform the Services in accordance with the procedures described in the Proposal, using reasonable skill, care and diligence and consistent with industry standards.

2.2 Pure will ensure that the equipment used in performing the Services is in a good and functional state.

3. CLIENT'S OBLIGATIONS

3.1 The Client will provide to Pure full, good faith co-operation to assist Pure in providing the Services. Unless otherwise specified in the Proposal and without limiting the generality of the foregoing, the Client will at its own expense:

(i) ensure, if required, access to private land will be given to Pure and that any official permits or permissions required for Pure to have access to the Site or carry out the Services are obtained and are in force for the duration of the Services;

(ii) inform Pure in writing of any special circumstances or danger which the execution of the Services may entail or which are inherent in the Site, including the existence and identity of any known hazardous substance or material;

(iii) perform such additional duties and responsibilities and provide such information and resources as are described in the Proposal.

3.2 The description of the Services and related compensation amount set out in the Proposal will be based upon information that the Client shall have provided to Pure, and assumptions that Pure shall have identified in the Proposal. The Client acknowledges that if any such information provided by Client is materially incomplete or inaccurate, or if the assumptions identified by Pure are not correct, then the parties will modify the Proposal to reflect the actual information, assumptions, and Services required, and the compensation to Pure will be adjusted accordingly using the change order process set out in the Contract, or if there is no such process, on an equitable basis.

3.3 Client will pay Pure within 30 days of Client's receipt of an invoice therefrom. Client acknowledges that Pure is entitled to payment for any and all Services performed hereunder up and until the date of the full completion of such Services.

3.4 Upon Client's termination of the provision of Services or any goods by Pure hereunder, Pure will be entitled to payment for any and all goods and Services provided up to and until the date Pure receives notice of termination from Client. Such payments will be at the rates as provided to Client in the Proposal.

3.5 The pricing provided in the proposal shall remain firm for 12 months from the date hereof. Thereafter, in recognition of the current inflationary environment and potential of labor and component cost increases to Pure, a price adjustment may be requested by Pure to account for such cost increase.

4. PROPRIETARY AND CONFIDENTIAL INFORMATION

4.1 All reports generated in the performance of the Services and delivered by Pure to the Client will become the property of the Client.

4.2 Pure's equipment which is made available to the Client in connection with the Contract and the raw data generated in the performance of the Services will remain the sole and exclusive property of Pure. The Client will not acquire any proprietary rights in Pure's equipment, systems, software, technology, inventions (whether or not patentable), patents, patent applications, documentation, specifications, designs, data, databases, methods, processes or know-how ("Pure's Proprietary Technology"). Any modifications or improvements to the Pure's Proprietary Technology made during the performance of the Services will be the sole and exclusive property of Pure.

4.3 Both parties agree to keep confidential all documentation and information provided by the other during the performance of the Contract. The obligations set out in this clause 4.3 will remain in full force and effect after any termination or expiry, as the case may be, of the Contract.

4.4 Notwithstanding anything herein to the contrary, Contractor will have a limited, non-exclusive, royalty-free license to utilize data collected and received in the performance of services hereunder for purposes of (a) providing services, (b) analyzing and improving the services, and (iii) internal research and development for the benefit of Contractor and Client's clients.

5. LIABILITY AND WARRANTIES

5.1 Pure will indemnify and hold the Client harmless against any expense, demand, liability, loss, claim, lawsuit or proceeding whatsoever in respect of personal injury to or the death of any person, or any loss, destruction or damage to any tangible property and arising directly or indirectly from the negligence of Pure, its employees, servants or agents except to the extent caused by the negligence of the Client or any person for whom the Client is responsible. The Client will similarly indemnify Pure.

5.2 Pure will not be liable for any loss of production, loss of use of property, loss of revenue or profit, equipment downtime, business interruption, loss of goodwill, loss of anticipated savings, cost of procurement of substitute goods or services, or for any consequential, indirect, incidental, or special loss or damage suffered by the Client or any third party, or for any punitive damages, even if advised of the possibility thereof and notwithstanding the failure of essential purpose of any remedy.

5.3 Pure's cumulative liability hereunder, whether in contract, tort, or otherwise, will in no event exceed the greater of (i) the aggregate consideration paid by the City to Pure for the portion of the Services that gave rise to the liability, or (ii) $2 million; provided, however, that this clause shall not limit Pure's indemnification obligations hereunder. The report(s) and any other recommendations or advice made by Pure relating to the pipeline or the Services will be made in accordance with the procedures described in the Proposal, using reasonable skill, care and diligence consistent with industry standards, but do not and will not constitute a warranty of the pipeline's quality, capacity, safety or fitness for purpose. Pure will not be liable to the Client for any liability or damages that arise from the Client's reliance upon or application or use of such final report or recommendations or advice made by Pure in relation to the pipeline or Services, and the Client will indemnify Pure against any liability to third parties resulting therefrom.

5.4 Pure's warranties for the Services will be set out in the Contract. Pure disclaims all implied or statutory warranties or conditions, including of merchantability, merchantable quality, durability, or fitness for particular purpose to the extent allowed by applicable law. This means Pure's warranty obligations will be limited to what is expressly set out in the Contract.

6. INSURANCE

Pure will provide the Client with a certificate of insurance evidencing the following coverages:

6.1	Commercial General Liability	$2,000,000
6.2	Automobile Liability	$1,000,000
6.3	Workers Compensation	Statutory
6.4	Professional Liability	$500,000

7. SPECIAL CONDITIONS/ACKNOWLEDGEMENT OF EVENTS.

Pure and Client (the "Parties") acknowledge and agree that the global COVID-19 pandemic ("COVID-19") is ongoing, dynamic, unpredictable, and as such may impact the ability of Pure to meet its obligations under this Agreement. The Parties agree that, for so long as there is an impact of COVID-19 on Pure's performance, all performance efforts by Pure will be on a reasonable efforts basis only and Pure shall not be responsible for failure to meet its obligations, to the extent that it is precluded from doing so as a result of COVID-19. The Parties shall work, in good faith, to make any reasonable adjustments that may be required as a result of COVID-19.

Appendix A: Inspection Considerations

Pipeline Pressure

Inline leak detection technology is inherently more sensitive than external methods and correlators because it brings the acoustic sensor within one pipe diameter of the leak. Acoustic leak detection functions by detecting the acoustic signature generated by the sudden drop in pressure of water exiting the pipeline at the site of a leak. SmartBall technology requires a minimum pressure differential between internal and external pipeline conditions of 15 psi (1 bar) for acoustic leak detection. For pipelines in high water tables or river crossings, the resultant hydrostatic head acting against the exterior of the pipe wall must be taken into consideration.

During the SmartBall inspection, City staff will need to operate the system to maintain pipeline pressures as necessary to accommodate the needs of its customers. A review of the pipeline will be performed as part of the planning process to identify potential areas where the pressure may drop below the minimum required pressure differential for acoustic leak detection. Additional factors that affect acoustic leak detection include tunnels and encasements where the sudden drop in pressure that causes the acoustic signature generated by the leak may not occur at the site of the leak inside the pipeline, but rather at the point where the fluid exits the tunnel or encasement if the 'leak path' becomes pressurized between the pipe wall and the tunnel or encasement. Approximate pressure measurements may be requested prior to and/or during the inspection to ensure the pipeline is operating within expected conditions.

Insertion and Extraction Requirements

The SmartBall tool is typically inserted through a 4-inch (100 mm) or larger full-bore flanged valve into an active pipeline. When using standard insertion equipment, the valve should have direct access to the pipeline with no bends in the connecting riser. The minimum internal diameter of valve opening, and pipeline access must be no less than 3.5 inches (90 mm). A minimum of 4 feet (1.3 mm) of overhead clearance is required above the flange of the insertion valve. Alternative methods for insertion include utilizing check valves in pump stations, areas where the pipeline transitions to gravity, or pumping the SmartBall through offset piping such as a hydrant or bypass.

If a hot tap is being performed to add an access point, the drill bit must be at least 3.5 inches (90 mm) in diameter and centered within the newly installed valve. Note that a 4-inch valve on an access point installed with a drill bit smaller than 3.5 inches (90 mm) will not provide the clearance needed.

The SmartBall tool is typically extracted from the pipeline by installing a pressurized stack on a 4-inch full bore flanged valve, or larger, with a minimum internal diameter no less than 3.5 inches (90 mm). The valve should be on the crown of the pipe and be located on a flat section of pipeline with no vertical slopes or horizontal bends 30 feet (9 mm) upstream of the valve. A minimum of 16 feet (5 mm) of overhead clearance is required above the flange of the extraction valve. It is possible to core the roof of a vault above the valve with a 6-inch (150 mm) or greater opening if the vault does not have enough overhead clearance. The extraction net utilizes a tracking sensor and a camera to confirm the SmartBall tool has been caught. Other extraction methods, such as retrieval from a

reservoir using a remotely operated vehicle, are possible and can be evaluated by the SmartBall technical experts for feasibility.

Tracking

Prior to the inspection, tracking sensors will be installed along the pipeline to track the position of the SmartBall tool. The tracking sensors function best when installed as close as possible to the water column in the pipeline and are attached to metal surfaces of pipeline appurtenances, such as air release valves, flanges, valves, or any other contact point on the pipeline. At these locations, Pure Technologies staff clean an area of the pipe approximately 3 inches by 3 inches (75 mm by 75 mm) and will adhere tracking sensors using a fast-drying epoxy. Computers synchronized with the SmartBall tool will be connected to the tracking sensors to calculate the location and velocity of the SmartBall tool as it approaches and passes the tracking location. Tracking teams will set up at tracking sensors before deploying the SmartBall tool and will 'leap-frog' to subsequent tracking locations as the SmartBall tool traverses the pipeline on its way to the extraction point. A tracking plan and details for installing tracking sensors will be included in the PPD submitted to the City prior to the inspection.

Flow Requirements

The SmartBall tool requires a fluid velocity of 0.5 feet per second to traverse flat sections of pipeline. The ideal fluid velocity for most pipelines is 2- to 4-feet per second for traversing slopes and allowing tracking teams to relocate to the next tracking location. The maximum fluid velocity before data quality is impacted is 6 feet per second for leak and air pocket inspection and 3 feet per second for SmartBall mapping. The SmartBall tool usually travels at approximately 70% of average fluid velocity. City staff will control the flow rate to confirm the requisite velocity during tool deployment as defined in the PPD. Pure Technologies will also evaluate pumping rates and cycle times to determine if supplemental water will be required to complete the inspection. It should be noted that air pocket and leak detection surveys should be performed as close to typical operating conditions as feasible.

Live Pipeline Inspection Risks

Despite meticulous planning and preparation, live pipeline inspection carries an inherent risk that cannot be avoided. There is a possibility that the inspection platform could encounter problems during the inspection run that could lead to loss of data, requiring a re-inspection or at worst the tool getting stuck in the pipeline due to unforeseen or unknown obstructions. The planning process is used to mitigate any potential risks.

AMERICAN LEAK DETECTION
THE ORIGINAL LEAK SPECIALISTS™

Tech Notes Report

Insured/Homeowner Information

Homeowner Name:	Corner Of Novi And I96
Homeowner Address:	Corner Of Novi And I96 Novi, MI 48375
Claim Number:	PO# 592
Date/Time of Inspection:	5/31/2023, 1:00 PM
Technician Name:	Steve Walker

Findings

Technician Notes:	30” water main that has water steadily steaming from concrete casing surrounding pipe. Leak located near freeway I-96 on south side near Novi Rd. Acoustic geophone testing of exposed concrete casing around pipe found no discernible leak noise above background noise. Correlation testing with microphones at below ground touch points on both sides of interstate found no suspect leaks. Based on pipe casing being 6” solid poured mortar (no hollow areas), it is unlikely water is traveling far. Recommend removing casing in leak area. If leak not nearby, recommend new correlation using exposed pipe as closer touch point. Additional testing within 90days would be at service charge plus hourly rate. If questions call on-site technician Steve 734-368-3351.

Images





Departure

Upon departure, water services to the home were left:	On

Disclaimer

Payment is due in full upon completion of repair/detection. American Leak Detection is not responsible for determining policy coverage, fiscal liabilities or personal responsibility between insured, insurance carrier and/or third parties. It is the responsibility of the homeowner/insured/customer to pay all charges and/or fees associated with any repair and/or service which may not be covered under the homeowner's policy, agreements between homeowner/insured/customer and third parties as it relates to any repairs and/or services performed by, or at the request of, American Leak Detection, to include but not limited to: detection fees, pipe charges, deductibles, additional work and/or services performed outside of the original scope of work, such as installation of new commodes, fixtures, clearing of drain lines, sinks, temporary epoxy patches, drain cover replacement etc. Payment terms for pipe charges, deductibles, and/or any services performed that are not covered by homeowner's policy, agreements between homeowner/insured/customer and third parties, or which are paid directly to homeowner/insured/customer by insurance carrier and/or third parties are owed to American Leak Detection, Cash on Delivery (COD). Payment for services rendered must be received in full by

American Leak Detection in order to maintain warranties for repairs and/or services. American Leak Detection reserves the right to void all warranties for repairs and/or services if homeowner/insured/customer fails to pay any balances owed upon completion of repairs and/or services.

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval of a Street Light Purchase Agreement with Detroit Edison Company for the installation and ongoing operation cost of seven (7) standard streetlights at six (6) intersections along Ten Mile Road between Meadowbrook Road and Haggerty Road.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

EXPENDITURE REQUIRED	**$ 31,048.08 Installation cost (Municipal Street Fund)** **$ 2,542.61 Annual operating cost (General Fund)** **$ 33,590.69 Total**
AMOUNT BUDGETED	**$ 31,050.00 Street Light Installation (Municipal Street Fund)** **$ 180,000.00 Street Light Operations (General Fund)**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**204-446.00-975.187 ENG060 10 Mile Rd & Oper Enhance RCOC** **101-441.20-924.000 Street Light Operations (General Fund)**

BACKGROUND INFORMATION:

The Road Commission of Oakland County (RCOC) is completing paving work on Ten Mile Road between Meadowbrook Road and Haggerty Road. Novi and RCOC staff worked with DTE Energy (Detroit Edison Company) to determine appropriate locations for street light replacements and obtained a purchase agreement for the installation and ongoing operation cost for seven (7) standard streetlights. The streetlights will consist of 136-watt LED lights in black housing on 30-foot direct buried fiberglass posts.

In order to facilitate installation of the streetlights, DTE Energy is requesting approval and execution of the attached Purchase Agreement. The DTE Energy agreement requires the City to pay the total installation cost of $31,048.08 and an ongoing annual lamp charge of $2,542.61 for operation and maintenance of the streetlights.

The proposed agreement has been reviewed and is recommended for approval by Engineering staff and the City Attorney (Beth Saarela, June 28, 2023). The streetlights will be scheduled for installation following approval of the purchase agreement.

RECOMMENDED ACTION: Approval of a Street Light Purchase Agreement with Detroit Edison Company for the installation and ongoing operation cost of seven (7) standard streetlights at six (6) intersections along Ten Mile Road between Meadowbrook Road and Haggerty Road.

DTE Streetlight Replacements

10 Mile Rd, Meadowbrook Rd to Haggerty Rd

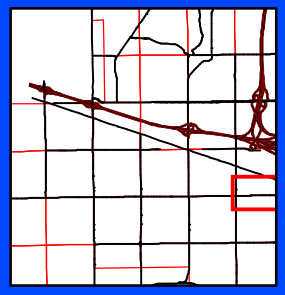


Map Author: Runkel
Date: June 29, 2023
Project: 10 Mile Rd
Version #: 1.0

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.

● Streetlight Replacements



City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

0 6,000 12,000 24,000 36,000
Feet
1 inch = 21,500 feet

ELIZABETH KUDLA SAARELA
esaarela@rsjalaw.com

27555 Executive Drive, Suite 250
Farmington Hills, Michigan 48331
P 248.489.4100 | F 248.489.1726
rsjalaw.com

ROSATI | SCHULTZ
JOPPICH | AMTSBUECHLER

June 28, 2023

Rebecca Runkel, Project Engineer
City of Novi
Field Services Complex
26300 Lee BeGole Drive
Novi, MI 48375

Re: Ten Mile Reconstruction – DTE Energy Purchase Agreement

Dear Ms. Runkel:

We have received and reviewed the following documents for the installation of seven 30' direct buried fiberglass posts and seven 136w LED luminaires with black housing along 10 Mile, between Meadowbrook and Haggerty:

- Master Agreement for Municipal Street Lighting dated April 11, 2022,
- Purchase Agreement (Work Order Number 68799705).

Master Agreement and Purchase Agreement

The Master Agreement for Municipal Street Lighting ("Master Agreement") and corresponding Purchase Agreement are standard form agreements prepared by DTE Energy for use in projects for installation and maintenance of new street lighting. The Master Agreement controls the terms of installation and maintenance, generally, such as terms of payment, rates, maintenance responsibilities, term, liability, warranties and general contract provisions, including such things as choice of law and notices. The Master Agreement is DTE's standard agreement and typically cannot be changed. Generally, there are no objectionable provisions in the Agreement. To the extent that the Master Agreement limits DTE's liability to the City for damages to no greater than the CIAC amount for the particular agreement – in this case, the CIAC amount is only $31,048.08, this only limits DTE's liability with respect to the City and not third parties, therefore if anyone is injured by DTE's actions, the provision will not preclude them from recovering from DTE directly. As such, the City risk is low with respect to injured third parties.

The Purchase Agreement includes the more specific information relating to each particular project, including total estimated project cost, project location, project specifications, and special order information.

The City should be aware that the cost provided in the Purchase Agreement is an estimate and may increase based upon conditions found underground at the time of construction, pursuant to the Master Agreement.

The terms of the Master Agreement and Purchase Agreement generally are acceptable and are in part, subject to rates and other rules imposed by the Michigan Public Services Commission. We see no legal impediment to entering into the Purchase Agreement as proposed for the Ten Mile Road Reconstruction.

Please feel free to contact me with any questions or concerns in regard to this matter.

Very truly yours,

ROSATI SCHULTZ JOPPICH
& AMTSBUECHLER PC

Elizabeth Kudla Saarela

EKS
Enclosures
C: Cortney Hanson, Clerk (w/Enclosures)
Jeff Herczeg, DPW Director (w/Enclosures)
Megan Mikus, Deputy DPW Director (w/Enclosures)
Ben Croy, City Engineer (w/Enclosures)
Thomas R. Schultz, Esquire (w/Enclosures)

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval of request for Fireworks Permit by Eddie's Barrel of Wine to be operated by Gen-X Pyrotechnics, on Saturday, July 22nd, 2023, on Walled Lake.

SUBMITTING DEPARTMENT: City Clerk

BACKGROUND INFORMATION:

Eddie's Barrel of Wine is hosting a fireworks display on Walled Lake after dusk on Saturday, July 22nd, 2023.

The fireworks show will be launched from a barge in the center of Walled Lake.

The Michigan Fireworks Safety Act requires the applicant to furnish adequate insurance coverage with the Fireworks Permit Application. The Certificate of Liability Insurance is acceptable and provides an endorsement listing the City of Novi as an Additional Insured.

The Novi Fire Department has conducted a site inspection and an additional inspection will occur once the show is complete. Additional Police and Fire Department personnel will be assigned for the duration of the event to assure that all safety measures and processes are adhered to according to the fireworks permit.

RECOMMENDED ACTION: Approval of request for Fireworks Permit by Eddie's Barrel of Wine to be operated by Gen-X Pyrotechnics, on Saturday, July 22nd, 2023, on Walled Lake.

2023
Eddies Barrel of Wine

GEN-X PYROTECHNICS

Gen-X Pyrotechnics offers the highest quality custom pyrotechnics designed specifically to meet the needs of our clients. We are a local company that markets on word of mouth advertising and now on the web. We specialize in one of a kind shows.

In this constantly changing world of pyrotechnics we strive to learn the most up-to-date innovations so we can continue to hone our craft.

We take pride in being trained in all the local and federal safety regulations and guidelines.

Jason Trudeau

Jason Trudeau

248.252.0029

genxpyro@comcast.net
info@genxpyrotechnics.com

www.genxpyrotechnics.com

2023 Application for Fireworks Other Than Consumer or Low Impact

FOR USE BY LEGISLATIVE BODY OF CITY, VILLAGE OR TOWNSHIP BOARD ONLY
DATE PERMIT(S) EXPIRE:

Authority: 2011 PA 256	The **LEGISLATIVE BODY OF CITY, VILLAGE OR TOWNSHIP BOARD** will not discriminate against any individual or group because of race, sex, religion, age, national origin, color, marital status, disability, or political beliefs. If you need assistance with reading, writing, hearing, etc., under the Americans with Disabilities Act, you may make your needs known to this Legislative Body of City, Village or Township Board.

TYPE OF PERMIT(S) (Select all applicable boxes)

- ☐ Agricultural or Wildlife Fireworks
- ☐ Articles Pyrotechnic
- x ☐ Display Fireworks
- ☐ Public Display
- ☐ Private Display
- ☐ Special Effects Manufactured for Outdoor Pest Control or Agricultural Purposes

NAME OF APPLICANT	ADDRESS OF APPLICANT	AGE OF APPLICANT 18 YEARS OR OLDER
Eddies Barrel of Wine	136 E Walled Lake Dr, Walled Lake, MI	x☐ YES ☐ NO
NAME OF PERSON OR RESIDENT AGENT REPRESENTING CORPORATION, LLC, DBA OR OTHER	ADDRESS PERSON OR RESIDENT AGENT REPRESENTING CORPORATION, LLC, DBA OR OTHER	
IF A NON-RESIDENT APPLICANT (LIST NAME OF MICHIGAN ATTORNEY OR MICHIGAN RESIDENT AGENT)	ADDRESS (MICHIGAN ATTORNEY OR MICHIGAN RESIDENT AGENT)	TELEPHONE NUMBER
NAME OF PYROTECHNIC OPERATOR	ADDRESS OF PYROTECHNIC OPERATOR	AGE OF PYROTECHNIC OPERATOR 18 YEARS OR OLDER
Gen-X Pyrotechnics	2906 Pine Needle Dr, White Lake, MI 48383	x☐ YES ☐ NO.

NO. YEARS EXPERIENCE	NO. DISPLAYS	WHERE
20+	350+	Various locations in Michigan

NAME OF ASSISTANT	ADDRESS OF ASSISTANT	AGE OF ASSISTANT 18 YEARS OR OLDER
See Attached	See Attached	x☐ YES ☐ NO
NAME OF OTHER ASSISTANT	ADDRESS OF OTHER ASSISTANT	AGE OF OTHER ASSISTANT 18 YEARS OR OLDER
See Attached	See Attached	x☐ YES ☐ NO

EXACT LOCATION OF PROPOSED DISPLAY
Walled Lake (Barge)

DATE OF PROPOSED DISPLAY	TIME OF PROPOSED DISPLAY
7/22/23	Dusk

MANNER AND PLACE OF STORAGE, SUBJECT TO APPROVAL OF LOCAL FIRE AUTHORITIES, IN ACCORDANCE WITH NFPA 1123, 1124 & 1126 AND OTHER STATE OR FEDERAL REGULATIONS. PROVIDE PROOF OF PROPER LICENSING OR PERMITTING BY STATE OR FEDERAL GOVERNMENT

ATF approved storage magazines

AMOUNT OF BOND OR INSURANCE (TO BE SET BY LOCAL GOVERNMENT)	NAME OF BONDING CORPORATION OR INSURANCE COMPANY
See Attached	See Attached

ADDRESS OF BONDING CORPORATION OR INSURANCE COMPANY
See Attached

NUMBER OF FIREWORKS	KIND OF FIREWORKS TO BE DISPLAYED (Please provide additional pages as needed)
	See Attached

SIGNATURE OF APPLICANT	DATE
Jason Trudeau	

Michigan Department of Natural Resources - Law Enforcement

MARINE SPECIAL EVENT APPLICATION AND PERMIT

Issued under authority of Part 801, Marine, Part 811 ORV and Part 821 Snowmobile, of the Natural Resource and Environmental Protection Act, Act 451, P. A. of 1994, as amended. Failure to comply with the provisions of this Act is a misdemeanor and may result in fines and/or imprisonment.

DNR USE ONLY
Permit Number

APPLICANT: This completed and signed application must be received by the appropriate DNR office **at least 30 days prior** to the event, or the permit may not be authorized. Locations and addresses on next page.

Name of Applicant	Sponsoring Organization/Individual/Group	Name of Person in Charge of Event
Gen-X Pyrotechnics	Eddie/Barrel of Wine	Jason Trudeau
Street Address		
	City, State, ZIP	City, State, ZIP
Email Address: genxpyro@comcast.net	Email Address	Email Address
Business Telephone: (248) 252-0029 / Home Telephone: ( )	Business Telephone: ( )	Business Telephone: ( ) / Home Telephone: ( )
Event Date(s) (mm/dd/yyyy) If seasonal, attach proposed schedule: 7-22-2023		Where will "Person In Charge" be during the event? Onsite
Event Starting and Finishing Times: Dusk 10:00-11:00pm		How can "Person In Charge" be contacted during the event? 248-252-0029

Type of Event (Check appropriate boxes)

☒ **Marine -** Pursuant to Section 80164 of Act 451, P.A. of 1994, as amended.
☐ Canoe Race ☐ Parade ☐ Hydroplane Race ☐ Offshore Race ☐ Sailboat Race ☐ Motorboat Race ☐ Water Skiing
☒ Fireworks* ☐ Swimming ☐ Raft Race ☐ Sailboard ☐ Other (Specify) _____
***Applicant must include copy of Fireworks Display Permit issued by local unit of government.**

☐ **Off-Road Vehicle (ORV) -** Pursuant to Section 81122 of Act 451, P.A. of 1994, as amended.
☐ Bike ☐ ORV ☐ Other (specify)

☐ **Snowmobile -** Pursuant to Section 82119 of Act 451, P.A. of 1994, as amended.

Location of Event - Body of Water	Township	County	Section(s)
Walled Lake (Barge) ☒ Inland Water ☐ Great Lakes/Navigable Waters	Novi	Oakland	

Estimated Number of Vehicles	Number of spectators (if applicable)	Number of Event Participants	Sponsor of Patrol Vessels
		3	1

Do conditions require special law enforcement patrols?	Types of Medical Support Units (if any)	Number of Medical Support Units
☐ Yes ☒ No		

APPLICANT: Read all pages and attachments before certification and signature.

CERTIFICATION

I hereby certify that I have read, understand, and agree to abide by the conditions contained on page 2, governing this permit in the conduct of the operations under this permit, and that the information provided is true and accurate to the best of my knowledge.

Jason Trudeau
Applicant Signature _____ *Date* _____

APPLICANT: Submit completed and signed application to appropriate DNR office **at least 30 days prior** to event or permit may not be authorized. Locations and addresses on next page.

FOR DNR USE ONLY

Investigation Findings & Recommendations State any problems this event may cause, special equipment the event may require, special enforcement effort that may be required, special use permits, and where they may be obtained.

Investigating Officer (please print) _____ Badge Number _____ Signature _____ Date of Investigation (mm/dd/yyyy) _____

AUTHORIZATION

☐ **EVENT IS AUTHORIZED** for the date(s) and time(s) specified as long as conditions are complied with prior to and/or during stated event(s). Failure to meet all specified conditions automatically invalidates this permit and may subject permittee to prosecution.

Number of Law Enforcement Patrol Boats Vehicles _____ **Type** _____

Special Conditions - See Page 2: 1☐ 2☐ 3☐ 4☐ 5☐ 6☐ 7☐ 8☐ 9☐ 10☐ 11☐ 12☐ 13☐
14☐ 15☐ 16☐ **Other:** _____

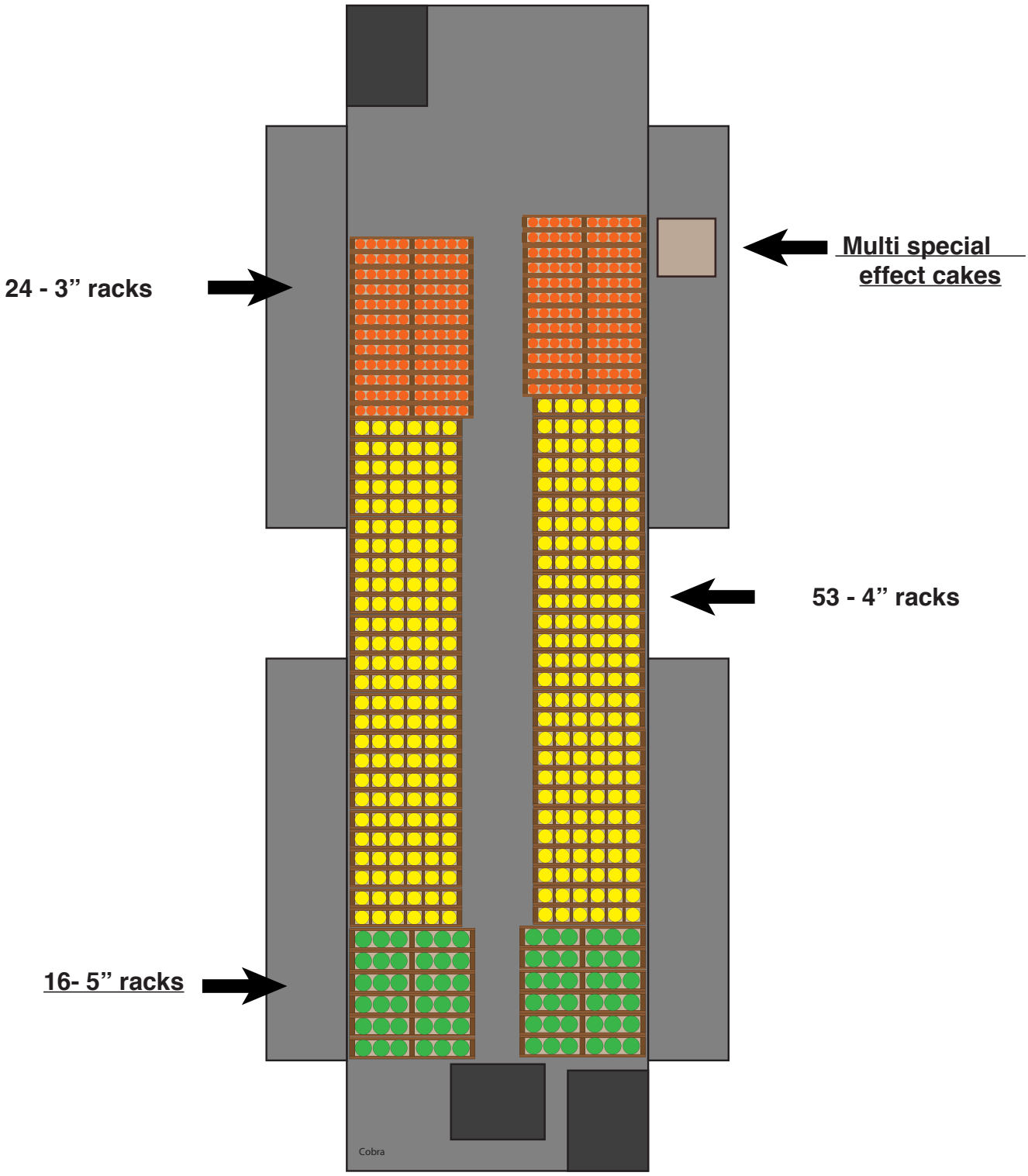
☐ **EVENT IS NOT AUTHORIZED**

District Law/Permit Supervisor (Please print) _____ Signature _____ Date _____

PR9204 (Rev. 07/12/2016)

DISTRIBUTION: Original – DNR District Office Copy – Applicant, County Sheriff, DNR CO

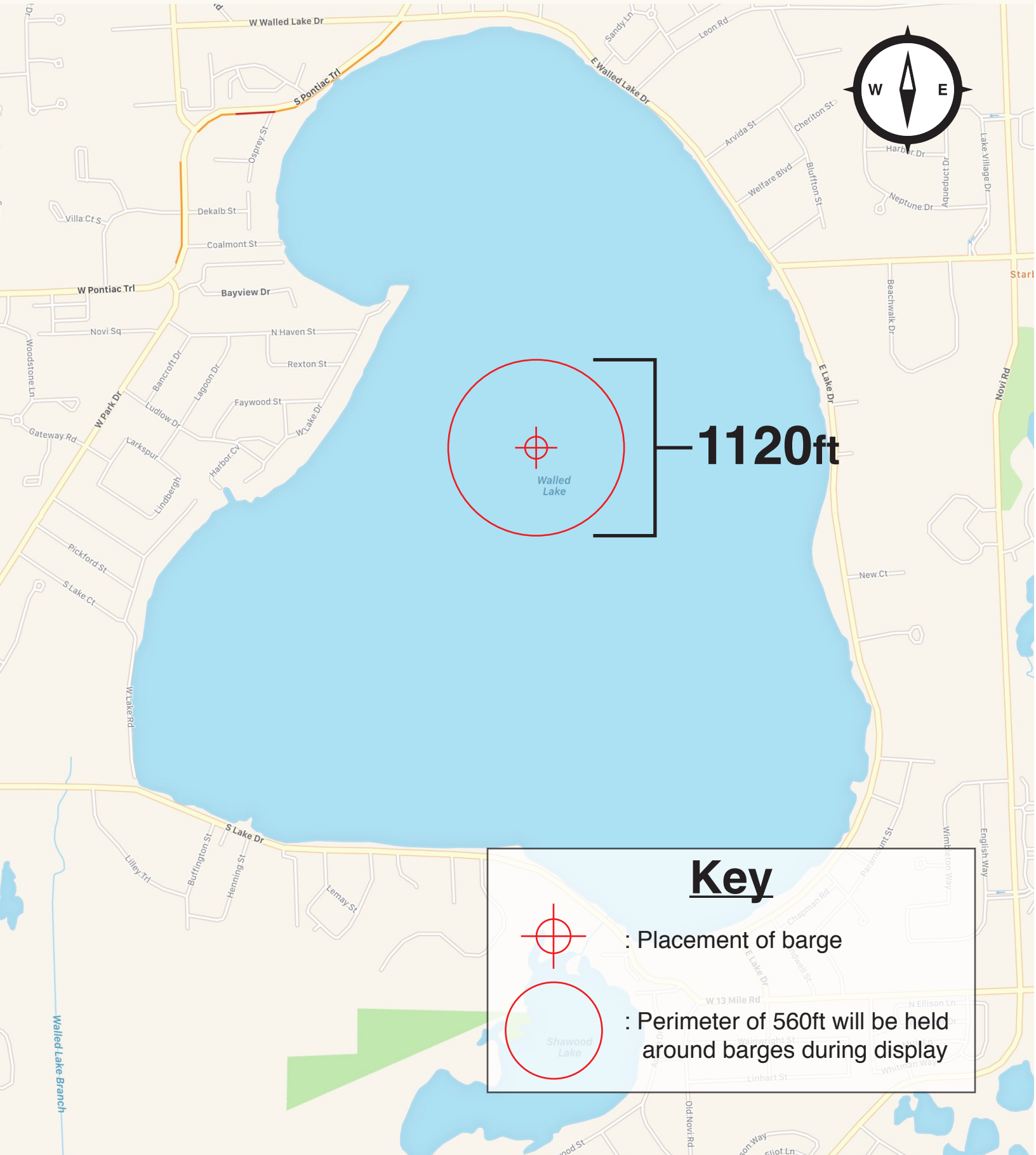
Eddies
July 22nd, 2023



Walled Lake

Distance- 1120 ft diameter

NFPA regulation



U.S. Department of Justice
Bureau of Alcohol, Tobacco, Firearms and Explosives

Federal Explosives License/Permit
(18 U.S.C. Chapter 40)

In accordance with the provisions of Title XI, Organized Crime Control Act of 1970, and the regulations issued thereunder (27 CFR Part 555), you may engage in the activity specified in this license or permit within the limitations of Chapter 40, Title 18, United States Code and the regulations issued thereunder, until the expiration date shown. **THIS LICENSE IS NOT TRANSFERABLE UNDER 27 CFR 555.53.** See "WARNINGS" and "NOTICES" on reverse.

Direct ATF Correspondence To: ATF - Chief, FELC 244 Needy Road Martinsburg, WV 25405-9431	License/Permit Number: **4-MI-125-54-4F-01210**
Chief, Federal Explosives Licensing Center (FELC): Mama Howard	Expiration Date: **June 1, 2024**

Name
GEN X PYROTECHNICS

Premises Address (Changes? Notify the FELC at least 10 days before the move.)

Type of License or Permit
54-USER OF EXPLOSIVES

Purchasing Certification Statement

The licensee or permittee named above shall use a copy of this license or permit to assist a transferor of explosives to verify the identity and the licensed status of the licensee or permittee as provided by 27 CFR Part 555. The signature on each copy must be an original signature. A faxed, scanned or e-mailed copy of the license or permit with a signature intended to be an original signature is acceptable. The signature must be that of the Federal Explosives Licensee (FEL) or a responsible person of the FEL. I certify that this is a true copy of a license or permit issued to the licensee or permittee named above to engage in the business or operations specified above under "Type of License or Permit."

Mailing Address (Changes? Notify the FELC of any changes.)

GEN X PYROTECHNICS

Licensee/Permittee Responsible Person Signature _____ Position/Title _____

Printed Name _____ Date _____

Previous Edition is Obsolete GEN X PYROTECHNICS:2906 PINE NEEDLE DR:48383:4-MI-125-54-4F-01210:June 1, 2024:54-USER OF EXPLOSIVES

ATF Form 5400.14/5400.15 Part I
Revised September 2011

Federal Explosives License (FEL) Customer Service Information

Federal Explosives Licensing Center (FELC)
244 Needy Road
Martinsburg, WV 25405-9431

Toll-free Telephone Number: (877) 283-3352
Fax Number: (304) 616-4401
E-mail: FELC@atf.gov

ATF Homepage: www.atf.gov

Change of Address *(27 CFR 555.54(a)(1))*. Licensees or permittees may during the term of their current license or permit remove their business or operations to a new location at which they intend regularly to carry on such business or operations. The licensee or permittee is required to give notification of the new location of the business or operations not less than 10 days prior to such removal with the Chief, Federal Explosives Licensing Center. The license or permit will be valid for the remainder of the term of the original license or permit. **(The Chief, FELC, shall, if the licensee or permittee is not qualified, refer the request for amended license or permit to the Director of Industry Operations for denial in accordance with § 555.54.)**

Right of Succession *(27 CFR 555.59)*. (a) Certain persons other than the licensee or permittee may secure the right to carry on the same explosive materials business or operations at the same address shown on, and for the remainder of the term of, a current license or permit. Such persons are: (1) The surviving spouse or child, or executor, administrator, or other legal representative of a deceased licensee or permittee; and (2) A receiver or trustee in bankruptcy, or an assignee for benefit of creditors. (b) In order to secure the right provided by this section, the person or persons continuing the business or operations shall furnish the license or permit for for that business or operations for endorsement of such succession to the Chief, FELC, within 30 days from the date on which the successor begins to carry on the business or operations.

(Continued on reverse side)

Cut Here ✂

Federal Explosives License/Permit (FEL) Information Card

License/Permit Name: **GEN X PYROTECHNICS**

Business Name:

License/Permit Number: **4-MI-125-54-4F-01210**

License/Permit Type: **54-USER OF EXPLOSIVES**

Expiration: **June 1, 2024**

Please Note: Not Valid for the Sale or Other Disposition of Explosives.

JASON ANTHONY TRUDEAU

Responsible Person Letter of Clearance for:

U.S. Department of Justice
Bureau of Alcohol, Tobacco, Firearms and Explosives
Federal Explosives Licensing Center
244 Needy Road
Martinsburg, West Virginia 25405

901090: MH/FLS
5400
File Number: **4MI01210**

05/19/2021

SUBJECT: **RESPONSIBLE PERSON LETTER OF CLEARANCE for:**

JASON ANTHONY TRUDEAU

PRESIDENT
(248)252-0029

and is ONLY valid under the following Federal explosives license/permit:
4-MI-125-54-4F-01210 GEN X PYROTECHNICS

Dear JASON TRUDEAU:

You have been approved as a responsible person under the above-listed Federal explosive license or permit. You may lawfully direct the management or policies of the business or operations as they pertain to explosives. You may also lawfully transport, ship, receive or possess explosive materials incident to your duties as a responsible person. **This clearance is only valid under the license or permit referenced above.**

Sincerely,

Marna Howard

Marna Howard
Chief, Federal Explosives Licensing Center (FELC)

FELC Customer Service. If you believe that information on your "Letter of Clearance" is incorrect, please return a COPY of the letter to the Chief, Federal Explosives Licensing Center (FELC), with a statement showing the nature of the error. The Chief, FELC, shall correct the error, and return an amended letter to you.

Mail: ATF
Chief, FELC
Attn.: LOC Correction
244 Needy Road
Martinsburg, West Virginia 25405

Fax: 1-304-616-4401
Chief, FELC
Attn.: LOC Correction

Call toll-free: 1-877-283-3352

WWW.ATF.GOV

U.S. Department of Justice
Bureau of Alcohol, Tobacco, Firearms and Explosives
Federal Explosives Licensing Center (FELC)
www.atf.gov

Federal Explosives Licensing Center
244 Needy Road
Martinsburg, West Virginia 25405
telephone: (877)283-3352 fax: (304)616-4401

05/19/2021

NOTICE OF CLEARANCE

for individuals transporting, shipping, receiving, or possessing explosive materials.

ISSUED TO: GEN X PYROTECHNICS
NOTICE DATE: 05/19/2021

Federal Explosives license/permit no.: 4-MI-125-54-4F-01210
Expiration Date: **June 1, 2024**
Explosives License/Permit Type: 54-USER OF EXPLOSIVES

EXPIRATION DATE: This Notice expires when superseded by a newer Notice which will list all current responsible persons and employee possessors, or when the license or permit expires - whichever comes first.

1. **WARNING. Only those individuals listed below as RESPONSIBLE PERSONS and EMPLOYEE POSSESSORS with a background clearance status of "CLEARED" or "PENDING" are authorized to transport, ship, receive, or possess explosive materials in the course of employment with you.**
2. **"DENIED" STATUS. If an employee possessor has a background clearance status of "DENIED", you MUST take immediate steps to remove the employee from a position requiring the transporting, shipping, receiving, or possessing of explosive materials. Also, if the employee has been listed as a person authorized to accept delivery of explosive materials, you MUST remove the employee from such list and immediately, and in no event later than the second business day after such change, notify distributors of such change, as stated in 27 CFR 555.33(a).**
3. **CHANGE IN RESPONSIBLE PERSONS. You MUST report any change in responsible persons to the Chief, Federal Explosives Licensing Center, within 30 days of the change and new responsible persons MUST include "appropriate identifying information" as defined in 27 CFR 555.11. Fingerprints and photos are NOT required, however they will be required upon renewal of the license or permit.**
4. **CHANGE OF EMPLOYEES. You MUST report any change of employee/possessors to the Chief, FELC, within 30 days. Reports relating to newly hired employees must be submitted on ATF Form 5400.28 for EACH employee.**

Premises Address:

Mailing Address:
GEN X PYROTECHNICS

This 'Notice of Clearance' is provided to you as required by 18 U.S.C. 843(h) and MUST be retained as part of your permanent records and be made available for examination or inspection by ATF officers as required by 27 CFR 555.121. If you receive a Notice subsequent to this Notice, this Notice will no longer be valid.

In accordance with 27 CFR 555.33, Background Checks and Clearances, and 27 CFR 555.57, Change of Control, Change in Responsible Persons, and Change of Employees, ATF's Federal Explosives Licensing Center (FELC) has conducted background checks on the individual(s) you identified as a responsible person(s) and an employee/possessor(s) on your application, or reported after the issuance of your license/permit.

The following is a SUMMARY of the results of the background checks conducted on the individuals you reported as responsible persons and employee/possessors. ATF will be notifying ALL individuals listed on this document of their respective status by separate letter mailed to their residence address.

PLEASE BE ADVISED THAT IT IS UNLAWFUL FOR ANY PERSON REFLECTING A STATUS OF "DENIED" TO TRANSPORT, SHIP, RECEIVE, OR POSSESS EXPLOSIVE MATERIALS.

Please carefully review this Notice to ensure that all the information is accurate. If this Notice is incorrect, please return the Notice to the Chief, FELC, with a statement showing the nature of the error(s). The Chief, FELC, shall correct the error, and return a corrected Notice.

Number of RESPONSIBLE PERSON(S) : 1
Number of EMPLOYEE POSSESSOR(S): 7

LAST NAME, First Name, Middle Name	Clearance Status
RESPONSIBLE PERSONS:	**1**
0001 TRUDEAU, JASON ANTHONY	Cleared
EMPLOYEE POSSESSORS:	**7**
0001 CARRIGER, JEREMY ROBERT	Cleared
0002 CARRIGER, JOSHUA ROY	Cleared
0003 DOBRIN, DAVID JASON	Cleared
0004 HOFELICH, GREGORY DAVID	Cleared

continued

LAST NAME, First Name, Middle Name	Clearance Status
0005 MORGAN, DRAKE LANTZ	Cleared
0006 RAGNOLI, ADAM MICHAEL	Cleared
0007 KENNEDY, JAMES MICHAEL	Pending

4-MI-125-54-4F-01210 expiration date: June 1, 2024 GEN X PYROTECHNICS OF , 2906 PINE NEEDLE DR, WHITE LAKE, MI 48383

MSDS - *Material Safety Data Sheet*

UN0335, FIREWORKS 1.3G, PGII

Emergency Call Info Trac (800) 535-5053 ACE Pyro Contract #100630

Section II – Hazardous Ingredients / Identity Information

Contains Pyrotechnic Compositions that are mixtures of solid oxidizers and fuels that contained in paper and cardboard containers. No Hazard exists during normal handling and storage.

OSHA PEL – N/A **ACGIH TLV** – N/A

OTHER LIMITS – N/A

Section III – Physical / Chemical Characteristics

Boiling Point: - N/A **Specific Gravity:** - N/A

Vapor Pressure: - N/A **Melting Point:** - N/A

Vapor Density: - N/A **Evaporation Rate:** - N/A

Solubility in Water: - N/A

Appearance and Odor: - Pyrotechnic Composition is contained in paper or cardboard casings that may be shaped as cylinders, balls or tubes. Odor is not apparent.

Section IV – Fire and Explosion Hazard Data

Flash Point: - N/A **Flammable Limits:** - N/A

LEL: - N/A **UEL:** - N/A

Extinguishing Media: Deluge with large quantities of water as quickly as possible by FIRE HOSE from a PROTECTED location. Materials are self-oxidizing.

Special Fire Fighting Procedures: Do not attempt to fight a fire in the immediate area of 1.3G Fireworks- EVACUATE THE AREA.

Section IV – Fire and Explosion Hazard Data- Continued

Unusual Fire and Explosion Hazards: Fireworks 1.3G MAY MASS EXPLODE IN A FIRE. DO NOT ALLOW FIREWORKS TO GET WET- Hazardous Decomposition May Result in a FIRE or EXPLOSION. EXPLOSION MAY OCCUR IF EXPOSED TO SPARKS OR FLAME.

Section V – Reactivity Data

Stability: - Stable

Conditions to Avoid: - Open Flames, Sparks, High Temperatures, Friction or Impact.

Incompatibility (*Materials to Avoid*): - Do Not Allow Fireworks to Get Wet.

Hazardous Decomposition or Byproducts: - Decomposition does not occur under normal circumstances. Smoke Generated by Fireworks may contain gasses that are irritating to the eyes or mucous membranes. Prolonged Exposure and Inhalation of smoke may cause shortness of breath or more serious problems when a chronic respiratory condition exists.

Hazardous Polymerization: Will Not Occur

Conditions to Avoid: - Storage in High Temperatures, Moist or Wet Conditions, Keep away From Open Flame or Sparks.

Section VI – Health Hazard Data

Route(s) of Entry: - N/A **Inhalation: -N/A** **Skin: - N/A Ingestion: - N/A**

Health Hazards (Acute and Chronic): - N/A

Carcinogenicity: N/A **NTP?: - N/A** **IARC Monographs?: -N/A**

OSHA Regulated: - NO

Signs and Symptoms of Exposure: - Prolonged Exposure to smoke that is Generated during Normal use of Fireworks may cause Irritation to Eyes and to Mucous Membranes.

Medical Conditions Generally Aggravated by Exposure: - Eye Sensitivity, Respiratory Conditions.

Emergency and First Aid Procedure: - EYES should be flushed with water. Move to Fresh Air and avoid additional Inhalation of Smoke.

Section VII – Precautions for Safe Handling and Use

Steps to Be Taken in Case Material is Released or Spilled: - If Fireworks are spilled, carefully pick up the material and place in a Cardboard Carton. Keep OPEN FLAMES and Sparks AWAY and NO SMOKING.

Waste Disposal Method: - Fireworks that fail to go off should be soaked in a bucket of water and returned to the source where it was obtained. Dry components or powder should be carefully swept up and placed in a cardboard container then soaked with water. Burning of Fireworks Waste must be performed in compliance with local and state laws.

Precautions in Handling and Storing: - Keep from OPEN FLAMES, NO SMOKING, AVOID IMPACT of MATERIALS and CONTAINERS of MATERIALS, STORE FIREWORKS IN A COOL AND DRY ENVIORMENT. FIREWORKS 1.3G MUST BE STORED AND TRANSPORTED IN COMPLIANCE WITH FEDERAL, STATE AND LOCAL LAWS.

Other Precautions: - UN0335 Fireworks 1.3G can cause SERIOUS INJURY or DEATH. They should only be Handled by Properly Trained and Qualified Personnel. When Shooting these Fireworks; PERSONNEL SHOULD WEAR PROPER EYE PROTECTION, HEAD PROTECTION AND NON-SYNTHETIC CLOTHING.

Section VIII – Control Measures

Respiratory Protection: N/A

Ventilation: - N/A **Local Exhaust: - N/A Special: - N/A**

Mechanical: -N/A **Other: - N/A**

Protective Gloves:- N/A **Eye Protection:** - When Shooting Fireworks 1.3G

Other Protective Clothing or Equipment: - Protective Head Gear and Non-Synthetic Clothing when Shooting Fireworks 1.3G.

Work / Hygienic Practices: - Store Fireworks in a Cool Dry and Well Ventilated area. Protect Against Physical Damage and Moisture. Fireworks should be Isolated from all Heat Sources, Sparks and Open Flame. No Smoking.

Firework Disposal Procedure

Please follow the two simple guidelines below for the proper disposal of any unused display fireworks

1. If any display fireworks are found, submerge the firework in a five-gallon bucket of water.

2. Contact Jason Trudeau with Gen-X Pyrotechnics for proper pickup.

Gen-X Pyrotechnics will pick up any unused display fireworks and take them to an authorized faculty for a proper disposal.


248.252.0029


genxpyro@comcast.net
info@genxpyrotechnics.com


www.genxpyrotechnics.com

MEMORANDUM

TO: MELISSA MORRIS, DEPUTY CITY CLERK

FROM: CHARLES BOULARD, DIRECTOR OF COMMUNITY DEVELOPMENT

SUBJECT: EDDIES BARREL OF WINE – FIREWORKS

DATE: JUNE 14, 2023

- ☐ Auctions
- ☐ Liquor License
- ☐ Arcade License
- ☐ Massage License
- ☐ Outdoor Gathering
- ☐ Outdoor Seating
- ☒ Other: **Eddies Barrel of Wine – Walled Lake Fireworks Display July 22, 2023**

From building safety standpoint, the Building Division does not object to the proposed fireworks show being held on Walled Lake on July 22, 2023, no exceptions taken. Should you have any further questions with regards to this matter please feel free to contact me at (248) 347-0423.

CITY COUNCIL

Mayor
Bob Gatt

Mayor Pro Tem
Dave Staudt

Laura Marie Casey

Hugh Crawford

Justin Fischer

Brian Smith

Ericka Thomas

City Manager
Victor Cardenas

Director of Public Safety
Chief of Police
Erick W. Zinser

Fire Chief
Jeffery R. Johnson

Assistant Chief of Police
Scott R. Baetens

Assistant Fire Chief
John B. Martin

July 5, 2023

TO: Cortney Hanson, Novi City Clerk

FROM: Fire Marshal Kevin S. Pierce

RE: Approval Letter for fireworks display on July 22, 2023.

The loading and discharging of fireworks reviewed for compliance with the following laws and codes:

2015 International Fire Code (City adopted Fire Prevention Code)
P.A. 328 of 1931 as Amended, State of Michigan Fireworks Law
NFPA 1123, Code for Fireworks Display

RECOMMENDED for APPROVAL.

1) The vendor for the display is Gen-X Pyrotechnics, contact is Jason Trudeau.

2) Absolutely no smoking or use of open flames in the safety zone.

3) All unauthorized personnel and the general public will be kept away during the fireworks being loaded onto the barge.

4) The storage method and location of the fireworks prior to the show shall be provided and shall be in compliance with NFPA 1123, at no time shall the storage of fireworks be left unattended.

5) The installation of the motor tubes and racks or other launch devices shall be inspected prior to the loading of any pyrotechnics device by a fire department representative.

6) The firing method of the pyrotechnics devices shall be electronic means **ONLY**.

This fireworks show is proposed to have 5.0" shell as the largest shell to be shot off. This review and approval is based on this information and the submittal by Gen-X Pyrotechnics. **At no time shall a shell larger than 5.0" be used in this show.**

It shall be noted, that whenever, in the opinion of the Fire Chief or his designee, any hazardous condition exists, the fireworks loading shall be postponed until the condition is corrected this is to include no rain prior to event.

Sincerely,

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

Novi Public Safety Administration
45125 Ten Mile Road
Novi, Michigan 48375
248.348.7100
248.347.0590 fax

cityofnovi.org

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval of a Resolution to close the westbound of Grand River Avenue from Taft Road the to 46850 Grand River Avenue for the 2023 Michigan State Fair 5K Run from 7:30 AM to 9:15 AM on Saturday, September 2, 2023.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

BACKGROUND INFORMATION:

The Suburban Collection Showplace is including a 5K Run as part of the Michigan State Fair on Saturday, September 2, 2023. The runners will leave the Suburban Collection Showplace campus at 7:30 AM and will proceed south on Taft Road to Grand River Avenue, west on Grand River Avenue to 46850 Grand River Avenue, and turn north to the Suburban Collection Showplace campus, ending at 9:15 AM. They are requesting to close the westbound lanes of Grand River Avenue during this timeframe.

Grand River Ave is under the jurisdiction of the Road Commission for Oakland County (RCOC), and they have issued an Annual Permit Number 61758 (valid through December 31, 2023) to the City allowing use of the roadways under County jurisdiction for civic events. The permit is predicated upon the adoption of an Authorizing Resolution by the Novi City Council approving the event and agreeing to the terms of the permit. Permit requirements include hold harmless and indemnity and represents the Board of Road Commissioners against any and all claims for bodily injury or property damage, or any other claim related to the event.

Approval of the attached resolution is required as part of RCOC Permit Number 61758.

RECOMMENDED ACTION: Approval of a Resolution to close westbound lanes of Grand River Avenue from Taft Road to 46850 Grand River Avenue for the 2023 Michigan State Fair 5k Run from 7:30 AM to 9:15 AM on Saturday, September 2, 2023.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION AUTHORIZING 2023 MICHIGAN STATE FAIR MOOVIN' THRU THE MIDWAY 5K ON GRAND RIVER AVENUE

Minutes of a Meeting of the City Council of the City of Novi, County of Oakland, Michigan, held in the City Hall of said City on July 10, 2023, at 7 o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers_____

ABSENT: Councilmembers_____

The following preamble and Resolution were offered by Councilmember _____and supported by Councilmember _____.

WHEREAS; the Michigan State Fair Moovin' thru the Midway 5k, presented by the Suburban Collection Showplace, will take place on Saturday, September 2, from 7:30 am to 9:15 am; and

WHEREAS; the 5k run will begin at the Suburban Collection Showplace at 46100 Grand River Avenue and proceed south on Taft Road to Grand River Avenue, west on Grand River Avenue to 46850 Grand River Avenue, and turn north to the Suburban Collection Showplace area.

WHEREAS; the City of Novi has been issued an annual permit, that is valid through December 31, 2023, permit number 61758, by the Road Commission for Oakland County to conduct civic events on roads under the jurisdiction of RCOC; and

WHEREAS; the validity of the permit is conditioned upon adoption of an Authorizing Resolution by the Novi City Council for the event and a statement agreeing to the terms of the permit.

NOW THEREFORE, BE IT RESOLVED that the Mayor and Council of the City of Novi hereby support and authorize the 2023 Michigan State Fair Moovin' thru the Midway 5k and will fulfill all permit requirements, hold harmless, indemnify, and represent the Board of Road Commissioners against any and all claims for bodily injury or property damage, or any other claim arising out of or related to the 2023 Michigan State Fair Moovin' thru the Midway 5k.

AYES:

NAYS:

RESOLUTION DECLARED ADOPTED.

_____
Cortney Hanson, City Clerk

CERTIFICATION

I hereby certify that the foregoing is a true and complete copy of a resolution adopted by the City Council of the City of Novi, County of Oakland, and State of Michigan, at a regular meeting held this 10th day of July 2023, and that public notice of said meeting was given pursuant to and in full compliance with Act No. 267, Public Acts of Michigan, 1976, and that the minutes of said meeting have been kept and made available to the public as required by said Act.

_____
Cortney Hanson, City Clerk
City of Novi

ROAD CLOSURE PERMIT FOR BLOCK PARTIES AND PARADES

Permit No.: **PRCL23-009**
Issue Date:

Upon the request of **The Michigan State Fair, LLC** in accordance with the provisions of the Code of Ordinances of the City of Novi, Michigan Section 33-52, Parades and Processions in the Uniform Traffic Code, and Section 31-9, Road Closures, a permit to temporarily close **West bound lanes of Grand River Ave from Taft Rd to 46850 Grand River Ave** for the purpose of a **2023 Michigan State Fair Moovin' Thru the Midway 5K Race** is granted as follows:

Reason for closure request: Michigan State Fair Moovin' Thru the Midway 5K Race

Applicant: The Michigan State Fair, LLC

Street Address: West bound lanes of Grand River Ave at Taft Rd to 46850 Grand River Ave.

Name of street(s) requested for closure: West bound lanes of Grand River Ave at Taft Rd to 46850 Grand River Ave.

Date of Closure: Saturday, September 2nd, 2023, From: 7:30am To: 9:15am

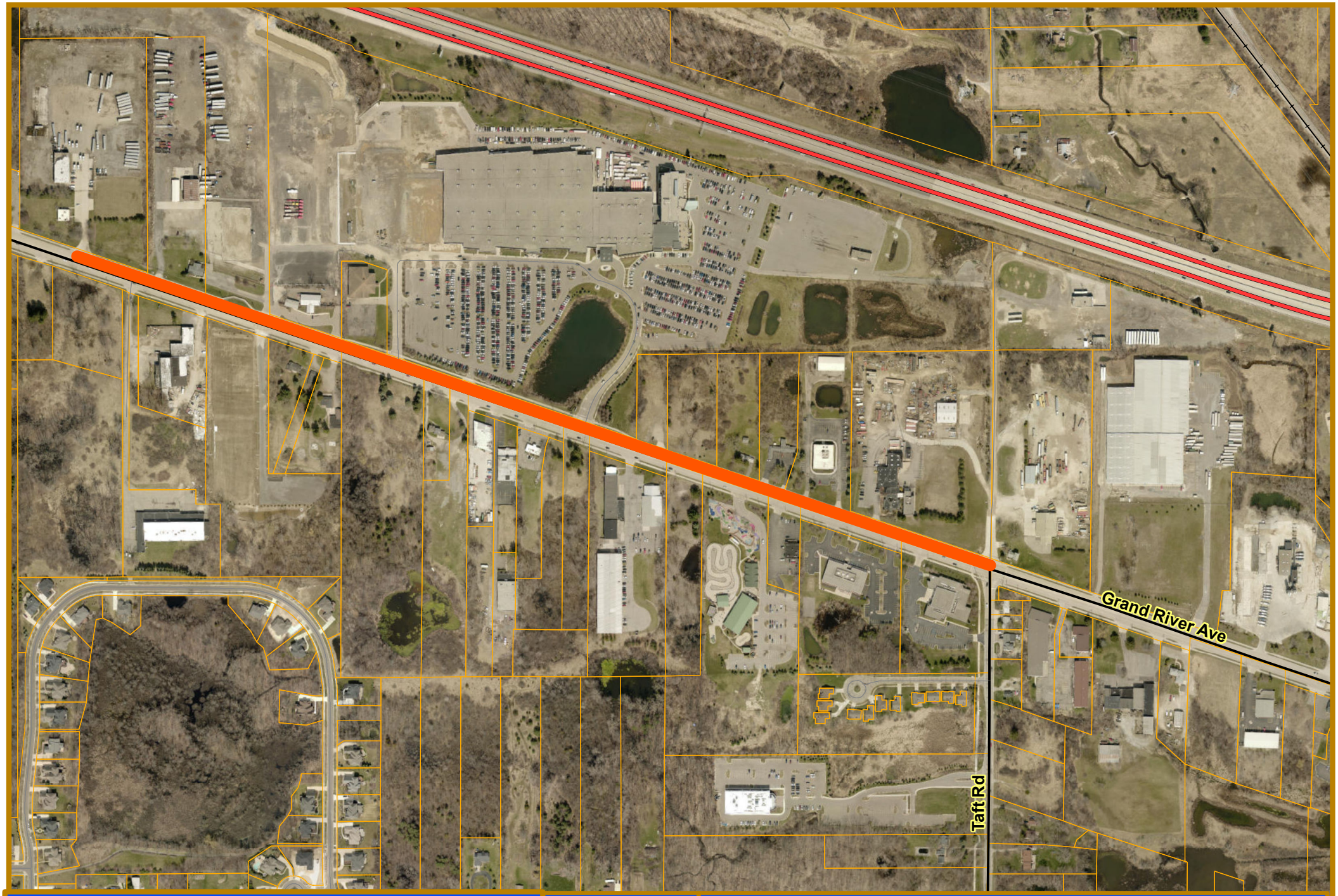
Notes/Special Requests: Would like to close the west-bound lanes of Grand River Ave for our Moovin' thru the Midway 5K race.

If the applicant needs barricades, barrels, or cones for the event, the applicant MUST contact DPW Field Operations at 248-735-5640 at least 7 business days prior to the event to make the request and coordinate locations.

Approved by:

_____
Ben Croy, City Engineer

cc: Erick Zinser, Director of Public Safety/Chief of Police
Jeff Johnson, Director of EMS & Fire Operations
John Martin, Assistant Fire Chief
Scott Beatens, Assistant Police Chief
Matt Wiktorowski, Field Operations Senior Manager
Aaron Staup, Construction Engineer



Michigan State Fair
Moovin'thru the Midway 5k
Road Closure Map, PRCL23-009

Map Author: Olga MacDonald
Date:6/28/2023
Project: PRCL23-009
Version #: 1.0

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.

Map Legend

- Road Closure Location
- Tax Parcels

City of Novi
Engineering Division
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375
cityofnovi.org

0 80 160 320 480
Feet
1 inch = 500 feet

ROAD COMMISSION for OAKLAND COUNTY

QUALITY LIFE THROUGH GOOD ROADS:
ROAD COMMISSION FOR OAKLAND COUNTY
"WE CARE."

Board of Road Commissioners

Ronald J. Fowkes
Commissioner

Andrea LaLonde
Commissioner

Nancy Quarles
Commissioner

Dennis G. Kolar, P.E.
Managing Director

Gary Piotrowicz, P.E., P.T.O.E.
Deputy Managing Director
County Highway Engineer

Department of
Customer Services
Permits

2420 Pontiac Lake Road
Waterford, MI
48328

248-858-4835

FAX
248-858-4773

TDD
248-858-8005

www.rcocweb.org

April 12, 2021

City of Novi
Matt Wiktorowski
26300 Lee BeGole Dr
Novi MI 48375

RE: **Annual Permit for Community Events**

Dear Mr. Wiktorowski:

Enclosed is your annual permit for community events such as parades, banners, festivals, and block parties, on roads under the jurisdiction of the Road Commission for Oakland County. This permit is valid through December 31, 2023.

This permit allows communities to conduct community events or install banners under the following conditions:

1. That the local municipality adopts a resolution authorizing the event or banner.
2. That a copy of the resolution is provided to the Road Commission, via email to permits@rcoc.org or facsimile at (248) 858-4773, a minimum of three (3) days prior to the event or installation of the banner.
3. That the local municipality is responsible for necessary or appropriate traffic control associated with the event.
4. That any banner be installed above minimum height and clearance requirements. Specifications for permitted banners are enclosed.
5. That the municipality records the 5-digit permit number on all event-related documents/resolutions when submitted for review.

Also enclosed is a copy of our specifications and guidelines which pertain to banner permits. Should you have any questions or require additional information, please feel free to contact me at (248) 858-4835.

Respectfully,

David Czerniakowski, Director
Department of Customer Services

DC:rr
Enclosures

BOARD OF COUNTY ROAD COMMISSIONER, OAKLAND COUNTY, MICHIGAN
2420 PONTIAC LAKE ROAD - WATERFORD, MI 48328
REFER ALL INQUIRIES TO DEPARTMENT OF CUSTOMER SERVICES - PERMITS (248) 858-4835

Const. Bond:	$	0.00
Permit Fee:	$	0.00
Deposit:	$	0.00
Est. Insp. Fee:	$	0.00
Paint Fee:	$	0.00
Sign Fee:	$	0.00
Signal Fee:	$	0.00

Application No: 21-0072

Permit No: 61758

This permit is issued on the condition that lincesees and any persons working under the authority of this permit shall comply with the requirements of Act 53 of the P.A. of 1974.

CALL MISS DIG BEFORE YOU DIG
PHONE: (248) 647-7344

01/11/2021

Received of **NOVI, CITY OF** to be applied in accordance with the terms of below permit.

BOARD OF COUNTY ROAD COMMISSIONERS, Oakland County, Michigan

_____ by: _____ Deputy Secretary-Clerk

Subject to the conditions on the reverse side hereof and the application on file, permission is granted by the Board of County Road Commissioners, Oakland County, Michigan hereinafter referred to as the Board, to:

NOVI, CITY OF
45175 W 10 MILE ROAD NOVI, MI 48375 248–34-7-04,60 hereinafter referred to as the Licensee.

This is a permit to:

CONDUCT PARADES AND OTHER COMMUNITY EVENTS OR INSTALL BANNERS, AT TIMES AND LOCATIONS AS APPROVED BY LOCAL MUNICIPALITY RESOLUTION. THE LOCAL MUNICIPALITY SHALL PROVIDE FOR ALL TRAFFIC CONTROL INCLUDING SIGNS, BARRICADES AND POLICE CONTROL OF TRAFFIC. THE MUNICIPALITY SHALL NOTIFY THE ROAD COMMISSION IN ADVANCE AND PROVIDE A COPY OF RESOLUTIONS AUTHORIZING THE PARADE, COMMUNITY EVENT, OR BANNER. THE WORDING ON BANNERS SHALL BE APPROVED BY RESOLUTION OF THE LOCAL MUNICIPALITY AND SHALL NOT ADVERTISE FOR A PRIVATE BUSINESS OR BE POLITICAL IN NATURE. BANNERS SHALL BE INSTALLED AT A HEIGHT AND LOCATION THAT MEETS RCOC SPECIFICATIONS AND GUIDELINES.
THE DISTANCE BETWEEN THE BOTTOM OF THE BANNER AND THE SURFACE OF THE ROAD SHALL BE NO LESS THAN 18 FEET AND THE BANNER SHALL BE LOCATED SO THAT IT CAUSES NO VISUAL OBSTRUCTION WITH TRAFFIC SIGNALS OR OTHER TRAFFIC CONTROL DEVICES.

SUBCONTRACTORS AND ANY OTHER PARTIES WORKING ON BEHALF OF THE MUNICIPALITY SHALL BE MADE AWARE OF THE TERMS OF THE PERMIT.

ALL BILLINGS FOR INSPECTION FEES AND WORK PERFORMED BY THE RCOC AS A RESULT OF THESE ACTIVITIES SHALL BE BILLED TO THE MUNICIPALITY.

All construction shall be in accordance with the attached approved plan and application on file for:
NOVI, CITY OF

as prepared by CITY OF NOVI

and with the RCOC Supplementary Permit Specifications as follows:
ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPROVED PLAN AND APPLICATION ON FILE AND WITH THE ROAD COMMISSION FOR OAKLAND COUNTY PERMIT RULES, SPECIFICATIONS, AND GUIDELINES DATED MARCH 14, 2013.

This permit is granted for the period

Commencing 01/11/2021

and ending 12/31/2023

NOVI

BOARD OF COUNTY ROAD COMMISSIONERS, Oakland County, Michigan
Department of Customer Services - Permits

By: _____

In consideration of the granting of this permit, the undersigned Licensee hereby agrees to abide by and confrom with all of the terms and conditions herein set forth or incorporated herein by reference. (SEE APPLICATION AND REVERSE SIDE FOR CONDITIONS OF PERMIT.)

01/11/2021 NOVI, CITY OF

By: _____ Digitally signed by Matthew Wiktorowski Date: 2021.01.04 08:43:24 -05'00'

BOARD OF COUNTY ROAD COMMISSIONERS, OAKLAND COUNTY, MICHIGAN

PERMIT APPLICATION

MAKE CHECK PAYABLE TO ROAD COMMISSION FOR OAKLAND COUNTY

FOR R.C.O.C. USE ONLY	
Application No.	21-72
Date Received	1-9-21
Permit E No.	61758
Date of Issuance	1-11-21

APPLICANT: Matt Wiktorowski hereby makes **APPLICATION for a permit to CONSTRUCT, OPERATE, USE and/or MAINTAIN or to TEMPORARILY CLOSE A COUNTY ROAD** within the part of the right-of-way of road(s) VARIOUS under the jurisdiction of the Board: **a detailed description of the desired facility and/or activity is required in the space provided below:** (include size, length, type of facility; - if underground, indicate depth below surface; if parallel to road, indicate distance from inside edge of facility to edge of pavement, if crossing under roadbed, describe method). **THE FOLLOWING MUST BE ATTACHED TO THE APPLICATION WHEN APPLICABLE** 1. Plans, specifications and location of facility. 2. Traffic plan and detour route in cases of street closures.

PLEASE CHECK THE APPROPRIATE BOX(ES) THAT APPLY TO THE TYPE OF WORK YOU WISH TO OBTAIN A PERMIT FOR:

☒ Annual	☒ Community Event	☐ Public Utility (i.e. electric, gas, telephone)	☐ Soil Boring/Monitoring Well
☐ Approach/Private Road Access	☐ Landscaping/Grading	☒ Sanitary/Storm Sewer	☐ Watermain
☐ Cable TV	☒ Pathway/Sidewalk	☐ Sign/Subdivision Entrance Marker	☐ Other

ANNUAL COMMUNITY EVENTS

City or Township City of Novi Section No.

The above activities will be carried out in accordance with plans, specifications, maps and statements filed with the R.C.O.C. as part of this application, and if said application is approved, the above named applicant agrees to abide by the **CONDITIONS** contained on the reverse side. Since a permit will have to be secured from the Board prior to the start of any construction or maintenance operations proposed by this application, it is intended that the **SUPPLEMENTAL SPECIFICATIONS**, on the reverse side, are to be incorporated as part of the plans or specifications required for this proposed work.

FOR R.C.O.C. USE ONLY

Design: _____ Right-of-Way: _____

Traffic: _____ Maintenance: _____

Planning: _____ Construction: _____

Subdivision: _____

Environmental Concerns: _____ Permits: _____

FOR R.C.O.C. USE ONLY

Application Fee:	$ -0-	Permit Fee:	$ -0-
		Deposit:	$ -0-
Receipt No:		Estimated Inspection Fee	$ -0-
		Paint Fee:	$ -0-
Bond: (RCOC Form 75)	$ -0-	Sign Fee:	$ -0-
		TOTAL FEES DUE AT TIME OF PERMIT ISSUANCE:	$ -0-

Proof of Insurance Required Yes ☒ No ☐

Pollution Liability Required Yes ☐ No ☒

This application is approved subject to **CONDITIONS** and **SUPPLEMENTAL SPECIFICATIONS** contained on the reverse side of this application.

Approval of this application does not relieve applicant from meeting any applicable requirements or duties of law or other public bodies or agencies including but not limited to the Michigan Department of Natural Resources.

APPROVAL OF THIS APPLICATION EXPIRES IN ONE YEAR IF A PERMIT HAS NOT BEEN ISSUED. RESUBMITTAL OF CURRENT PLANS, PERMIT APPLICATION REVIEW FEES AND PERMIT APPLICATION IS REQUIRED IF APPROVAL OF THIS APPLICATION HAS EXPIRED.

REFER ALL INQUIRIES TO (248) 858-4835

DEPARTMENT OF CUSTOMER SERVICES - PERMITS
2420 PONTIAC LAKE ROAD
WATERFORD, MI 48328

APPLICATION APPROVED:

By: _____ Date: 1-11-21

Matt Wiktorowski mwiktorowski@cityofnovi.org
APPLICANT (PRINT OR TYPE)

Digitally signed by Matthew Wiktorowski
Date: 2020.12.29 09:58:32 -05'00'

SIGNATURE DATE

Matt Wiktorowski, Field Operations Senior Manager
(PRINTED/TYPED SIGNATURE & TITLE)

26300 Lee BeGole Dr. 248-735-5640
APPLICANT'S ADDRESS TELEPHONE NUMBER

Novi Michigan 48375
CITY STATE ZIP CODE

Form 64A (12/08)

4/12/2021

Application # 21-0072
Contact: REBECCA RUNKEL
Phone: 248--34-7-0460

PERMIT DESCRIPTION

The following is a permit description ONLY. It shall not be construed to be a permit and shall become valid only after the permit is acquired.

This is a permit to:

CONDUCT PARADES AND OTHER COMMUNITY EVENTS OR INSTALL BANNERS, AT TIMES AND LOCATIONS AS APPROVED BY LOCAL MUNICIPALITY RESOLUTION. THE LOCAL MUNICIPALITY SHALL PROVIDE FOR ALL TRAFFIC CONTROL INCLUDING SIGNS, BARRICADES AND POLICE CONTROL OF TRAFFIC. THE MUNICIPALITY SHALL NOTIFY THE ROAD COMMISSION IN ADVANCE AND PROVIDE A COPY OF RESOLUTIONS AUTHORIZING THE PARADE, COMMUNITY EVENT, OR BANNER. THE WORDING ON BANNERS SHALL BE APPROVED BY RESOLUTION OF THE LOCAL MUNICIPALITY AND SHALL NOT ADVERTISE FOR A PRIVATE BUSINESS OR BE POLITICAL IN NATURE. BANNERS SHALL BE INSTALLED AT A HEIGHT AND LOCATION THAT MEETS RCOC SPECIFICATIONS AND GUIDELINES.
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All construction shall be in accordance with the attached approved plan and application on file for **NOVI, CITY OF**.

as prepared by **CITY OF NOVI**

and with the RCOC Supplementary Permit Specifications as follows:

ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ATTACHED APPROVED PLAN AND APPLICATION ON FILE WITH THE ROAD COMMISSION FOR OAKLAND COUNTY PERMIT RULES, SPECIFICATIONS, AND GUIDELINES DATED MARCH 14, 2013.

Start of Work Application

Mail To:
Road Commission for Oakland County
Department of Customer Services
Permits
2420 Pontiac Lake Road
Waterford, MI 48328

Or Fax To: (248) 858-4773 **Or Email To: PERMITS@RCOC.ORG**

THE PERMIT LICENSEE SHALL GIVE NOTICE TO THE DEPARTMENT OF CUSTOMER SERVICES **AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF OPERATIONS** COVERED BY THIS PERMIT.

Date: _____

Permit Issued to: _____

Permit Number: _____

City or Township: _____

Beginning Date: _____

Location of Work: _____

Description of Work: _____

Submitted By: _____

Company you work for: _____

Telephone Number: _____

NOTE:

- A CONDITION OF THE PERMIT THAT YOU RECENTLY RECEIVED IS THAT A TWO-DAY ADVANCE NOTICE BE GIVEN TO THE ROAD COMMISSION **BEFORE WORK BEGINS**. PLEASE SUBMIT THIS FORM A MINIMUM OF 2 DAYS PRIOR TO BEGINNING WORK IN THE RIGHT OF WAY. PLEASE KEEP A COPY FOR YOUR RECORDS.

- IF THERE IS ANY CHANGE IN DATE OR TIME AFTER YOU SUBMIT THIS FORM, PLEASE NOTIFY THE PERMIT INSPECTOR IMMEDIATELY.

PERMIT OFFICE HOURS:
MONDAY – FRIDAY 7:30 AM – 4:15 PM
(248) 858-4835

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Enter Executive Session immediately following the regular meeting of July 10, 2023, in the Council Annex for confidential written communication for legal counsel and to discuss Union negotiations.

SUBMITTING DEPARTMENT: City Clerk

BACKGROUND INFORMATION:

RECOMMENDED ACTION: Enter Executive Session immediately following the regular meeting of July 10, 2023, in the Council Annex for confidential written communication for legal counsel and to discuss Union negotiations.

CITY OF NOVI CITY COUNCIL
JULY 10, 2023

SUBJECT: Approval of claims and warrants – Warrant 1135

SUBMITTING DEPARTMENT: Finance

BACKGROUND INFORMATION: Per Section 8.10 of the City's charter all funds drawn by the treasury department must be approved by City Council. This approval occurs through a warrant system and appears on all City Council's agenda. The most recent Warrant, #1135 comes before city council for approval.

RECOMMENDED ACTION: Approval of claims and warrants – Warrant 1090

CITY OF NOVI
Warrant 1135
Monday, July 10, 2023

Check	Vendor Name	Description	Amount
182883-182891	DTE ENERGY	ELECTRICITY	1,375.17
182892	AMAZON	LIBRARY BOOKS	7,225.18
182893	AMAZON	LIBRARY BOOKS	5,047.02
182894	A AND R PLUMBING LLC	BUILDING MAINTENANCE (PARKS MAINT, FACILITIES)	1,526.58
182895	ACCUFORM PRINTING & GRAPHICS INC	OPERATING SUPPLIES (P&R, COMM REL)	1,158.70
182896	ADAMS ELECTRONICS COMPANY	OPERATING SUPPLIES	464.75
182897	ADAMS OUTDOOR ADVERTISING, LLP	RECRUITMENT (POLICE, FIRE)	4,500.00
182898	ADS, INC.	GAS MASK FILTER REPLACEMENTS (POLICE)	8,637.02
182899	AECOM GREAT LAKES, INC	CE SRVS: WILDLIFE WOOD PARK- ITC TRAIL C	316.61
182900	AJAX PAVING INDUSTRIES INC	ROUTINE MAINTENANCE	101.14
182901	ALLIE BROTHERS INC	SUPPLIES UNIFORMS (POLICE)	5,757.31
182902	ALTECH DOORS LLC	BUILDING MAINTENANCE	343.14
182903	AMAZON	LIBRARY BOOKS LENDING	5,048.04
182904	AMERICAN GENERATORS SALES AND	BUILDING MAINTENANCE	685.00
182905	APPLIED INNOVATION	INTERNAL TECHNOLOGY ECON DEVELOP	4.52
182906	ARAMARK REFRESHMENT SERVICES	OPERATING SUPPLIES	907.90
182907	ASCENSION MICHIGAN EMPLOYER	MEDICAL SERVICE	116.00
182908	AVIDXCHANGE INC	WATER REFUND FOR 42799 CARDINAL WAY	561.48
182909	AXON ENTERPRISE, INC.	IN-CAR CAMERAS AND BODY CAMERAS (POLICE)	88,111.20
182910	BALDRIDGE, TRENDA	CHORALAIRES	150.00
182911	BANK'S VACUUM	CUSTODIAL SUPPLIES	84.98
182912	BECKETT & RAEDER INC.	MASTER PLAN - LAND/THOROUGHFARE (PLANNING)	4,447.98
182913	BERTIN, KENNETH M.	ADULT SOFTBALL	180.00
182914	BEYER, TODD A.	TENNIS (PARKS & REC)	30,135.80
182915	BIRMINGHAM, ROY	REFUND PARKS	75.00
182916	BLACKWELL FORD INC	INSURANCE DEDUCTIBLE - POLICE VEHICLE (GF)	7,295.95
182917	BLOUGH, KERI	PER DIEM	62.00
182918	BLUE CROSS BLUE SHIELD OF MICHIGAN	EMPLOYEE HEALTHCARE INSURANCE	60,655.95
182919	BLUE CROSS BLUE SHIELD OF MICHIGAN	EMPLOYEE HEALTHCARE INSURANCE	33,775.68
182920	BLUE RAVEN SOLAR	BLDG. PAYMENT REFUND (ESCROW)	389.00
182921	BOUND TREE MEDICAL LLC	OPERATING SUPPLIES	926.55
182922	BRIEN'S SERVICES INC	GROUNDS MAINTENANCE (LIBRARY)	9,455.00
182923	BRODART CO.	LIBRARY BOOKS	8,004.07
182924	BSN SPORTS INC.	YOUTH SOCCER LEAGUE (PARKS & REC)	8,648.84
182925	CADILLAC ASPHALT LLC	ROUTINE MAINTENANCE	112.77
182926	CALEA	OUTISDE DATA PROCESSING (POLICE)	4,595.00
182927	CARLISLE WORTMAN ASSOCIATES, INC.	BUILDING, TRADE, & PLAN SERVICES (COMM DEV)	3,930.00
182928	CARNIVAL BOUNCE RENTALS, LLC.	SPRING INTO NOVI (COMM REL)	2,100.00
182929	CARRERA, ELSA A.	DANCE PROGRAMS (PARKS & REC)	5,454.00
182930	CDW GOVERNMENT LLC	MICORSOFT 365 LICESNES - CITYWIDE (IT)	57,911.79
182931	CHILTON, KIMBERLY S.	OLDER ADULTS FITNESS (PARKS & REC)	3,163.00
182932	CINTAS CORP	SUPPLIES UNIFORMS	80.12
182933	CORBETT, KRISTEN	REIMBURSEMENT	25.00
182934	CRANDALL-WORTHINGTON INC	OPERATING SUPPLIES (P&R, PARKS MAINT, POLICE)	2,051.68
182935	CREATIVE NATURE ART & DESIGN LLC	LIBRARY PROGRAMMING	350.00
182936	CRIMBOLI NURSERY AND LANDSCAPE INC.	TREE PLANTING RETAINAGE (ESCROW)	27,978.50
182937	DELL MARKETING L.P.	INTERNAL TECHNOLOGY (DPW, POLICE)	10,373.23
182938	DENEAU PHOTOGRAPHIC	RECRUITMENT	750.00
182939	DEWOLF & ASSOCIATES	EDUCATION AND TRAINING (POLICE)	2,535.00
182940	EFFICIENT ENERGY ENTERPRISES	BLDG. PAYMENT REFUND (ESCROW)	60.00
182941	EMPIRE PRINTING, LLC	ADULT BASKETBALL LEAGUE (PARKS & REC)	1,239.80
182942	ENGRAVING CONNECTION	EMPLOYEE RECOGNITION	14.00
182943	EQUATURE	EMERGENCY COMMUNICATION SERVICE (POLICE)	1,311.89
182944	ERICKSON, CHELSEA	DANCE PROGRAMS (PARKS & REC)	2,142.00
182945	FENDT BUILDERS SUPPLY, INC	STORM SEWER MAINTENANCE	996.04
182946	FLOR DRI SUPPLY CO INC	CUSTODIAL SUPPLIES	650.40
182947	FONSON COMPANY INC.	CONST: LAKESHORE PARK TUNNEL REPL (DRAIN, CIP)	54,154.42

182948	FREEMAN, LAURIE	ART PROGRAMS	288.00
182949	G & M ENTERPRISES LTD	STORM SEWER MAINT - STREET SWEEP (DRAIN)	15,517.00
182950	G2 CONSULTING GROUP, LLC.	MATERIAL TESTING:BOND/FLINT PHASE 2 (W&S, DRAIN)	7,750.53
182951	GARY'S CATERING INC	PRISIONER MEALS	236.00
182952	GORDON FOOD SERVICE PAYMENT PROC.	COMMUNITY CENTER	6.98
182953	GOYETTE MECHANICAL CO	BLDG. PAYMENT REFUND (ESCROW)	150.00
182954	GRAINGER INC, W W	VEHICLE MAINTENANCE	113.55
182955	GREAT LAKES ACE	OPERATING SUPPLIES	43.44
182956	GREAT LAKES POWER & LIGHTING INC.	CONTRACTUAL SERV (POLICE, PARKS MAINT, FIRE, DPW)	3,037.22
182957	GREAT LAKES WATER AUTHORITY	IWC CHARGES 5/2023	18,095.11
182958	GREENWAY COLLABORATIVE INC., THE	NON-MOTORIZED MASTER PLAN 2023 (PLANNING)	5,447.50
182959	GUARDIAN ALARM	BUILDING MAINTENANCE	100.32
182960	HARRELL'S, LLC	GROUNDS MAINTENANCE (PARKS MAINT)	1,136.32
182961	HEALTH ALLIANCE PLAN	EMPLOYEE HEALTHCARE INSURANCE	12,874.75
182962	HOLMES, ROBERT	ADULT SOFTBALL	150.00
182963	HOME DEPOT CREDIT SERVICES	OPERATING SUPPLIES	49.54
182964	HONEYWELL ANALYTICS	SCBA SUPPLIES (FIRE)	1,050.00
182965	HOUSING SPECIALIST INC	BLDG. PAYMENT REFUND (ESCROW)	186.00
182966	ICS INTEGRATION SERVICES LLC	SCADA MAINTENANCE	516.00
182967	IMAGE 360 - NOVI	GROUNDS MAINTENANCE	178.50
182968	IMPERIAL DADE	BUILDING MAINTENANCE	859.95
182969	INTRADO LIFE & SAFETY, INC	TELEPHONE MAINTENANCE	400.00
182970	ISCG, INC.	SUPPLIES	494.69
182971	J & B MEDICAL SUPPLY INC	OPERATING SUPPLIES	37.00
182972	JANWAY COMPANY USA INC	COMMUNITY PROMOTION	751.19
182973	JO-ANN STORES LLC	ELECTRONIC RESOURCES (LIBRARY)	1,250.00
182974	JOHN'S SANITATION SERVICE	VILLA BARR PROPERTY	140.00
182975	KARDASZ, KENNETH	WIXOM RD REHAB TEMP GRADING EASEMENT	14.15
182976	LEDBETTER LAWN SERVICE	WEED CUTTING	985.00
182977	LEGACY TITLE	WATER REFUND FOR: 23278 CRANBROOKE DR	109.88
182978	LEISURE UNLIMITED LLC	OLDER ADULTS FITNESS (PARKS & REC)	4,046.40
182979	LEPOFSKY, BARRY J.	ADULT SOFTBALL	225.00
182980	LOUZON, COLIN	MEDICAL SERVICE	50.00
182981	MAJOR CONSTRUCTION GROUP, INC	ROUTINE MAINTENANCE	549.60
182982	MALONE, MAUREEN	REFUND LIBRARY	200.00
182983	MCKENNA ASSOCIATES INC	HCD (COMMUNITY DEV BLOCK GRANT)	1,543.75
182984	MEADOWBROOK INC.	PROPERTY & LIABILITY INSURANCE - CITYWIDE	4,626.00
182985	MICHIGAN LIBRARY ASSOCIATION	MEMBERSHIPS (LIBRARY)	3,108.00
182986	MICHIGAN MUNICIPAL LEAGUE	WORKERS COMP INS - 1ST QTR 23/24 - CITYWIDE	38,374.00
182987	MIDWEST COLLABORATIVE FOR LIBRARY	ELECTRONIC RESOURCES (LIBRARY)	3,254.05
182988	MIDWEST TAPE, LLC	ELECTRONIC MEDIA	77.98
182989	MUNICIPAL WEB SERVICES, INC	WEB PAGE MAINTENANCE (COMM REL)	3,359.72
182990	MUSICAL EXPRESSIONS LLC	MUSIC PROGRAMS	403.20
182991	NATIONAL SIGN BRANDING	OFFICE SUPPLIES	57.50
182992	NOAR TECHNOLOGIES	OUTSIDE DATA PROCESSING (POLICE)	5,560.00
182993	NORTHVILLE PARKS & RECREATION	TENNIS (PARKS & REC)	1,400.20
182994	NOVI COMMUNITY SCHOOLS	TENNIS	207.00
182995	NOVI HOSPITALITY INVESTMENTS LLC	BLDG. BOND REFUND (ESCROW)	4,400.00
182996	O'REILLY AUTO PARTS	OPERATING SUPPLIES	90.98
182997	OAKLAND COUNTY ASSOC OF ASSESSING	MEMBERSHIP	50.00
182998	OAKLAND COUNTY MEDICAL CONTROL	MEMBERSHIPS	75.00
182999	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES (POLICE)	1,111.16
183000	ON DUTY GEAR, LLC	SUPPLIES UNIFORMS (POLICE)	3,045.00
183001	ORCHARD, HILTZ & MC CLIMENT	PROFESSIONAL SERV - VAR PROJ (W&S, DRAIN, CIP)	178,198.11
183002	ORIGINAL BIG DOG HOT DOGS LLC	COMMUNITY PROMOTION (COMM REL)	3,225.00
183003	ORKIN	CONTRACTUAL SERVICES	588.93
183004	OVERDRIVE, INC.	AUDIO VISUAL MATERIALS (LIBRARY)	1,025.09
183005	PATRON POINT, INC	COMPUTER SUPPLIES (LIBRARY)	9,500.00
183006	PERFECT CLEANERS OF DETROIT, INC	OPERATING SUPPLIES	12.50
183007	PPG ARCHITECTURAL FINISHES	FIRE HYDRANT PAINTING	244.24
183008	PRIORITY HEALTH	EMPLOYEE HEALTHCARE INSURANCE	38,858.48
183009	PRIORITY ONE EMERGENCY	SUPPLIES UNIFORMS	226.98
183010	PROFESSIONAL SERVICE INDUSTRIES INC	GEOTECH: WATER MAIN REPLACEMENT- AC (W&S)	56,205.00
183011	PRONUNCIATOR LLC	ELECTRONIC RESOURCES (LIBRARY)	1,800.00

183012	PROSCREENING, LLC	RECRUITMENT	278.00
183013	QUALITY FIRST AID & SAFETY, INC.	OPERATING SUPPLIES	196.55
183014	QUILL CORPORATION	OFFICE SUPPLIES	52.09
183015	RANDAZZO MECHANICAL HTG CLG	BLDG. PAYMENT REFUND (ESCROW)	130.00
183016	RANDAZZO MECHANICAL HTG CLG	BLDG. PAYMENT REFUND (ESCROW)	182.00
183017	RANDAZZO MECHANICAL HTG CLG	BLDG. PAYMENT REFUND (ESCROW)	90.00
183018	REDSTONE ARCHITECTS, INC.	PUBLIC SAFETY FACILITY (FACILITIES)	15,582.50
183019	RINGLE, TRACIE	PETTY CASH	7.98
183020	RNA FACILITIES MANAGEMENT	CUSTODIAL SERVICES (LIBRARY)	7,028.10
183021	SAM'S CLUB DIRECT	EMPLOYEE RECOGNITION	680.65
183022	SCHINDLER ELEVATOR CORPORATION	BUILDING MAINTENANCE (LIBRARY)	1,424.15
183023	SCHOOLCRAFT COLLEGE	TRAINING (FIRE)	1,625.00
183024	SCHULKEY, DANIEL	TUITION REIMBURSEMENT	686.50
183025	SGI HEATING COOLING INC	BLDG. PAYMENT REFUND (ESCROW)	122.00
183026	SHIRO INC	BLDG. PAYMENT REFUND (ESCROW)	240.00
183027	SIGNATURE SERVICES	ROUTINE MAINTENANCE (LOCAL & MUNICIPAL STREETS)	22,491.20
183028	SMART BUSINESS SOURCE LLC	OPERATING SUPPLIES (FIRE, POLICE, LIBRARY, DPW)	1,105.61
183029	SOUTH LYON AREA RECREATION	TENNIS	613.60
183030	SPALDING DE DECKER	PROFESSIONAL SERV - VAR PROJ (W&S, DRAIN, DPW)	186,182.46
183031	SPARC ARENA LLC	SPORTS CAMPS	739.20
183032	SPARTAN DISTRIBUTORS INC	LAWN MOWER MAINTENANCE	982.35
183033	SWAG CONSULTANTS LLC	COMMUNITY PROMOTION (LIBRARY)	1,848.86
183034	SYSTEMP CORPORATION	BUILDING MAINTENANCE (FACILITIES)	1,563.90
183035	TELNET WORLDWIDE INC.	TELEPHONE (LIBRARY)	1,068.30
183036	TESTING ENGINEERS	MATERIAL TESTING: 2022 AC WATER MAIN REP (W&S)	7,383.29
183037	THELEN LANDSCAPE INC	GROUNDS MAINTENANCE	665.00
183038	USA BLUEBOOK	WATER LINE MAINTENANCE (W&S)	1,583.31
183039	VALUE TRENDS, INC	RETAINER - APPRAISAL (ASSESSING)	5,500.00
183040	VARIPRO	PROFESSIONAL SERVICES	450.00
183041	WASHTENAW COMMUNITY COLLEGE	EDUCATION AND TRAINING (POLICE)	5,293.00
183042	WEATHERSEAL HOME IMPROVEMENTS CO	WINDOW REPLACE - MEADOWBROOK COMMONS	75,000.00
183043	WEATHERSEAL HOME IMPROVEMENTS CO	WINDOW REPLACE - MEADOWBROOK COMMONS	75,000.00
183044	WEINGARTZ SUPPLY CO INC	VEHICLE MAINTENANCE	99.55
183045	WILLIAMS, WENDY	OLDER ADULTS FITNESS	768.00
183046	ZURMUEHLEN, MARYANN	MILEAGE REIMBURSEMENT	2.98
183047	ZURMUEHLEN, MARYANN	MILEAGE REIMBURSEMENT	10.02
		GRAND TOTAL	**$ 1,332,495.84**

GENERAL FUND	101	464,301.10
MAJOR STREET FUND	202	14.15
LOCAL STREET FUND	203	72,451.76
MUNICIPAL STREET FUND	204	1,432.40
PARKS, REC & CULTURAL SVCS FUND	208	75,841.69
DRAIN FUND	211	46,437.89
TREE FUND	213	27,978.50
LIBRARY FUND	271	69,809.93
COMMUNITY DVLPMNT BLOCK GRANT FUND	274	1,543.75
CAPITAL IMPROVMENT PRGRM (CIP) FUND	401	46,347.78
SENIOR HOUSING FUND	574	150,000.00
WATER AND SEWER FUND	592	371,936.89
AGENCY FUND	701	4,400.00
GRAND TOTAL		**$ 1,332,495.84**