CITY COUNCIL AGENDA

CITY OF NOVI
Regular City Council Meeting
May 04, 2026 | 7:00 PM
Council Chambers | Novi Civic Center | 45175 Ten Mile Road
(248) 347-0460

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL – Mayor Fischer, Mayor Pro Tem Casey, Council Members Gurumurthy, Heintz, Martinez, Smith, Staudt

APPROVAL OF AGENDA

PUBLIC HEARINGS

1. FY 2026-27 Budget and 2026 Millage Rates

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. Approval of Resolution for 2026 Millage Rates

2. Approval of Resolution for Fiscal Year 2026-2027 Budget

3. Approval of Resolution to authorize Budget Amendment #2026-4

4. Initial review of eligibility of Providence Meadows to rezone property south of Grand River and west of Providence Parkway from Light Industrial to High-Density Multiple Family with a Planned Rezoning Overlay.

5. Consideration of approval to award a construction contract to CSM Mechanical for the Bellagio Sanitary Lift Station Improvements project for $309,258.

6. Consideration of awarding a contract to Robinson Capital for Portfolio Management Services.

7. Consideration of approval to award the construction contract to Major Construction Group, the low bidder, for the 2026 Neighborhood Sidewalk Program in the amount of $1,104,543.

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

1. Long-Range Strategic Planning Committee - Mayor Pro Tem Casey

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:
April 13, 2026 - Regular Meeting

April 20, 2026 - Regular Meeting

B. Approval of request to transfer ownership of an escrowed 2025 Class C & SDM license from Twelve Mile Crossing, LLC to Supra Novi LLC, located at 44375 W. 12 Mile Rd, Suite G-152, Novi, MI 48377.

C. Approval of Resolution to amend Environmental Consultant Fee Schedule as reviewed by the Finance and Administration Committee.

D. Approval to award a three-year Traffic Engineering Consulting Services Contract to AECOM (with the option for an additional two, one-year renewals) as reviewed by the Finance and Administration Committee, and adoption of the revised fee schedule.

E. Adoption of Resolution seeking reimbursement from Oakland County for expenses associated with the City of Novi's annual Mosquito Control Program.

F. Approval to award engineering design services to Spalding DeDecker for a Novi Road Pavement Preservation Overlay, between 13 Mile Road and 14 Mile Road, in the amount of $73,833.

G. Approval to purchase crane upfits for the sign installation bucket truck from sole source vendor Jack Doheny Company for $80,960.

H. Approval of a two-year management agreement with three optional one-year renewal extensions with KMG Prestige, Inc. for the management of Meadowbrook Commons, commencing on July 1, 2026, with the final form of the agreement to be approved by the City Manager and City Attorney's office.

I. Approval of a Pawnbroker License renewal requested by Joseph Haddad owner of Gold Buy and Jewelry, Inc., located at 41490 Grand River Avenue.

J. Approval of a Resolution Authorizing Outdoor Exposition Event to occur on the Vibe Credit Union Showplace property at 46100 Grand River Avenue on May 18, 2026 – June 2, 2026.

K. Enter Executive Session immediately following the regular meeting of May 4, 2026, in the Council Annex for the purpose of discussing union negotiations.

L. Approval of claims and warrants – Warrant 1202

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
NOTICE OF PUBLIC HEARING
ON RECOMMENDED 2026-2027 BUDGET

NOTICE IS HEREBY GIVEN that the Novi City Council will hold a **PUBLIC HEARING ON THE RECOMMENDED CITY 2026-2027 BUDGET** at the Regular Meeting of Council to be held on **MONDAY, MAY 4, 2026**. Said hearing will be held at 7:00 p.m. or as soon thereafter, at the Novi Civic Center Council Chamber, 45175 Ten Mile Road, Novi, Michigan.

Interested citizens may appear and present written and/or verbal comments on the recommended budget.

The property tax millage rate recommended to be levied to support the recommended budget will also be a subject of this hearing.

A copy of the recommended 2026-2027 budget is currently available at the Finance Department in the Novi Civic Center for public inspection, 45175 Ten Mile Road, Novi, Michigan and on the website www.cityofnovi.org.

Cortney Hanson, MMC, MiPMC III
City Clerk

Publish: 04/23/26

LV-43859590

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of Resolution for 2026 Millage Rates.

SUBMITTING DEPARTMENT: Finance

KEY HIGHLIGHTS:

- Total millage rate has increased from the prior year by 0.8440 mills
- The increase is due to the new debt service millage of 1.0000 mills for the 2026 Unlimited Tax Bonds for the Public Safety Facilities
- Millage rate 11.3813

BACKGROUND INFORMATION:

Attached for your consideration is the adopting resolution for the 2026 millage.

The City's total 2026 millage rate, including the Operating, Public Act 359 Advertising, Public Safety, Parks and Recreation, Drain, Library, Debt, Capital Improvement (CIP), and Roads, is 11.3813 mills, which is an increase from the 2025 tax levy. The increase is due to the new debt service millage of 1.0000 mills for the 2026 Unlimited Tax Bonds for the Public Safety Facilities. There was also an increase in the Library Fund levy under Public Act 164 of 1877, which allows for up to 1.0000 mills to be levied without a vote of the people. The Library requested that 0.2000 mills be levied and offset by the reduction in the 2008 Library Debt Millage as these debt payments end.

The General Fund, Municipal Street Fund, Parks, Recreation, and Cultural Services Fund, Library Fund, Drain Fund, CIP Fund, and the debt service funds property tax revenues are calculated based upon the millage rates attached in this motion sheet. The Michigan Department of Treasury requires all entities that levy property taxes to file Form L-4029 with the County Clerk and Equalization Department. The official 2026 form is attached, which reflects the City's 2026 millage rates.

RECOMMENDED ACTION: Approval of Resolution for 2026 Millage Rates.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION OF ADOPTION 2026 MILLAGE RATES

WHEREAS, the City Council has agreed to levy the City's total millage rate of 11.3813 mills increased 0.8437 mills from last year's (2025) levy, and

WHEREAS, that these levies are being placed on a diversified tax base that has increased slightly as anticipated in the financial plan, and

WHEREAS, a public hearing was also held on May 4, 2026 on 2026 millage rates and the 2026-2027 budget,

NOW THEREFORE, IT IS THEREFORE RESOLVED that to finance the level of services established for the 2026-2027 fiscal year, and to meet specific debt obligations of the City that the following millages are authorized to be spread:

General Operating	4.7134
Public Act 359 – Advertising	0.0095
Municipal Street	1.4085
Public Safety	1.3412
Parks and Recreation	0.3619
Drain	0.6358
Capital Improvement	0.9439
Library	0.7245
Library (PA 164 of 1877)	0.2000
2008 Library Construction Debt	0.0426
2026 Unlimited Tax Public Safety Facilities Debt	1.0000

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 4th day of May, 2026, 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

Michigan Department of Treasury
614 (Rev. 07-25)

ORIGINAL TO: County Clerk(s)
COPY TO: Equalization Department(s)
COPY TO: Each township or city clerk

L-4029

2026 Tax Rate Request (This form must be completed and submitted on or before September 30, 2026)

MILLAGE REQUEST REPORT TO COUNTY BOARD OF COMMISSIONERS

Carefully read the instructions on page 2.

This form is issued under authority of MCL Sections 211.24e, 211.34 and 211.34d. Filing is mandatory; Penalty applies.

County(ies) Where the Local Government Unit Levies Taxes	2026 Taxable Value of ALL Properties in the Unit as of 05-26-2026
Oakland County	**5,453,579,330**
Local Government Unit Requesting Millage Levy	For LOCAL School Districts: 2026 Taxable Value excluding Principal Residence, Qualified Agricutlural, Qualified Forest, Industrial Personal and Commercial Personal Properties.
City of Novi	

This form must be completed for each unit of government for which a property tax is levied. Penalty for non-filing is provided under MCL Sec 211.119. The following tax rates have been authorized for levy on the 2026 tax roll.

(1) Source	(2) Purpose of Millage	(3) Date of Election	(4) Original Millage Authorized by Election Charter, etc.	(5) ** 2025 Millage Rate Permanently Reduced by MCL 211.34d "Headlee"	(6) 2026 Current Year "Headlee" Millage Reduction Fraction	(7) 2026 Millage Rate Permanently Reduced by MCL 211.34d "Headlee"	(8) Sec. 211.34 Truth in Assessing or Equalization Millage Rollback Fraction	(9) Maximum Allowable Millage Levy *	(10) Millage Requested to be Levied July 1	(11) Millage Requested to be Levied Dec. 1	(12) Expiration Date of Millage Authorized
Charter	General	02/69	6.5000	4.7390	.9946	4.7134	1.0000	4.7134	4.7134	N/A	N/A
Voted	Streets	08/12	1.5000	1.4162	.9946	1.4085	1.0000	1.4085	1.4085	N/A	N/A
Charter	Police/Fire	11/87	1.8000	1.3485	.9946	1.3412	1.0000	1.3412	1.3412	N/A	N/A
Charter	Parks and Rec	08/80	.5000	.3639	.9946	.3619	1.0000	.3619	.3619	N/A	N/A
Charter	Drains	08/82	1.0000	.7285	.9946	.7245	1.0000	.7245	.6358	N/A	N/A
Charter	Library	08/80	1.0000	.7285	.9946	.7245	1.0000	.7245	.7245	N/A	N/A
Voted	Debt Library	11/07	N/A	N/A	.9946	N/A	1.0000	N/A	.0426	N/A	2027
Voted	Capital Imp	08/16	1.0000	.9491	.9946	.9439	1.000	.9439	.9439	N/A	8/2026

Prepared by	Telephone Number	Title of Preparer	Date
Tina Glenn	**(248) 347-0444**	**Assistant Treasurer**	**04/14/2026**

CERTIFICATION: As the representatives for the local government unit named above, we certify that these requested tax levy rates have been reduced, if necessary to comply with the state constitution (Article 9, Section 31), and that the requested levy rates have also been reduced, if necessary, to comply with MCL Sections 211.24e, 211.34 and, for LOCAL school districts which levy a Supplemental (Hold Harmless) Millage, 380.1211(3).

	Signature	Print Name	Date
☒ Clerk ☐ Secretary			**04/14/2026**
☒ Chairperson ☐ President			

** Under Truth in Taxation, MCL Section 211.24e, the governing body may decide to levy a rate which will not exceed the maximum authorized rate allowed in column 9. The requirements of MCL 211.24e must be met prior to levying an operating levy which is larger than the base tax rate but not larger than the rate in column 9.*

Local School District Use Only. Complete if requesting millage to be levied. See STC Bulletin 2 of 2026 for instructions on completing this section.

Total School District Operating Rates to be Levied (HH/Supp and NH Oper ONLY)	Rate
For Principal Residence, Qualified Ag., Qualified Forest and Industrial Personal	
For Commercial Personal	
For all Other	

**** IMPORTANT:** See instructions on page 2 regarding where to find the millage rate used in column (5).

Michigan Department of Treasury
614 (Rev. 07-25)

ORIGINAL TO: County Clerk(s)
COPY TO: Equalization Department(s)
COPY TO: Each township or city clerk

L-4029

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City of Novi	

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PA 359	Econ Dvlp	N/A	4.0000	3.9119	.9946	3.8907	1.0000	3.8907	.0095	N/A	N/A
Voted	Debt Pub Safety	8/25	1.0000	N/A	.9946	N/A	1.0000	1.0000	1.0000	N/A	8/50
PA 164	Library Funding	N/A	1.0000	N/A	.9946	N/A	1.0000	1.0000	.20000	N/A	N/A

Prepared by	Telephone Number	Title of Preparer	Date
Tina Glenn	**(248) 347-0444**	**Assistant Treasurer**	**04/14/2026**

CERTIFICATION: As the representatives for the local government unit named above, we certify that these requested tax levy rates have been reduced, if necessary to comply with the state constitution (Article 9, Section 31), and that the requested levy rates have also been reduced, if necessary, to comply with MCL Sections 211.24e, 211.34 and, for LOCAL school districts which levy a Supplemental (Hold Harmless) Millage, 380.1211(3).

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☒ Chairperson ☐ President			

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Total School District Operating Rates to be Levied (HH/Supp and NH Oper ONLY)	Rate
For Principal Residence, Qualified Ag., Qualified Forest and Industrial Personal	
For Commercial Personal	
For all Other	

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of Resolution for Fiscal Year 2026-2027 Budget .

SUBMITTING DEPARTMENT: Finance

BACKGROUND INFORMATION:

Attached for your consideration is the adopting resolution for the Fiscal Year 2026-2027 Budget. The budget process started in August 2025 with the development of the capital improvement program, and departments then worked on their operating budgets to draft a budget aligned with the overall goals set by the Novi City Council. The Recommended Budget was presented to City Council on April 13, 2026.

At the City Council Budget Session held on April 13, 2026, City Council approved the following adjustments to the City Manager's Recommended FY 2026-27 Budget:

- Adjustment 1: Recycling Center revenue and expenditures moved from the General Fund to the Rubbish Collection Fund

A financial summary is provided on the following pages to show the impact of the amendments on the General Fund and the Rubbish Collection Fund. Additionally, per Council's direction, the acknowledgment of the following two fiscal years is not included in this resolution and will be brought back with a plan to reduce expenditures by June 1, 2026. Furthermore, the budget incorporates the long-range elements of the Capital Improvement Program (CIP) as approved by the City's Planning Commission and presented at the Public Hearing on March 11, 2026.

RECOMMENDED ACTION: Approval of Resolution for Fiscal Year 2026-2027 Budget

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION OF ADOPTION FISCAL-YEAR 2026-2027 BUDGET

WHEREAS, the City Manager's recommended budget is based upon City Council's strategic themes and goals which were discussed, along with property tax projections from the City Assessor, and

WHEREAS, this budget has incorporated the CIP plan as approved by the City's Planning Commission at the public hearing held on March 11, 2026, and

WHEREAS, pursuant to Section 8.3 of the Novi City Charter, a detailed revenue and expenditure plan has been presented in accordance with all applicable City, State and Federal Statutes, and

WHEREAS, the City Council passed amendments to the recommended budget during the April 13, 2026 Regular Council Meeting, and

WHEREAS, the budget includes an increase to the single-family resident rate for refuse/recycling services, of $7.50/per year in order to cover increase in tip fees for recycling services and future storm-related clean-up, and

WHEREAS, a public hearing was also held on May 4, 2026 on the recommended budget, and

NOW THEREFORE, IT IS THEREFORE RESOLVED that the attached budget is adopted and made a part of this resolution.

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 4th day of May, 2026, 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

General Fund

Recommended Budget

	Budget 2026-27
Total Revenues	$ 48,626,030
Total Appropriations	48,385,669
Net Revenues (Appropriations)	240,361
Beginning Fund Balance	13,281,807
Ending Fund Balance	$ 13,522,168

Fund balance as a % of expenditures	**28%**

Budget Adjustments

A	Remove Revenue for Recycling	(490,000)
	Remove Expenditures for Recycling	(490,000)
	Total appropriations increase (decrease)	**-**

Adopted Budget (5/4/26 City Council Meeting)

Adopted Budget	Budget 2026-27
Total Revenues	$ 48,136,030
Total Appropriations	47,895,669
Net Revenues (Appropriations)	240,361
Beginning Fund Balance	13,281,807
Ending Fund Balance	$ 13,522,168

Fund balance as a % of expenditures	**28%**

Notes

A Removal of Recycling revenue and expenditures from the General Fund and move them to the Rubbish Collection Fund.

Rubbish Collection Fund

Recommended Budget

	Budget 2026-27
Total Revenues	$ 2,435,000
Total Appropriations	2,435,000
Net Revenues (Appropriations)	-
Beginning Fund Balance	1,204
Ending Fund Balance	$ 1,204

Fund balance as a % of expenditures	0%

Budget Adjustments

A	Add Revenue for Recycling	490,000
B	Add Revenue for recommended reserve funds	101,175
	Add Expenditures for Recycling	490,000
	Total appropriations increase (decrease)	**101,175**

Adopted Budget (5/4/26 City Council Meeting)

Adopted Budget	Budget 2026-27
Total Revenues	$ 3,026,175
Total Appropriations	2,925,000
Net Revenues (Appropriations)	101,175
Beginning Fund Balance	1,204
Ending Fund Balance	$ 102,379

Fund balance as a % of expenditures	4%

Notes

A Addition of Recycling revenue and expenditures from the General Fund.

B Recommended $7.50 increase on 13,490 residental accounts over 5 years to increase fund balance to ~$500K

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION REGARDING GARBAGE AND REFUSE RATES

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 _____, 2026, at ____o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers_____

ABSENT: Councilmembers_____

The following preamble and Resolution were offered by Councilmember _____ and supported by Councilmember _____.

RECITALS

WHEREAS, the City adopted Ordinance No. 26-18401, amending Chapter 16, the Garbage and Refuse chapter of the City of Novi Code of Ordinances to provide, at Section 16-71, for the imposition of rates for solid waste collection, recycling, and disposal services for residential premises; and

WHEREAS, Section 16-71 states that the Council shall establish the rates by resolution from time-to-time; and

WHEREAS, the City contracts with Priority Waste to provide solid waste collection, yard waste collection, and recycling collection services for residential customers in the City, for which the City pays a contractual fee; and

WHEREAS, the City has agreed to deliver recycled materials to the facility owned by the Resource Recovery and Recycling Authority of Southwest Oakland County (RRRASOC); and

WHEREAS, the City along with other participating communities, contracts with RRRASOC to administer the recycling facility and other recycling programs in exchange for a fee paid to RRRASOC; and

WHEREAS, the City participates in the Household Hazardous Waste Collection Program administered by RRRASOC; and

WHEREAS, the City also provides certain Emergency Debris Management Services on an as needed basis; and

WHEREAS, the City has reviewed the cost of providing such services; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Novi as follows:

1. The annual user fee rate for solid waste collection, recycling, and disposal services shall be as follows effective July 1, 2026:

	SINGLE-FAMILY HOME RATE	CONDO RATE
Priority Waste Curbside Pickup (Solid Waste & Recycling for all; Yard Waste for homes only)	**$144.99**	**$116.62**
RRRASOC Recycling Costs (includes Member Contribution, Household Hazardous Waste, Tip Fees)	**$30.00**	**$30.00**
Emergency Debris Management (service provided to Single-Family Home only)	**$7.50**	No yard waste collection
Total Annual Fee	**$182.49**	**$146.62**

2. The annual user fee rate shall be levied with the July, 2026, tax bill.

3. For curbside pickup, the single-family home rate will increase to $148.61 on July 1, 2027, and the condominium rate will increase to $119.53 on July 1, 2027.

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 _____ day of _____, 2026, 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

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of resolution to authorize Budget Amendment #2026-4

SUBMITTING DEPARTMENT: Finance

KEY HIGHLIGHTS:

- $151,522 use of General Fund fund balance. Overall, the General Fund budgeted revenues exceed budgeted expenditures by $103,951 after this amendment resolution.
- There is a reduction in the Drain Fund due to a project budgeted twice.
- Library budgets were amended as approved by the Library's Board.
- Public Safety Building Fund 464 has no net change. Expenditure budgets need to be increased awaiting funds from the spring bond sale.
- Water and Sewer Fund has an increase in expenditures for various capital, overtime and other charges and services.

BACKGROUND INFORMATION:

The City's annual budget is adopted by the third Monday in May each year and is effective July 1st each year. The budget is adopted at a function level (vs. line item). In accordance with the State Budget Act, budget amendments are completed throughout the fiscal year to reflect the most current information available related to revenue and expenditure budgets. Budget amendments that have a positive or negative impact on fund balance or change the function total are prepared for Council approval. Amendments between line-items within the same budget function (that do not have any impact on fund balance) are managed at the administration level. The amendments are based on actual and projected activity-to-date.

The third quarter budget amendment resolution and budget amendment details are attached.

RECOMMENDED ACTION: Approval of resolution to authorize Budget Amendment #2026-4.

RESOLUTION

NOW, THEREFORE BE IT RESOLVED that the following Budget Amendment #2026-4 is authorized:

		INCREASE (DECREASE)
GENERAL FUND		
REVENUES		
State Sources	$	60,000
TOTAL REVENUES	**$**	**60,000**
APPROPRIATIONS		
Integrated Solutions - FM: Parks Maintenance		
Capital Outlay		(104,834)
City Attorney, Insurance, & Claims Department		
Capital Outlay		(40,000)
Police Department		
Personnel Services		32,400
Other Services and Charges		27,600
Capital Outlay		(965,308)
Department of Public Works - Administration		
Capital Outlay		(19,940)
Department of Public Works - Field Operations		
Other Services and Charges		151,522
Capital Outlay		(151,971)
Department of Public Works - Fleet Asset		
Capital Outlay		(244,070)
Community Relations - Admin		
Capital Outlay		(30,000)
Capital Outlay		
Capital Outlay		1,556,123
TOTAL APPROPRIATIONS	**$**	**211,522**
Net Increase (Decrease) to Fund Balance	**$**	**(151,522)**

Ending Fund Balance	**$13,130,285**
Fund Balance as a % of total annual expenditures	**28%**

		INCREASE (DECREASE)
DRAIN FUND		
APPROPRIATIONS		
Capital Outlay	$	(911,317)
TOTAL APPROPRIATIONS	**$**	**(911,317)**
Net Increase (Decrease) to Fund Balance	**$**	**911,317**
CRASH AND CITATION FUND		
APPROPRIATIONS		
Capital Outlay	$	4,600
TOTAL APPROPRIATIONS	**$**	**4,600**
Net Increase (Decrease) to Fund Balance	**$**	**(4,600)**
LIBRARY FUND		
REVENUES		
Property tax revenue	$	46,362
State sources	$	(6,098)
Fines and forfeitures		(1,400)
Interest Income		(708)
Other Revenue		9,074
TOTAL REVENUES	**$**	**47,230**
APPROPRIATIONS		
Personnel Services	$	(95,571)
Supplies		(35,350)
Other Services and Charges		(22,148)
TOTAL APPROPRIATIONS	**$**	**(153,069)**
Net Increase (Decrease) to Fund Balance	**$**	**200,299**
LIBRARY CONTRIBUTION FUND		
REVENUES		
Donations		34,176
Interest Income		32,500
TOTAL REVENUES	**$**	**66,676**
APPROPRIATIONS		
Supplies		14,700
Capital Outlay	$	(30,600)
TOTAL APPROPRIATIONS	**$**	**(15,900)**
Net Increase (Decrease) to Fund Balance	**$**	**82,576**

		INCREASE (DECREASE)
GUN RANGE FACILITY FUND		
APPROPRIATIONS		
Capital Outlay		5,000
TOTAL APPROPRIATIONS	**$**	**5,000**
Net Increase (Decrease) to Fund Balance	**$**	**(5,000)**
PUBLIC SAFETY BUILDING FUND		
REVENUES		
Sale of Bonds		1,600,000
TOTAL REVENUES	**$**	**1,600,000**
APPROPRIATIONS		
Capital Outlay	$	1,600,000
TOTAL APPROPRIATIONS	**$**	**1,600,000**
	$	**-**
WATER & SEWER FUND		
APPROPRIATIONS		
Personnel Services		66,000
Supplies		2,787
Other Services and Charges		82,678
Capital Outlay		147,246
TOTAL APPROPRIATIONS	**$**	**298,711**
Net Increase (Decrease) to Fund Balance	**$**	**(298,711)**

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 April XX, 2026.

Cortney Hanson
City Clerk

Budget Amendment# 2026-4 - May 4, 2026

GL #	Project/Item Description	Budget Category	Amount
Revenues			
101-000.00-543.200	Police Training Grant	State Shared Revenue	60,000
			$ 60,000
Expenditures			
101-301.00-704.000	Permanent Salaries	Personnel Services	32,400
101-301.00-957.007	Education and Training Grant	Other services and charges	27,600
101-441.20-816.550	R.R.R.A.S.O.C. Consortium	Other services and charges	39,822
101-441.20-816.575	Recyling Center	Other services and charges	25,000
101-441.20-816.577	Tip Fees	Other services and charges	86,700
Capital Changes to Establish a Capital Outlay Department:			
101-265.10-977.043	Building Generator & GenTrack - ITC	Capital Outlay	(64,266)
101-265.10-982.078	COR020 Zero Turn Mower #B2	Capital Outlay	(17,040)
101-265.10-982.081	Electric Gator (Grant)	Capital Outlay	(23,528)
101-266.00-971.000	Land acquisition	Capital Outlay	(40,000)
101-301.00-980.006	POL023 InCar Cameras & Body Cameras	Capital Outlay	(170,000)
101-301.00-982.056	POL021 LPR System	Capital Outlay	(30,500)
101-301.00-983.000	Vehicles	Capital Outlay	(272,786)
101-301.00-983.100	Vehicle-new install	Capital Outlay	(476,164)
101-301.00-986.044	COR018 ID Card Readers Replace	Capital Outlay	(15,858)
101-441.00-986.050	COR021 Server Replace - Cameras (DPW)	Capital Outlay	(19,940)
101-441.20-976.125	FLD045 Salt Dome Replace w/Pit &Conveyor	Capital Outlay	(151,971)
101-441.30-984.024	FLD026 Dump Truck w/plw (replace #634)	Capital Outlay	(34,335)
101-441.30-984.040	FLT017 RDS Truck w/ scrap & plow (602)	Capital Outlay	(209,735)
101-725.00-982.077	COR040 Wayfinding &Park Sign Replace	Capital Outlay	(30,000)
101-901.00-977.043	Building Generator & GenTrack - ITC	Capital Outlay	64,266
101-901.00-982.078	COR020 Zero Turn Mower #B2	Capital Outlay	17,040
101-901.00-982.081	Electric Gator (Grant)	Capital Outlay	23,528
101-901.00-971.000	Land acquisition	Capital Outlay	40,000
101-901.00-980.006	POL023 InCar Cameras & Body Cameras	Capital Outlay	170,000
101-901.00-982.056	POL021 LPR System	Capital Outlay	30,500
101-901.00-983.000	Vehicles	Capital Outlay	272,786
101-901.00-983.100	Vehicle-new install	Capital Outlay	476,164
101-901.00-986.044	COR018 ID Card Readers Replace	Capital Outlay	15,858
101-901.00-986.050	COR021 Server Replace - Cameras (DPW)	Capital Outlay	19,940
101-901.00-976.125	FLD045 Salt Dome Replace w/Pit &Conveyor	Capital Outlay	151,971
101-901.00-984.024	FLD026 Dump Truck w/plw (replace #634)	Capital Outlay	34,335
101-901.00-984.040	FLT017 RDS Truck w/ scrap & plow (602)	Capital Outlay	209,735
101-901.00-982.077	COR040 Wayfinding &Park Sign Replace	Capital Outlay	30,000
			$ 211,522
		Net Increase (decrease) to fund balance	**$ (151,522)**

Ending Fund Balance	**$13,130,285**
Fund Balance as a % of total annual expenditures	**28%**

GL #	Project/Item Description	Budget Category	Amount	
Revenues				
			$ -	
			$ -	
Expenditures				
211-445.00-976.125	Salt Dome Replace budget carried forward twice in error		$ (911,317)	
			$ (911,317)	
		Net Increase (decrease) to fund balance	**$ 911,317**	
Revenues				
			$ -	
			$ -	
Expenditures				
218-326.00-982.000	Miscellaneous Equipment	Capital Outlay	$ 4,600	
			$ 4,600	
		Net Increase (decrease) to fund balance	**$ (4,600)**	
Revenues				N
271-000.00-402.000	Tax Revenue - Current Levy	Property Taxes	$ 43,216	
271-000.00-404.003	Tax Revenue - Brownfield B1	Property Taxes	$ (54)	
271-000.00-415.000	Tax Revenue - Cnty Chargebk	Property Taxes	$ 3,200	
271-000.00-567.000	State Aid	State Revenue	$ (1,350)	
271-000.00-573.000	State Grants - Local Comm	State Revenue	$ (4,748)	
271-000.00-659.000	Library book fees	Fines and Forfeitures	$ (1,400)	
271-000.00-665.000	Interest on Investments	Interest Income	$ (35,000)	
271-000.00-669.500	Unrealized gain(loss) invest	Interest Income	$ 34,292	
271-000.00-674.289	Adult Programming	Other Revenue	$ (300)	
271-000.00-675.006	Car Charging	Other Revenue	$ 200	
271-000.00-675.100	Copier	Other Revenue	$ 3,500	
271-000.00-675.300	Meeting Room	Other Revenue	$ 5,000	
271-000.00-675.404	Novi Township Assessment	Other Revenue	$ 674	
			$ 47,230	
Expenditures				
271-000.00-704.000	Permanent Salaries	Personnel Services	$ (22,800)	
271-000.00-704.100	Severance/Incentive Pay	Personnel Services	$ 12,000	
271-000.00-704.250	Final Payout	Personnel Services	$ 6,800	
271-000.00-705.000	Temporary Salaries	Personnel Services	$ (40,500)	
271-000.00-706.000	Overtime	Personnel Services	$ 300	
271-000.00-715.000	Social Security	Personnel Services	$ (4,847)	
271-000.00-716.000	Insurance	Personnel Services	$ (45,600)	
271-000.00-716.999	Ins. Employee Reimbursement	Personnel Services	$ (924)	
271-000.00-726.400	Supplies - Cash Over/Under	Supplies	$ (50)	
271-000.00-727.000	Office supplies	Supplies	$ (2,000)	
271-000.00-728.000	Postage	Supplies	$ (1,500)	
271-000.00-734.000	Computer software/licensing	Supplies	$ (28,000)	
271-000.00-740.000	Operating supplies	Supplies	$ (3,000)	
271-000.00-740.200	Supplies desk, chairs, cabinets	Supplies	$ 500	
271-000.00-742.010	Library Books - Lending	Supplies	$ (2,400)	
271-000.00-743.000	Library Periodicals	Supplies	$ 1,100	
271-000.00-745.200	Electronic media (Digital Books)	Supplies	$ 14,600	
271-000.00-745.300	Electronic Resources - Online	Supplies	$ (14,600)	
271-000.00-802.000	Data Processing - OnBase	Other Services and Charges	$ (700)	
271-000.00-802.100	Bank Service Charges	Other Services and Charges	$ (1,000)	
271-000.00-803.000	Independent Audit	Other Services and Charges	$ (39)	
271-000.00-804.000	Medical Service	Other Services and Charges	$ (500)	
271-000.00-806.000	Legal Fees	Other Services and Charges	$ (1,500)	
271-000.00-816.000	Professional services	Other Services and Charges	$ (5,000)	
271-000.00-817.000	Custodial Services	Other Services and Charges	$ 1,000	
271-000.00-818.000	TLN Central Services	Other Services and Charges	$ (5)	
271-000.00-820.000	Property & Liability Insurance	Other Services and Charges	$ (1,204)	
271-000.00-820.001	Ins deduct/Uninsured claims	Other Services and Charges	$ (10,000)	
271-000.00-851.000	Telephone	Other Services and Charges	$ (10,100)	
271-000.00-862.000	Mileage	Other Services and Charges	$ (500)	
271-000.00-880.000	Community Promotion	Other Services and Charges	$ (2,500)	
271-000.00-922.000	Electricity	Other Services and Charges	$ (1,300)	
271-000.00-923.000	Water and Sewer	Other Services and Charges	$ 300	
271-000.00-934.000	Building Maintainence	Other Services and Charges	$ 8,000	
271-000.00-936.300	Grounds Maint.	Other Services and Charges	$ 3,000	
271-000.00-942.100	Records storage	Other Services and Charges	$ (100)	
			$ (153,069)	

GL #	Project/Item Description	Budget Category	Amount
		Net Increase (decrease) to fund balance	**$ 200,299**
N	Approved per Library Board		
Revenues			N
272-000.00-665.000	Interest on Investments	Interest Income	$ 1,000
272-000.00-669.500	Unrealized gain (loss) Investments	Interest Income	$ 31,500
272-000.00-674.046	Makerspace (iCube) Rev	Donations	$ 476
272-000.00-674.230	Collections/Materials Rev	Donations	$ 6,200
272-000.00-674.232	Programming Revenue	Donations	$ 7,500
272-000.00-674.277	Youth Area Reno - M. Marten	Donations	$ 20,000
			$ 66,676
Expenditures			N
272-000.00-742.230	Collections/Materials	Supplies	$ 6,200
272-000.00-742.232	Programming Expenditures	Supplies	$ 8,500
272-000.00-976.000	Bldg. Improvements/Furniture/Carpet	Capital Outlay	$ (21,400)
272-000.00-976.140	Automated Return System (AST)	Capital Outlay	$ 9,600
272-000.00-976.141	Main Entrance /Parking Lot	Capital Outlay	$ 8,000
272-000.00-976.144	Server & Camera Upgrade/Intercom System	Capital Outlay	$ 10,500
272-000.00-976.002	Capital Improvements	Capital Outlay	$ (37,300)
			$ (15,900)
		Net Increase (decrease) to fund balance	**$ 82,576**
N	Approved per Library Board		
Revenues			
			$ -
Expenditures			
409-303.00-982.000	Miscellaneous Equipment	Capital Outlay	$ 5,000
			$ 5,000
		Net Increase (decrease) to fund balance	**$ (5,000)**
Revenues			
464-000.00-696.000	Proceeds from long-term debt	Sale of Debt	$ 1,600,000
			$ 1,600,000
Expenditures			
464-309.00-977.044	Public Safety Building	Capital outlay	$ 1,600,000
			$ 1,600,000
		Net Increase (decrease) to fund balance	**$ -**
Revenues			
			$ -
			$ -
Expenditures			
592-536.00-706.811	Overtime - water activity	Personnel Services	$ 66,000
592-536.00-740.000	Operating supplies	Supplies	$ 2,600
592-536.00-740.003	Operating supplies - water emergency	Supplies	$ 187
592-536.00-803.000	Independent audit	Other Charges and Services	$ (871)
592-536.00-804.000	Medical service	Other Charges and Services	$ 407
592-536.00-816.000	Professional services	Other Charges and Services	$ (2,208)
592-536.00-935.000	Vehicle maintenance	Other Charges and Services	$ 45,000
592-536.00-936.000	Sewer line maintenance	Other Charges and Services	$ 15,000
592-536.00-936.010	Sanitary Maintenance (incl. CMOM)	Other Charges and Services	$ (50,000)
592-536.00-936.025	Water line maintenance	Other Charges and Services	$ 70,000
592-536.00-936.501	SCADA maintenance	Other Charges and Services	$ 5,350
592-536.00-976.194	ENG090 Huron-Rouge Sew Disp Systm(HRSDS)	Capital Outlay	$ 100,000
592-536.00-976.224	WM Valve & Gatewell Replacet-13 Mile/Nov	Capital Outlay	$ (24,402)
592-536.00-983.098	LDV057 LDV w/plow & SB (701)	Capital Outlay	$ (16,352)
592-536.00-976.259	12 MILE WIDENING (BECK-NOVI) WATER MAIN	Capital Outlay	$ 88,000
			$ 298,711
		Net Increase (decrease) to fund balance	**$ (298,711)**

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Initial review of eligibility of Providence Meadows to rezone property south of Grand River and west of Providence Parkway from Light Industrial to High-Density Multiple Family with a Planned Rezoning Overlay.

SUBMITTING DEPARTMENT: Community Development Department - Planning

KEY HIGHLIGHTS:

- Rezoning 31 acres on Grand River Avenue to allow a 161-unit development with attached townhomes.
- The former agricultural site was used to dump construction debris in the 1970s-80s, and contains regulated woodlands and an extensive system of wetland areas.
- Proposed PRO Conditions include conservation easements, a public pathway through the property, creation of a trailhead park on the Henry Ford Health property and providing "attainable" housing within the City.
- Planning Commission reviewed the Initial PRO Plan and provided feedback on January 14, 2026.

BACKGROUND INFORMATION:

The applicant, Robertson Brothers Homes, is requesting a Zoning Map Amendment for approximately 31 acres of property on the south side of Grand River Avenue, west of Providence Parkway (Section 17). The applicant is proposing to rezone property from Light Industrial (I-1) to High-Density Multiple Family (RM-2) using the City's Planned Rezoning Overlay (PRO) option.

To the north is the Circuit Court, and immediately adjacent to the north and west are two construction equipment storage yards. On the east side of Providence Parkway is the Henry Ford Health campus. South of the property is the Villas of Stonebrook residential development, and to the west is the undeveloped portion of the Hadley Towing property, containing wetlands and woodlands. There is a 200-foot utility easement running along the entire eastern side of the site with ITC's high voltage overhead wires.

The current zoning of the property is I-1 Light Industrial, as is the property to the west. The properties to the northwest are zoned I-2 Heavy Industrial. The area to the north of Grand River is B-3 General Business and, and the hospital campus is Office Service Commercial. To the south is zoned I-2, but developed under the Planned Suburban Low-Rise Overlay with duplex homes.

The Future Land Use Map identifies this property and those to the west in gray as Industrial/Office, which is consistent with the current zoning. The area to the north of Grand River as public/quasi-public and community commercial in red. To the east is Office Service Commercial. Suburban low rise is indicated in yellow to the south.

The natural features map shows there are significant wetland areas on this property that continue to the east and west. The property on the west also shows regulated woodlands, which the City's consultant have determined continue onto the subject property. The tree and wetland surveys provided by the applicant confirm these features but provide more detailed boundaries than the City's maps.

The applicant is proposing to utilize the Planned Rezoning Overlay to rezone the whole property to RM-2 High Density Multiple Family. The initial PRO plan shows 161 units of for-sale townhomes. The development consists of two phases: Phase 1, with 88 units in 15 buildings; and Phase 2 with 73 units in 13 buildings. The development utilizes a private street network with one entrance off Providence Parkway, and one emergency-only access to Grand River Avenue. The plans show open space amenities provided in several pocket parks on the site.

Rezoning to the RM-2 category would permit the use proposed, however the multifamily zoning is not in compliance with the current Master Plan designation as Industrial/Office. The previous designation in the 2016 Master Plan was Office Research Development and Technology.

As described in the Wetland Review, each of the delineated wetlands on the site meet the criteria of providing wildlife habitat as well as flood and storm control. Wetland review notes that the proposed development results in a total permanent wetland impact area of about 0.5 acre out of the total 6.79 acres present on site, meaning 93% of the wetlands on site will not be impacted. Approximately 1.25 acres of on-site mitigation area is noted on the plan, which exceeds the City's requirement for mitigation. Staff has suggested that the applicant consider removing the excess mitigation if it would result in additional woodland trees being retained.

For woodlands, additional information will be required to determine the total number of woodland credits required based on the areas that have been determined to be regulated.

As noted in the Façade Review, the façade materials proposed conform to the Ordinance requirements. However, the building designs do not meet the higher standards described in the PRO Ordinance to qualify as an "enhancement" of the project and surrounding area. Additional high-quality materials and architectural features could be added to meet that higher standard.

Landscape review notes concerns with the deficiencies in some of the landscaping standards. Some of the landscaping deviations are supported due to conflicts with the ITC easement and the distance of the units from Grand River Avenue. The unsupported deviations should be addressed in the Formal PRO submittal.

Some other concerns identified include compatibility and buffering from the adjacent uses that will remain zoned for heavy industrial uses. A 10-foot berm and landscaping is proposed in that area, which may help lessen the negative visual, audio, and odor impacts that may be experienced by future residents.

However, being adjacent to a residential development can require additional setbacks or other restrictions, which can be an added burden to surrounding non-residential landowners. In addition, the I-2 uses will become non-conforming uses, because in that district outside storage of any materials and equipment is prohibited when it abuts a residential district. A berm with a minimum height of 10 feet is required between the residential and I-2 district, and all off-street parking, vehicular repair, delivery, loading/unloading and transport are to be no closer than 100 feet from the residential district. The maximum building height for the I-2 properties will be reduced to 25-feet, whereas currently they must not exceed 60 feet. While the current users will not be forced to change their current operations, if they seek to expand their building, or make other changes to their site, or if a new user purchases the property, they could be considered non-conforming and be restricted from expansion or redevelopment.

Residential use would not be inconsistent with the open space to the west and the existing Villas at Stonebrook development to the south. The setback between the proposed units and Grand River Avenue is a significant distance, so it is possible they won't be highly visible from the road.

The natural buffers in place will buffer the residential units from Villas at Stonebrook to the south. The mitigation plan has been revised to leave a minimum 66-foot-wide strip undisturbed adjacent to that community. The closest buildings to Stonebrook would be over 200 feet from the property line. The undisturbed woodland and wetland areas on the site, as well as the 200-foot ITC easement provides a wide buffer from other uses, as well as maintains natural spaces contiguous with adjacent greenspace areas.

The applicant's narrative notes that the target market of the proposed development is the workforce associated with the adjacent medical campus. The buildings are grouped in 2 different clusters, arranged to allow for the preservation of extensive wetland and woodland areas on the site. The applicant is proposing a deviation to allow 50-foot setbacks along the western property line, which adjoins an undeveloped area. This area is not likely to be developed as it contains Hadley Towing's stormwater pond and significant wetland and woodland areas.

A residential development may result in smaller wetland and woodland impacts compared to an Industrial development due to the typical size of buildings and parking needs. I-1 permitted uses include professional and medical offices, health and fitness facilities, and parks or outdoor recreation uses, some of which may have a larger footprint than the RM-2 uses proposed. Other I-1 uses would require Special Land Use approval because it is adjacent to the Stonebrook development on the south.

Compared to a potential medical office/clinic under I-1 zoning, the proposed residential development would have 1,382 fewer trips per day. The Traffic Impact Statement concludes that existing conditions indicate a traffic signal is warranted at the Grand River/Providence Parkway intersection with delays on Providence Parkway exceeding 4 minutes. Because the delay is on the private roadway, the property owner would be responsible for installation of the traffic signal. **The Traffic consultant's review of the TIS recommends coordination with the property owner (Henry Ford Health) to provide the signal installation, however the applicant has not agreed to provide the light.**

The public benefits offered by the applicant include:

1. Public Trail Access Through the Site: A pedestrian pathway to provide public access from Grand River Avenue through the development to Providence Parkway. This

pathway would feature landscape plantings and offer scenic views of the site's natural features.

2. Trailhead Connection and Signage: Development of a new trailhead that links to the larger Henry Ford and ITC trail system.

3. Attainable Housing Option: They state that these for-sale townhomes will offer a more accessible price point for young professionals, first-time buyers, and essential workers, including nurses, doctors, and administrative staff employed at the adjacent Henry Ford Health campus.

4. Preservation of Wetlands and Woodlands: The remaining natural features and mitigation areas will be permanently protected through a conservation easement, ensuring their preservation and ecological value for future residents and the broader community.

In the opinion of staff, given the size of the development proposed, additional or alternative benefits to the public could be considered to off-set the negative impacts of the project. Staff had suggested the applicant consider the recommendations of the Active Mobility Plan for the nearby transit stop on Grand River Avenue, or filling off-site sidewalk gaps on Grand River Avenue to provide a more complete network of pathways in the nearby area.

PRO ORDINANCE

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

City Council adopted revisions to the Planned Rezoning Overlay ordinance. Under the terms of the new ordinance, the Planning Commission does not make a formal recommendation to City Council after the first public hearing. Instead, the initial review is an opportunity for the members of the Planning Commission, and then City Council, to hear public comment, and to review and comment on whether the project meets the requirements of eligibility for Planned Rezoning Overlay proposal. Section 7.13.2.B.ii states:

> *In order to be eligible for the proposal and review of a rezoning with PRO, an applicant must propose a rezoning of property to a new zoning district classification, and must, as part of such proposal, propose clearly-identified site-specific conditions relating to the proposed improvements that,*
>
> *(1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district, including such regulations or conditions as set forth in Subsection C below; and*
>
> *(2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished*

without the proposed rezoning.

(See chart at the end of this motion sheet for example conditions from Subsection C)

Ultimately, the applicant will have the burden of demonstrating that the following requirements and standards are met by the PRO Plan, Conditions, and PRO Agreement:

a. *The PRO accomplishes the integration of the proposed land development project with the characteristics of the project area in such a manner that* ***results in an enhancement of the project area as compared to the existing zoning that would be unlikely to be achieved, or would not be assured, in the absence of the use of a PRO***.
b. ***Sufficient conditions have been included*** *on and in the PRO Plan and the PRO Agreement such that the City Council concludes, in its discretion, that,* ***as compared to the existing zoning and considering the site-specific land use proposed by the applicant, it would be in the public interest to grant the rezoning with PRO.*** *In determining whether approval of a proposed application would be in the public interest,* ***the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council****, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.*

In other words, an applicant needs to establish that its proposed project can integrate with the other development in the area, that it results in an enhancement of the project area as compared to the existing zoning, one that couldn't happen without the rezoning and the PRO, and that it would be in the public interest.

After this initial round of comments by the public bodies, the applicant may choose to make any changes, additions or deletions to the proposal based on the feedback received. The applicant will then submit their formalized PRO Plan, which will be reviewed by City staff and consultants. The project would then be scheduled for a 2nd public hearing before Planning Commission. Following the 2nd public hearing the Planning Commission will make a recommendation on the project to City Council. City Council would then consider the rezoning with PRO, and if it determines it may approve it, would direct the City Attorney to work with the applicant on a PRO Agreement. Once completed, that final PRO Agreement would go back to Council for final determination.

PLANNING COMMISSION

The Planning Commission held a Public Hearing on January 14, 2026, to review and make comments on the proposal's eligibility for using the Planned Rezoning Overlay option. Comments made at that time are reflected in the meeting minutes included in this packet, and summarized here:

- Commissioners stated they were concerned about changing the character of this area since it isn't in line with the 2025 Master Plan, which was so recently adopted.

- Commissioners were concerned with the number of deviations from City standards.

- Commissioners thought the layout was thoughtfully designed to take into account the wetland areas and noted that any development of the parcel would have

woodland and wetland impacts.

- Commissioners asked the applicant whether they had considered ranch-style units, given the demand for that style of housing in Novi, or even a portion of the units.

- Commissioners appreciated that the project does not exit onto Grand River.

- Commissioners thought the connection with Henry Ford Hospital could make sense.

- Commissioners reiterated that additional public benefits should be looked at to justify the PRO.

- Commissioners thought the traffic light at Providence Parkway should be considered as shown in the Traffic Study, but recognized that the residential use would have fewer trips than a medical office.

- Some commissioners thought the façade designs were fine as designed, while others thought the applicant could consider doing different color brick or other materials so all buildings are not the exact same.

SUMMARY OF CONDITIONS OFFERED
Below is a summary of possible conditions from applicant, or staff and consultant's review letters *that may be considered to meet the standard of clearly identified site-specific conditions that are more strict or limiting than the regulations that would apply to the land under the proposed new zoning district*:

1. Public Trail Access Through the Site: A pedestrian pathway will be constructed to provide public access from the future sidewalk paralleling Grand River Avenue through the development to Providence Parkway. This pathway will feature landscape plantings and offer scenic views of the site's natural features. Together, the sidewalk and pathway will create a vital connection between the Grand River corridor and the Henry Ford and ITC trail systems. **The proposed pedestrian pathway will be parallel, and in very close proximity, to the existing sidewalk on Providence Parkway. Future homeowners may object to the public being able to walk or bike through their community and attempt to limit public access. The applicant should provide more details for how public access to this pathway would be protected in the long term. Alternatively, since the pathway does not offer a significant enhancement over the one on Providence Parkway, alternative benefits to the public could be considered such as those recommended in the Active Mobility Plan.**

2. Trailhead Connection and Signage: Development of a new trailhead that links to the larger Henry Ford and ITC trail system. **Staff agrees this would be an enhancement that would benefit the greater public. It may require a public access easement be granted by Henry Ford Health and indication of which party will be responsible for the maintenance of the improvements.**

3. Attainable Housing Option: The development will offer 163 for-sale townhomes specifically designed to meet the demand for attainable housing in Novi. These homes will offer a more accessible price point for young professionals, first-time buyers, and essential workers, including nurses, doctors, and administrative staff employed at the adjacent Henry Ford Health campus. **The applicant should provide more details about how attainability will be measured. Will a condition be offered in the PRO Agreement stating the units will not be sold above a certain price point, or**

some similar limitation to achieve "attainability"? If not, what assurance does the City have these would be anything other than fully market rate units, not necessarily fulfilling this representation?

4. Preservation of Wetlands and Woodlands: The site has been carefully planned to minimize impacts on its natural features, including wetlands and woodlands, creating a balanced integration of residential living and nature. These areas will be permanently protected through a conservation easement, ensuring their preservation and ecological value for future residents and the broader community. Further, through meetings with adjacent homeowners, we have revised the plans to provide a 60' minimum natural buffer along the southern property line. **The preservation of natural features and mitigated areas are considered a benefit to the public at large. However, the applicant should be sure to address regulated woodland comments in subsequent submittals.**

DEVIATIONS

The proposed PRO Concept Plan includes the following ordinance deviation requests (Note these are based on the Initial PRO Plan, **with Staff comments in bold**):

1. **Building Setbacks** *(Sec 3.1.7.D):* A Zoning Ordinance deviation is requested to reduce the building setbacks from 75 feet to 50 feet along the west property line. **Along the west side, it appears that many of the existing trees will be preserved to provide a buffer from the adjacent property. That portion of the abutting property contains a stormwater management pond, but is otherwise undeveloped.**

2. **Total Number of Rooms** (Sec. 3.8.1.A): A Zoning Ordinance deviation is requested to allow a greater number of rooms than the RM-2 District permits for buildings less than 4-stories (644 rooms proposed, 536 permitted). **The RM-2 district allows a greater number of rooms for buildings 4 stories or taller, with corresponding higher units. This deviation has been permitted previously, as the overall density permitted by the district is not exceeded.**

3. **Building Orientation** *(Sec. 3.8.2.D):* A Zoning Ordinance deviation is requested to revise the required orientation of the buildings from a minimum of 45 degrees in certain locations. This allows for a more uniform site layout, and the buildings parallel to the property lines are not immediately adjacent to other uses. **All buildings are either parallel or perpendicular to property lines abutting non-residential districts. This deviation has been requested and granted for many residential projects in the City in the last 5 years.**

4. **Distance between Buildings** *(Sec 3.8.2.H): A Zoning Ordinance deviation is requested to reduce the building separation distance from the calculated formula as shown on sheet C7 to a minimum of 15 feet.* **This deviation enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.**

5. **Parking along Major Drives** *(Sec. 5.10):* A Zoning Ordinance deviation is requested to allow for perpendicular parking on a major drive. **Perpendicular parking for guests is proposed toward the end of Harborfield Drive where traffic speeds should be low. The parking spaces will not cause any more disruption on the roadway than cars that will be backing out of the driveways.**

6. **Parking along Curves** (Sec. 5.10): A Zoning Ordinance deviation may be required to allow on-street parking on curves with less than a 230-foot centerline radius. **The**

applicant should review the areas where parking is in such curves and consider moving the spaces, or review to ensure a safe and adequate sight distance is provided.

7. **Covered Bike Parking** (Sec. 5.16.4): When 20 or more bike parking spaces are required, 25% of the spaces shall be covered. The applicant requests a deviation. **Applicant response letter indicates bike parking will be provided in unit garages.**

8. **Parking Distance to Buildings** (Sec. 3.8.2.F): In some locations, off-street parking spaces are within 15 feet of the adjacent building. The ordinance requires 25-feet between parking spaces and a dwelling structure that contains openings involving living areas. **These locations generally occur near the sides of buildings. The elevations show there are no windows or openings on these side facades.**

9. **Pedestrian Connectivity** (Sec. 3.8.2.G): Five-foot sidewalks are required on both sides of private drives. It appears that an 8-foot sidewalk is proposed on only one side of Harborfield Drive. Other roadways have sidewalks at the "front" of the buildings. **Please provide the required sidewalks, or provide a justification for the deviation.**

10. **Parking Lot Lighting** (Section 5.7.3.J./5.7.3.O): Parking areas should be lit at a minimum 0.2 fc in residential districts for safety. The applicant requests a deviation from the requirement to provide lighting in the parking areas. **No justification is noted for the deviation. Staff suggests that bollard lighting could provide necessary lighting without being intrusive to residents.**

11. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A deviation for the lack of required 3-foot berm along Grand River Avenue and Providence Parkway due to the existing natural areas to be preserved, and the presence of the ITC easement. **This is supported by staff because the buildings and parking areas will not be close to the frontages.**

12. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A landscape deviation to allow a deficiency in street trees along Grand River Avenue. **This is supported by staff because of the presence of utility conflicts.**

13. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A landscape deviation to allow a deficiency in greenbelt landscaping on Grand River Avenue. **This is supported by staff for the area that falls within the ITC Easement.**

14. **Right-of-Way Landscaping** (Sec. 5.5.3.B.iii.): A landscape deviation to allow a deficiency in street trees along Providence Parkway access easement. **This may be supported by staff. Please add trees where possible and/or explain the need for the deviation if the required trees cannot be provided.**

15. **Right-of-Way Landscaping** (Sec. 5.5.3.B.iii.): A landscape deviation to allow a deficiency in street trees along Harborfield Drive within the ITC easement. **This is supported by staff.**

16. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A deviation for the lack of greenbelt plantings Providence Parkway. **This may be supported by staff. The applicant is asked to clearly identify the existing trees to remain and count toward the required tree count on the plan view and in the calculations, and add trees to remove any remaining deficiencies.**

17. **Multi-Family Landscaping** (Sec. 5.5.3.F.iii): A landscape deviation for the deficiency multi-family unit trees and foundation landscaping. **This deviation is not supported by staff as there are opportunities to more closely comply with the ordinance standards.**

CITY COUNCIL ACTION

This is City Council's opportunity to comment on the eligibility of the proposal according to the standards of the PRO Ordinance and offer feedback to the applicant. No motion is necessary at this time, but the table below contains examples of **conditions** (as listed in the Ordinance) that might assist the Council in in reaching a conclusion that, as compared to the existing zoning and considering the site-specific land use proposed by the applicant, it is in the public interest to grant the rezoning with PRO.

Types of PRO Conditions (Section 7.13.2.C.ii.b)	Proposed	Notes
(1) Establishment of development features such as the location, size, height, area, or mass of buildings, structures, or other improvements in a manner that cannot be required under the Ordinance or the City's Code of Ordinances, to be shown in the PRO Plan.	**Yes**	Buildings and layout to be as shown in the PRO Plan.
(2) Specification of the maximum density or intensity of development and/or use, as shown on the PRO Plan and expressed in terms fashioned for the particular development and/or use (for example, and in no respect by way of limitation, units per acre, maximum usable floor area, hours of operation, and the like).	**Yes**	Number of units can be stated as maximum allowed. Additional restrictions could include limits on parking, height of buildings.
(3) Provision for setbacks, landscaping, and other buffers in a manner that exceeds what the Ordinance of the Code of Ordinances can require.	**Yes**	Open space exceeds requirement by 58%. Landscape buffers are proposed along the northwest property line where the property is adjacent to I-2, General Industrial zoning and land uses.
(4) Exceptional site and building design, architecture, and other features beyond the minimum requirements of the Ordinance or the Code of Ordinances.	No	The building materials comply with minimum standards, but design does not qualify as exceptional. The layout of the buildings is such that the attractive front facades and landscaping are only visible from the interior pedestrian walkways. Only the plain building rear faces with no foundation landscaping are visible to automobile traffic or visitors to the site, creating a stark appearance.
(5) Preservation of natural resources and/or features, such as woodlands and wetlands, in a manner that cannot be accomplished through the Ordinance or the Code of Ordinances and that exceeds what is otherwise required. If such areas are to be affected by the proposed development, provisions designed to minimize or mitigate such impact.	**Yes**	Areas of wetland and woodlands are proposed to be preserved. There are impacts, although the layout attempts to minimize encroachment. Wetland impacts require mitigation, which is proposed in excess of requirements. Additional information needed to determine woodland impacts.
(6) Limitations on the land uses otherwise allowed under the proposed zoning district, including, but not limited to, specification of uses that are permitted and those that are not permitted.	**Yes**	Use to be limited to multi-family residential

(7) Provision of a public improvement or improvements that would not otherwise be required under the ordinance or Code of Ordinances to further the public health, safety, and welfare, protect existing or planned uses, or alleviate or lessen an existing or potential problem related to public facilities. These can include, but are not limited to, road and infrastructure improvements; relocation of overhead utilities; or other public facilities or improvements.	**Yes**	8-foot wide shared-use pathway proposed within the site
(8) Improvements or other measures to improve traffic congestion or vehicular movement with regard to existing conditions or conditions anticipated to result from the development.	No	Not proposed.
(9) Improvements to site drainage (storm water) or drainage in the area of the development not otherwise required by the Code of Ordinances.	No	Not proposed.
(10) Limitations on signage.	No	Not proposed.
(11) Creation or preservation of public or private parkland or open space.	**Yes**	Creation of a small trailhead area within the Henry Ford Health campus
(12) Other representation, limitations, improvements, or provisions approved by the City Council.	TBD	

MAPS

Location

Zoning

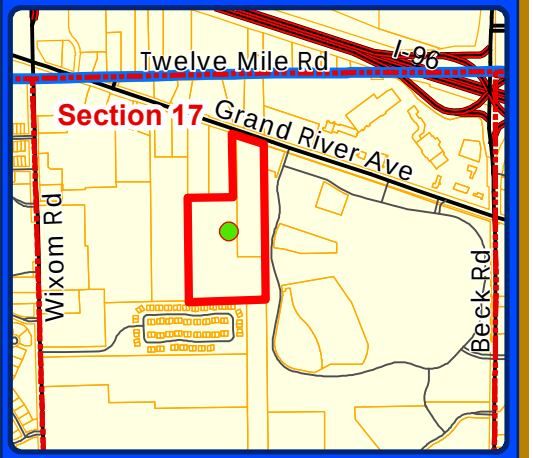
Future Land Use

Natural Features

PROVIDENCE PARK WEST PRO

LOCATION





LEGEND

Subject Property

City of Novi

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

Map Author: Lindsay Bell
Date: 8/13/25
Project: PROV PARK WEST
Version #: 1

Feet
0 90 180 360 540

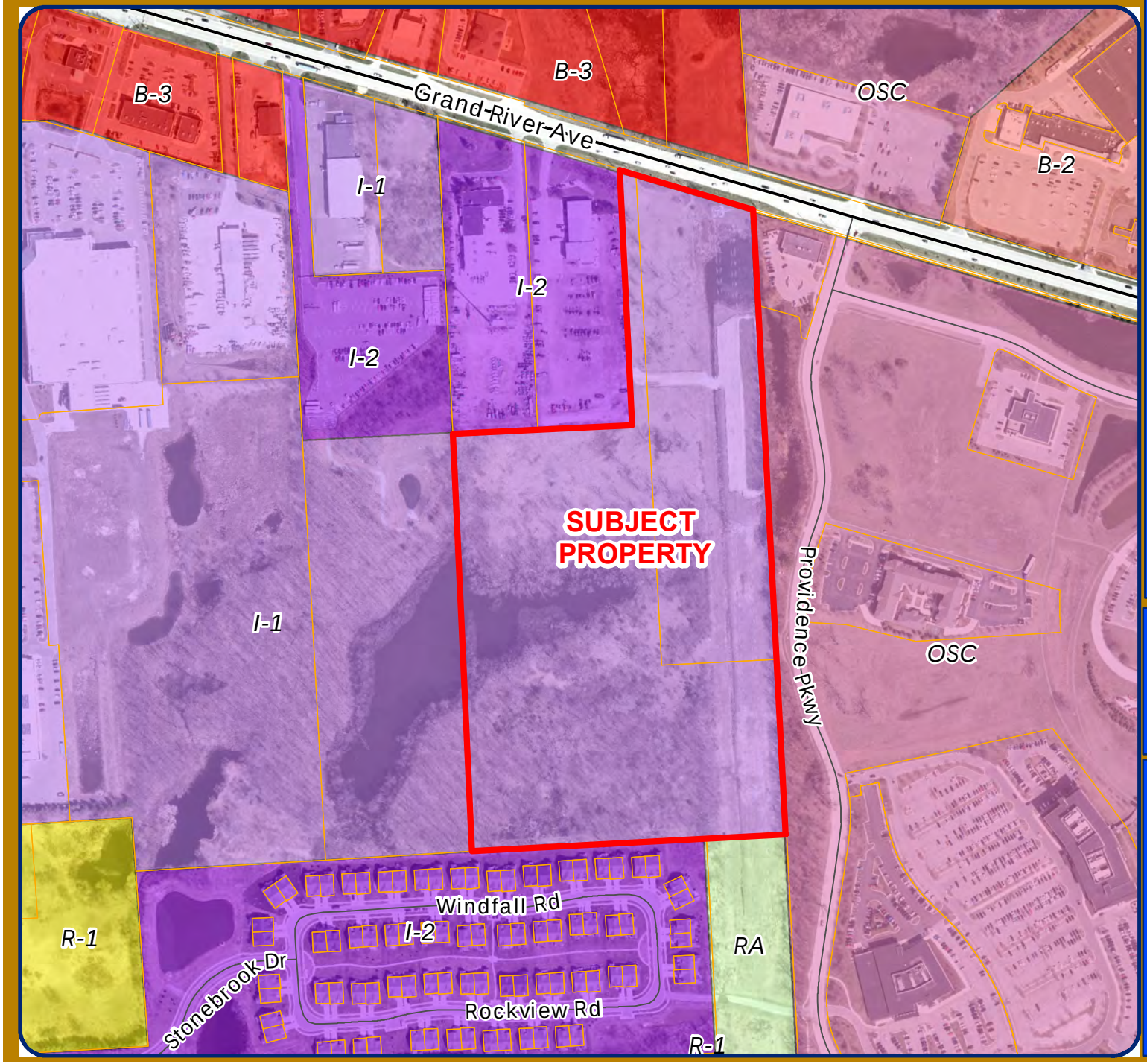
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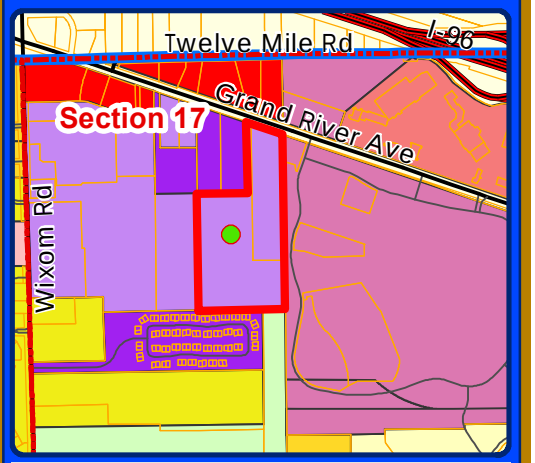
MAP INTERPRETATION NOTICE

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PROVIDENCE PARK WEST PRO

ZONING





LEGEND

- R-A: Residential Acreage
- R-1: One-Family Residential District
- R-3: One-Family Residential District
- RM-1: Low-Density Multiple Family
- B-1: Local Business District
- B-2: Community Business District
- B-3: General Business District
- I-1: Light Industrial District
- I-2: General Industrial District
- OSC: Office Service Commercial
- Subject Property

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

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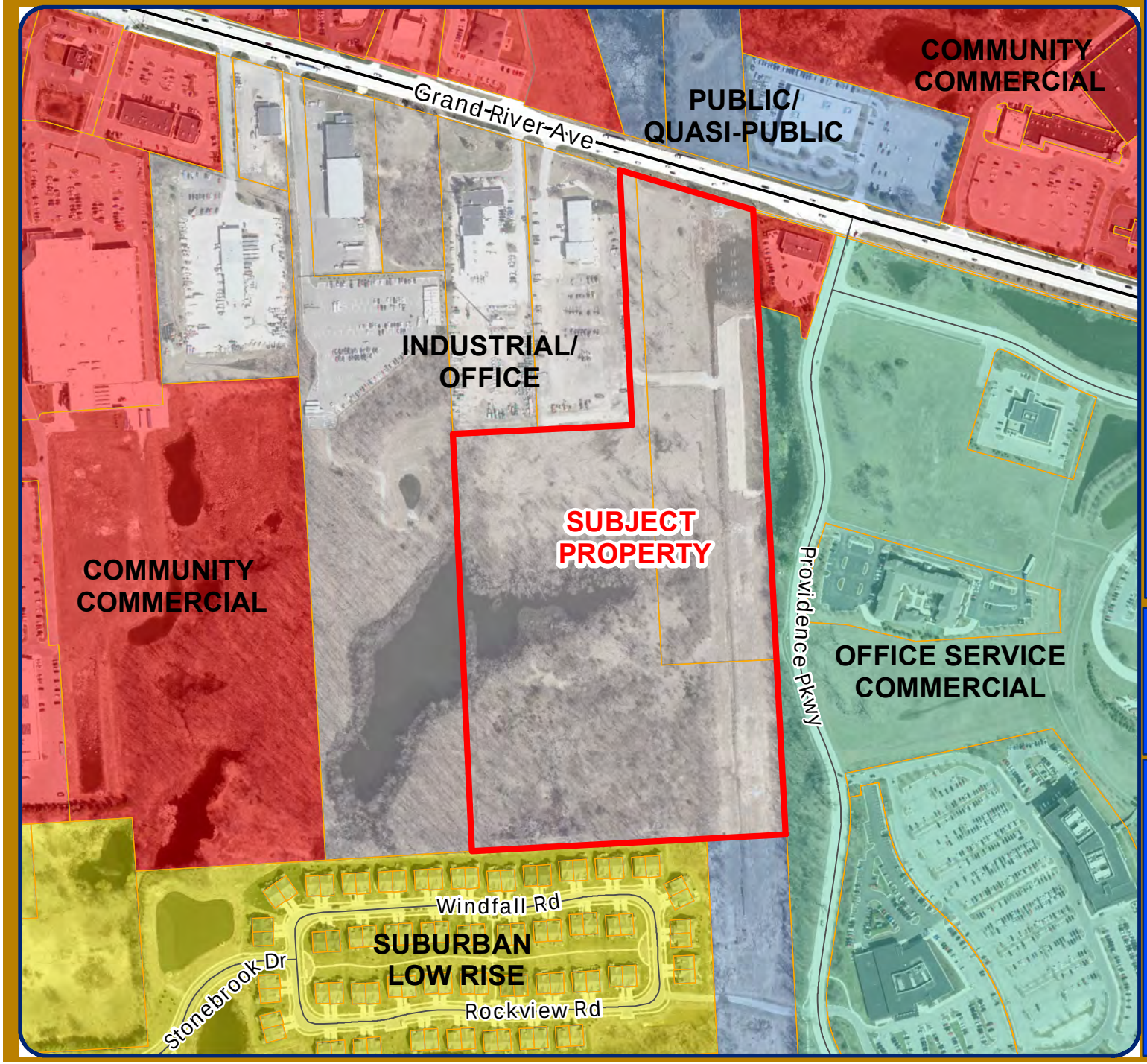
Feet
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1 inch = 417 feet

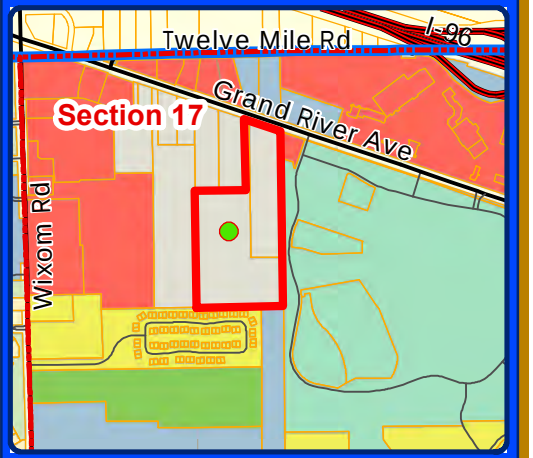
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PROVIDENCE PARK WEST PRO

FUTURE LAND USE





LEGEND

- Single Family
- Suburban Low-Rise
- Public Park
- Private Park
- Public/Quasi-Public
- Office, Service, Commercial
- Community Commercial
- Industrial/Office
- Subject Property

City of Novi

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

Map Author: Lindsay Bell
Date: 8/13/25
Project: PROV PARK WEST
Version #: 1

Feet
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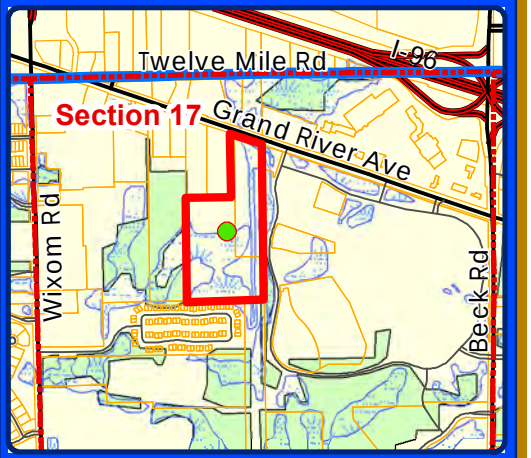
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PROVIDENCE PARK WEST PRO

NATURAL FEATURES





LEGEND

- WETLANDS
- WOODLANDS
- Subject Property

City of Novi

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

Map Author: Lindsay Bell
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Feet
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PRO CONCEPT PLAN

Site Data:

Gross Site Area:	31.32 Ac.
Net Site Area:	24.61
Proposed Units:	161
Proposed Density:	6.54 Du./Ac.
Building Setbacks:	
- Front Yard:	50' min.
- Building Separation:	16'-4" min.
Parking:	
- Garage Parking:	322 spaces
- Guest Parking:	72 spaces
- Parking Distribution:	2.45 spaces / Du.
Road Width:	20' / 24' / 28'
Road Length:	
- 20' width (EVA):	460 LF
- 24' width:	3,298 LF
- 28' width:	1,132 LF
Road Length per Unit:	30.73 LF/Du.
Wetland Impact:	0.53 Ac.
Total Open Space:	24.72 Ac. (78.93% of Gross Site Area)

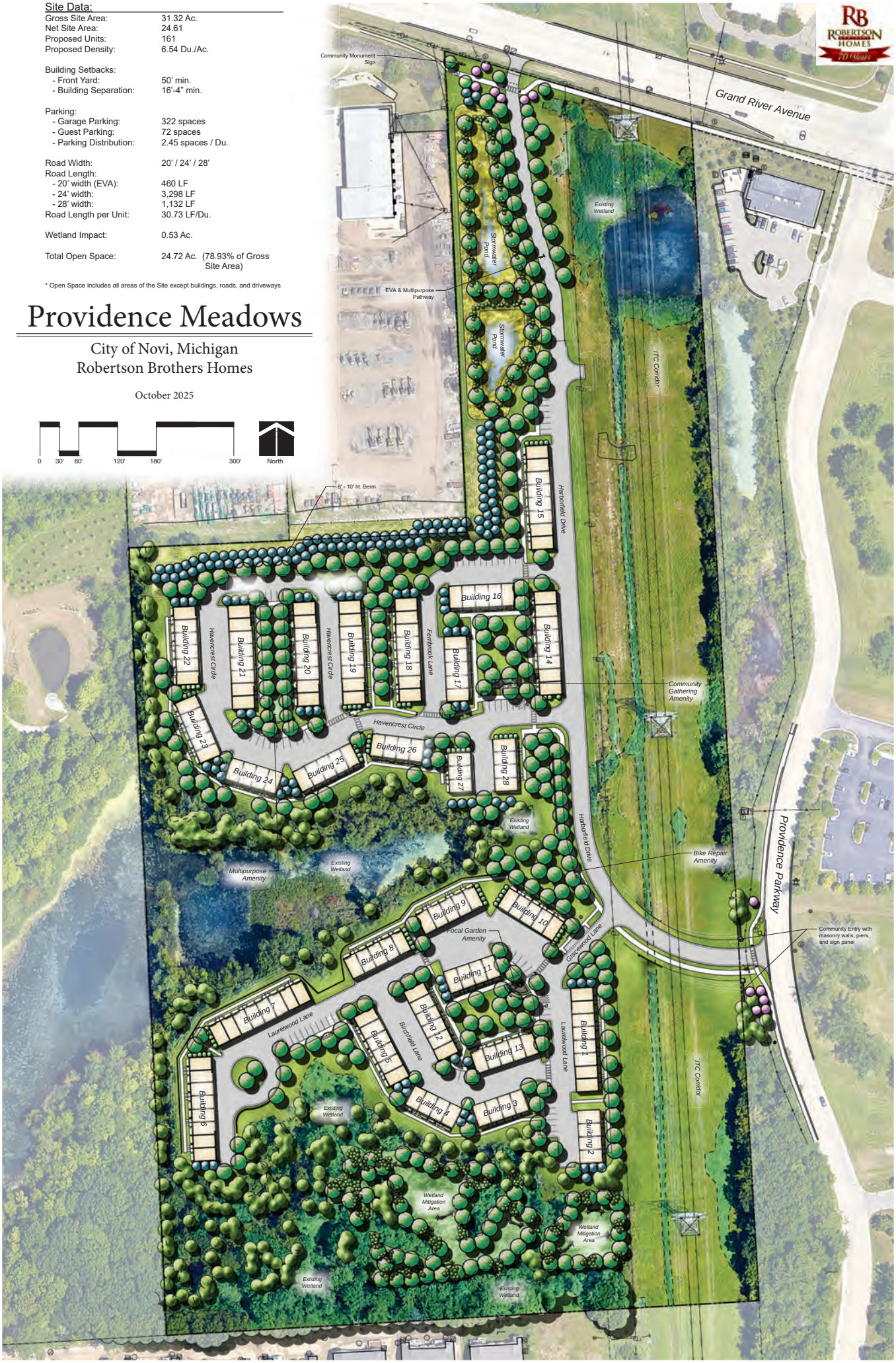
* Open Space includes all areas of the Site except buildings, roads, and driveways

Providence Meadows

City of Novi, Michigan
Robertson Brothers Homes

October 2025

0 30' 60' 120' 180' 300' North



PRO PLANS FOR:
PROVIDENCE MEADOWS

PART OF THE NORTH WEST 1/4 OF SECTION 17, T.1N., R.8E.,
CITY OF NOVI, OAKLAND COUNTY, MI

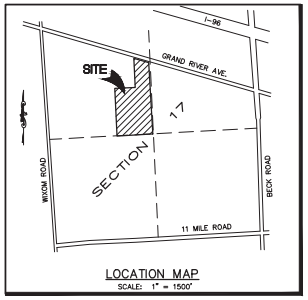
PREPARED FOR:

ROBERTSON BROTHERS HOMES

6905 TELEGRAPH ROAD STE. 200,
BLOOMFIELD HILLS, MI 48301

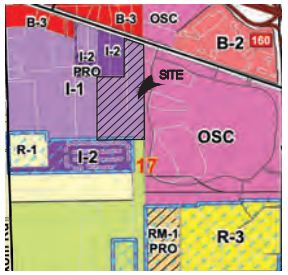


GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1" = 200'



LOCATION MAP
SCALE: 1" = 1500'

ZONING MAP



SHEET INDEX

C1	COVER SHEET
C2–C6	ALTA/NSPS LAND TITLE SURVEY AND BOUNDARY/TOPOGRAPHIC SURVEY
C7	OVERALL SITE PLAN
C8–C10	SITE PLAN
C11–C13	UTILITY PLAN
C14–C16	GRADING PLAN
C17	STORM WATER MANAGEMENT PLAN
C18	EASEMENT PLAN
C19	WETLAND PLAN
C20	FIRE TRUCK ROUTING PLAN
C21	NOTES AND DETAILS
	LANDSCAPE PLANS
	PHOTOMETRIC PLANS
	ARCHITECTURE PLANS

FIRE DEPARTMENT NOTES

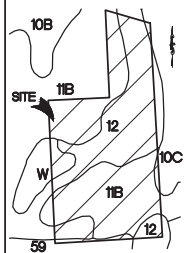
1. All fire hydrants & water mains shall be installed & in service prior to above foundation building construction.
2. All roads shall be paved and capable of supporting 35 tons prior to construction above foundation.
3. Building addresses shall be posted facing the street. Addresses shall be a minimum of three inches in height on a contrasting background.
4. Provide 4–6" diameter concrete filled steel posts 48" above finish grade at each hydrant as required.
5. Fire lanes shall be posted with "Fire Lane – No Parking" signs in accordance with Ordinance #85.99.02.

NOTES

1. ALL WORK SHALL CONFORM TO THE CITY OF NOVI'S CURRENT STANDARDS AND SPECIFICATIONS.
2. ALL PAVEMENT MARKINGS, TRAFFIC CONTROL SIGNS, AND PARKING SIGNS SHALL COMPLY WITH THE DESIGN AND PLACEMENT REQUIREMENTS OF THE 2011 MICHIGAN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

SOILS MAP

SCALE: 1" = 500'



SOIL CLASSIFICATIONS

(PER "SOILS SURVEY OF OAKLAND COUNTY MICHIGAN", UNITED STATES DEPT. OF AGRICULTURE, SOIL CONSERVATION SERVICE IN COOPERATION WITH MICHIGAN AGRICULTURAL EXPERIMENT STATION, ISSUED MARCH 1982)

10B – MARLETTE SANDY LOAM, 1 TO 6 PERCENT SLOPES
10C – MARLETTE SANDY LOAM, 6 TO 12 PERCENT SLOPES
11B – CAPAC SANDY LOAM, 0 TO 4 PERCENT SLOPES
12 – BROOKSTON AND COLWOOD LOAMS
27 – HOUGHTON AND ADRIAN MUCKS
59 – URBAN LAND
W – WATER

LANDSCAPE PLANS PROVIDED BY:

LAND DESIGN STUDIO
750 FOREST AVE. STE. 101
BIRMINGHAM, MICHIGAN 48009
PHONE: 248.770.3465

STATE OF MICHIGAN
JASON A RICKARD
License No. 6201046145
LICENSED PROFESSIONAL ENGINEER

SKE GROUP
ENGINEERING PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR. STE C8
FARMINGTON HILLS, MI 48331
(248.308.3331)

SUBMITTAL DATE: 07-18-25

NO.	REVISION	DATE
1.	REV PER CITY REVIEW	08-25-25
2.	REV PER CITY REVIEW	10-17-25

811
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

PROJECT NUMBER: 24-283
PROJECT MANAGER: J. RICKARD
DRAWN BY: –
CHECKED BY: J. RICKARD
OFFICE: FARMINGTON HILLS

CLIENT INFO:
ROBERTSON HOMES
6905 TELEGRAPH ROAD,
SUITE 200
BLOOMFIELD HILLS,
MICHIGAN
947.257.5956

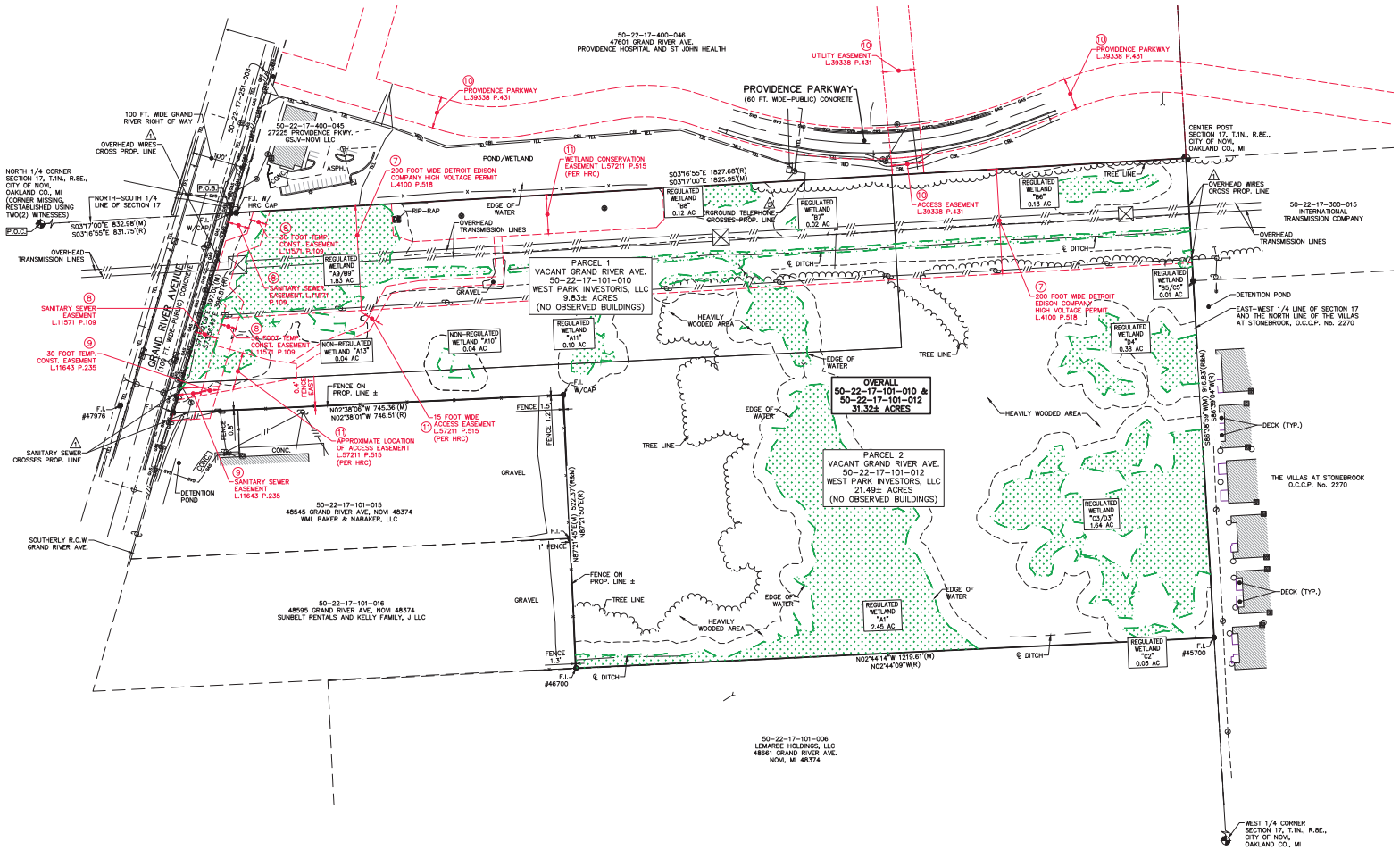
PROJECT NAME:
PROVIDENCE MEADOWS
PART OF SECTION 17,
T.1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MI

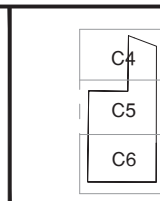
SHEET TITLE:
COVER SHEET

PAGE No.:
C1

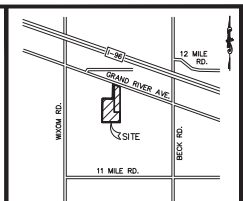
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"ALTA/NSPS LAND TITLE SURVEY"





KEY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

EXISTING LEGEND

- EASEMENT
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- OVERHEAD UTILITY LINES
- UNDERGROUND UTILITY LINES
- FENCE
- DITCH CENTERLINE
- UNDERGROUND CABLE
- UNDERGROUND TELEPHONE
- UNDERGROUND ELECTRICAL
- EDGE OF WOODS
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM SQUARE CATCH BASIN
- STORM ROUND CATCH BASIN
- STORM MANHOLE
- CULVERT
- FIRE HYDRANT
- VALVE IN WELL
- WELL
- GAS VALVE
- GAS METER
- ELECTRICAL TRANSFORMER
- ELECTRICAL RISER
- ELECTRICAL MANHOLE
- TELEPHONE RISER
- TELEPHONE MANHOLE
- CABLE RISER
- UTILITY FLAG
- MONITORING WELL
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- MAILBOX
- GUARDPOST / BOLLARD
- FENCE POST
- P.I. SIGN
- SECTION CORNER
- F.I. FOUND IRON
- S.I. SET IRON
- (M) MEASURED
- (R) RECORD
- SET IRON
- FOUND IRON
- FOUND MONUMENT
- ℄ CENTERLINE
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT
- R.O.W. RIGHT OF WAY
- OFFSITE BUILDING
- TRANSMISSION TOWER

BOUNDARY LINE OBSERVATIONS:

⚠ UTILITY CROSSES PROPERTY LINE

PARCEL ID#:
22-17-101-010 & 22-17-101-012

FLOOD ZONE:
PARCEL 1 AND PARCEL 2 ARE LOCATED IN ZONE "X" (AREAS DETERMINED TO BE OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER FIRM MAP NO. 26125C0607F, DATED 09/29/2006.

WETLANDS:
WETLANDS SHOWN PER FIELD DELINEATION DATA PROVIDED BY ATWELL, LLC.

BEARINGS AND DATUM:
BEARINGS ARE BASED ON MICHIGAN STATE PLANE COORDINATES (NAD83), SOUTH ZONE, INTERNATIONAL FEET, GROUND DISTANCES. VERTICAL DATUM IS BASED ON NAVD88.

MEASURED BEARINGS DIFFER FROM RECORD TITLE BEARINGS.

ACCESS:
SUBJECT PROPERTY (PARCEL 1 AND PARCEL 2) HAS DIRECT ACCESS TO GRAND RIVER AVENUE, A PUBLIC ROAD.

NOTES:
THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH WORK OR BUILDING CONSTRUCTION AS OF THE DATE OF THE FIELD WORK.

THERE ARE NO OBSERVED CHANGES TO THE CURRENT STREET RIGHT OF WAY LINES AS OF THE DATE OF THIS SURVEY.

NOTE:
ALL EXISTING UTILITIES HAVE BEEN FIELD LOCATED WHERE VISIBLE. UNDERGROUND LOCATIONS HAVE BEEN TAKEN FROM RECORD DOCUMENTS AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, EXACTNESS OR CORRECTNESS OF LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES AND RELOCATE AS NECESSARY TO AVOID CONFLICTS WITH NEW CONSTRUCTION.

GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
1" = 100'

ENGINEERING PLANNING
LAND DEVELOPMENT CONSULTING
SKE GROUP
39205 COUNTRY CLUB DR. STE C8
FARMINGTON HILLS, MI 48331
(248.308.3331)

NO.	REVISION	DATE
	SUBMITTAL DATE: 07-18-25	
1.	REV PER CITY REVIEW	08-25-25
2.	REV PER CITY REVIEW	10-17-25

811
3 WORKING DAYS
BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

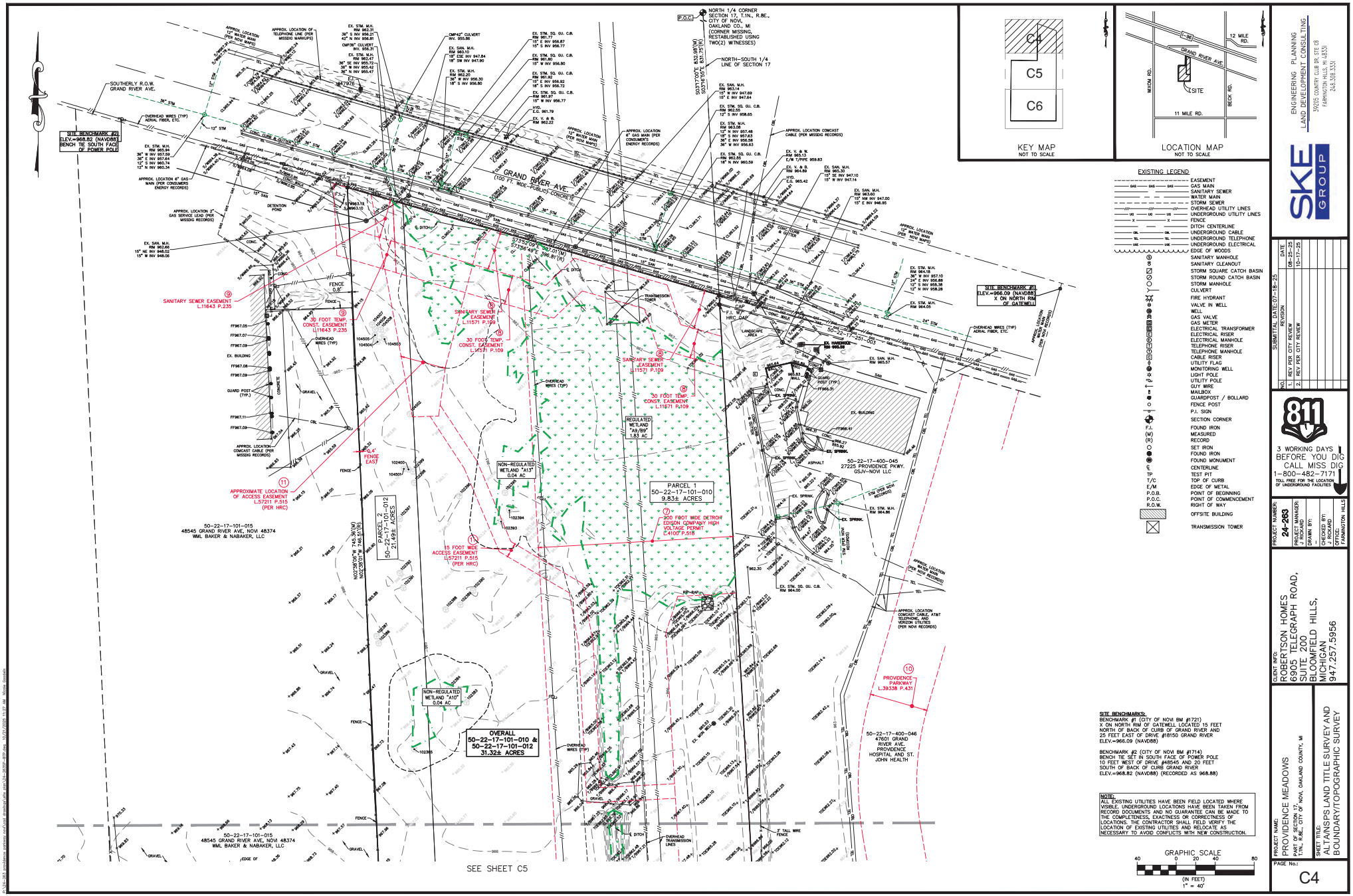
PROJECT NUMBER: 24-283
PROJECT MANAGER: J. RICKARD
DRAWN BY: –
CHECKED BY: J. RICKARD
OFFICE: FARMINGTON HILLS

CLIENT INFO:
ROBERTSON HOMES
6905 TELEGRAPH ROAD,
SUITE 200
BLOOMFIELD HILLS,
MICHIGAN
947.257.5956

PROJECT NAME:
PROVIDENCE MEADOWS
PART OF SECTION 17,
T.1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MI

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY AND
BOUNDARY/TOPOGRAPHIC SURVEY

PAGE No.:
C2



EXISTING LEGEND

- EASEMENT
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- OVERHEAD UTILITY LINES
- UNDERGROUND UTILITY LINES
- FENCE
- DITCH CENTERLINE
- UNDERGROUND CABLE
- UNDERGROUND TELEPHONE
- UNDERGROUND ELECTRICAL
- EDGE OF WOODS
- SANITARY MANHOLE
- SANITARY CLEANOUT
- STORM SQUARE CATCH BASIN
- STORM ROUND CATCH BASIN
- STORM MANHOLE
- CULVERT
- FIRE HYDRANT
- VALVE IN WELL
- WELL
- GAS VALVE
- GAS METER
- ELECTRICAL TRANSFORMER
- ELECTRICAL RISER
- ELECTRICAL MANHOLE
- TELEPHONE RISER
- TELEPHONE MANHOLE
- CABLE RISER
- UTILITY FLAG
- MONITORING WELL
- LIGHT POLE
- UTILITY POLE
- GUY WIRE
- MAILBOX
- GUARDPOST / BOLLARD
- FENCE POST
- P.I. SIGN
- SECTION CORNER
- F.I. FOUND IRON
- (M) MEASURED
- (R) RECORD
- SET IRON
- FOUND IRON
- FOUND MONUMENT
- CENTERLINE
- TP TEST PIT
- T/C TOP OF CURB
- E/M EDGE OF METAL
- P.O.B. POINT OF BEGINNING
- P.O.C. POINT OF COMMENCEMENT
- R.O.W. RIGHT OF WAY
- OFFSITE BUILDING
- TRANSMISSION TOWER

SITE BENCHMARKS:
BENCHMARK #1 (CITY OF NOVI BM #1721)
X ON NORTH RIM OF GATEWELL LOCATED 15 FEET NORTH OF BACK OF CURB OF GRAND RIVER AND 25 FEET EAST OF DRIVE #18150 GRAND RIVER
ELEV.=966.09 (NAVD88)

BENCHMARK #2 (CITY OF NOVI BM #1714)
BENCH TIE SET IN SOUTH FACE OF POWER POLE 10 FEET WEST OF DRIVE #48545 AND 20 FEET SOUTH OF BACK OF CURB GRAND RIVER
ELEV.=968.82 (NAVD88) (RECORDED AS 968.88)

NOTE:
ALL EXISTING UTILITIES HAVE BEEN FIELD LOCATED WHERE VISIBLE. UNDERGROUND LOCATIONS HAVE BEEN TAKEN FROM RECORD DOCUMENTS AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, EXACTNESS OR CORRECTNESS OF LOCATIONS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EXISTING UTILITIES AND RELOCATE AS NECESSARY TO AVOID CONFLICTS WITH NEW CONSTRUCTION.

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1" = 40'

SKE GROUP
ENGINEERING PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
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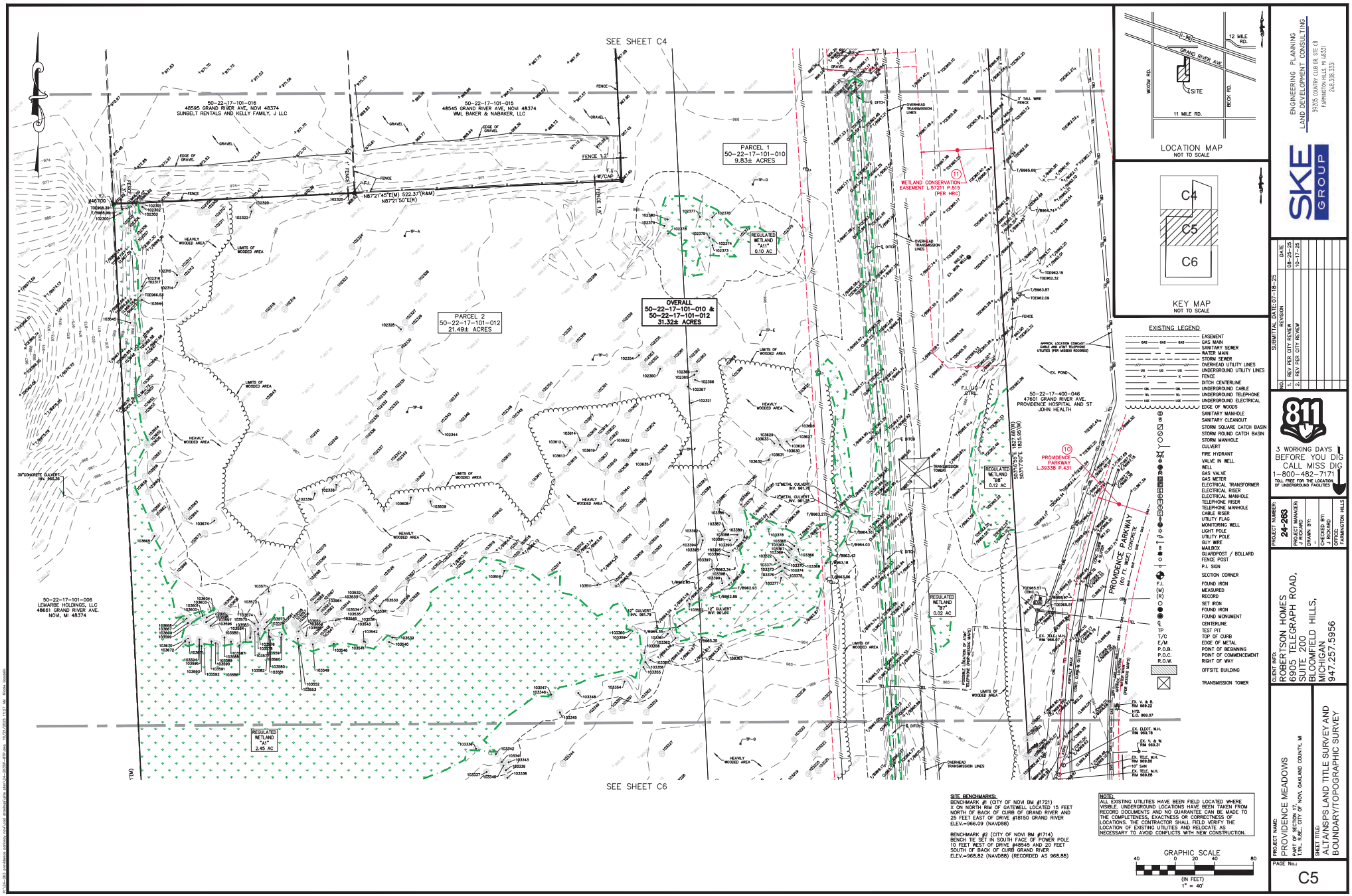
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947.257.5956

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SHEET TITLE:
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PAGE No.:
C4



LOCATION MAP
NOT TO SCALE

KEY MAP
NOT TO SCALE

EXISTING LEGEND

- EASEMENT
- GAS MAIN
- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- OVERHEAD UTILITY LINES
- UNDERGROUND UTILITY LINES
- FENCE
- DITCH CENTERLINE
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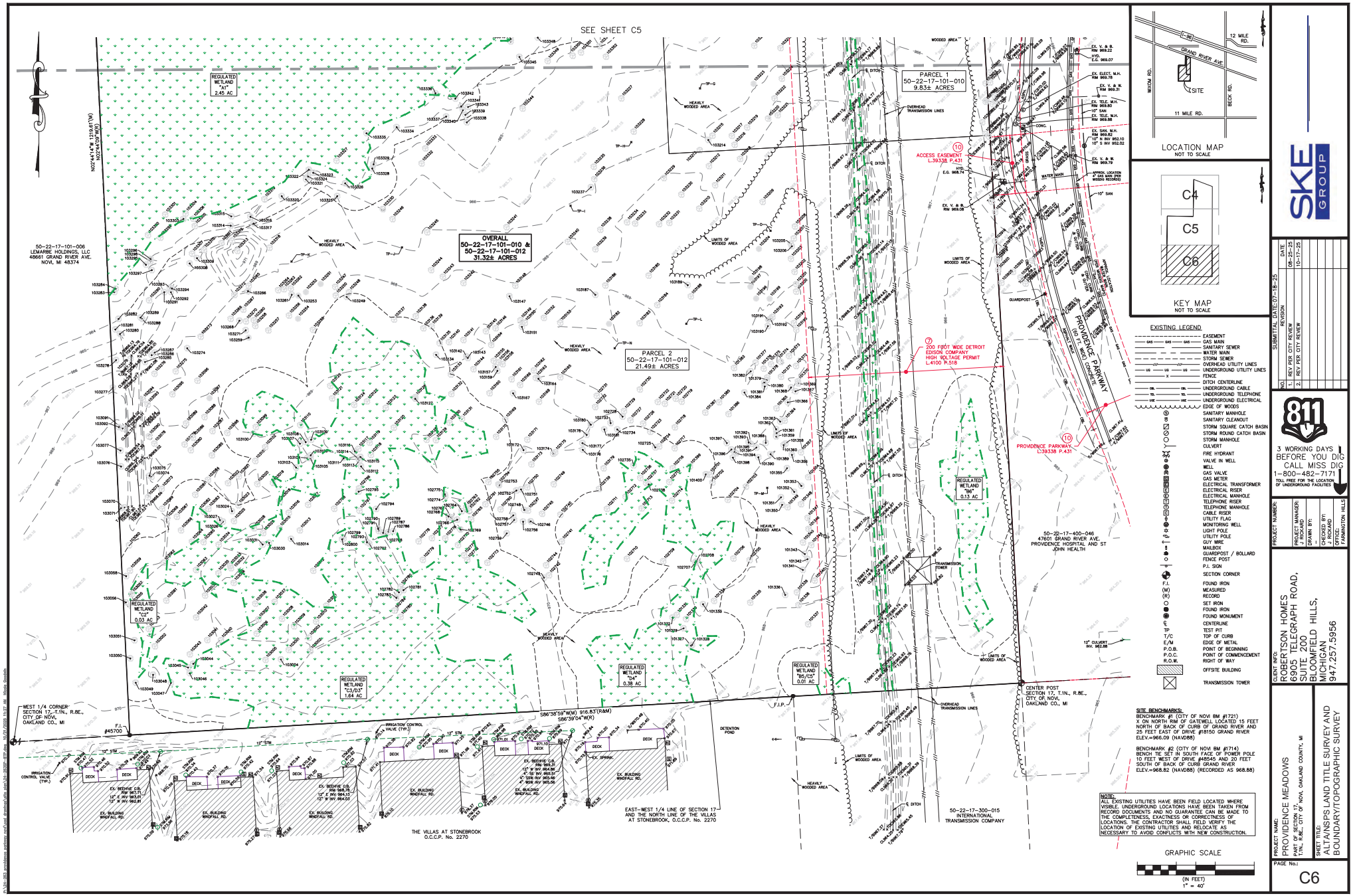
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C5



SKE GROUP

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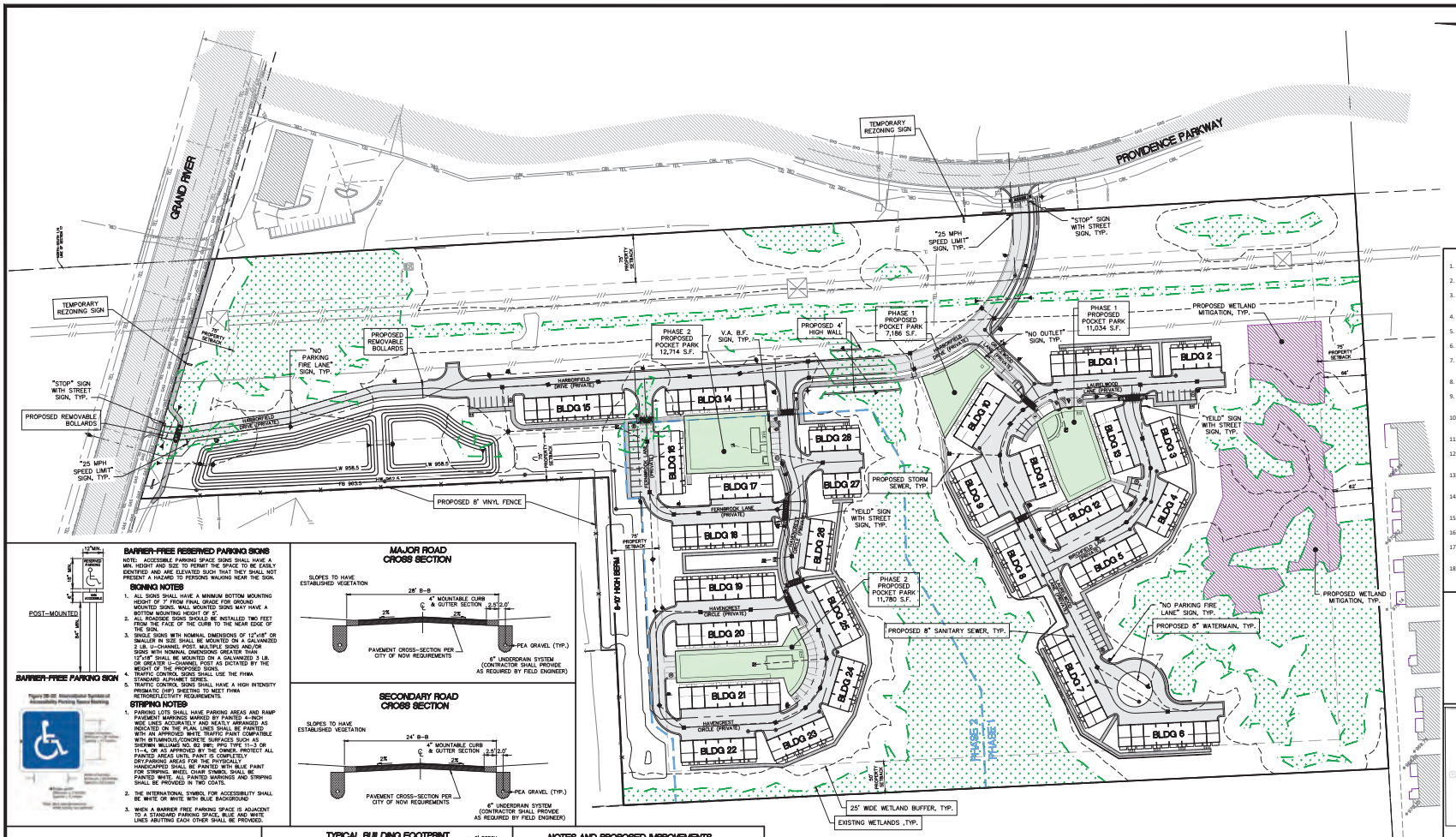
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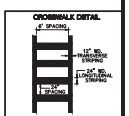
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SHEET TITLE:
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PAGE No.:
C6



CROSSWALK DETAIL

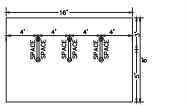


NOTES:
1. TRANSVERSE LINES SHALL BE 12" WIDE.
2. LONGITUDINAL LINES SHALL BE 24" AT MIN.
3. ALL STRIPING TO BE WHITE PAINT OR APPROVED EQUAL.

REQUESTED DEVIATIONS

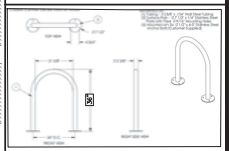
1. Building Orientation (Sec. 3.8.2.D) Requested deviation for buildings not to be configured at 45 degrees.
2. Setbacks (Sec. 3.31.7.D) Requested deviation to reduce the setback from 75 feet to 50 feet along the west boundary line.
3. Distance between Buildings (Sec. 3.8.2.H) Requested deviation is to provide 30 feet between buildings that are aligned and 15 feet where buildings are angled.
4. Total number of rooms (Sec. 3.8.1. A & B) Requested deviation is 536 rooms allowed 644 rooms requested.
5. Parking on Major and Minor Drives (Sec. 5.10.1.B.iv-vi) Requested deviation for parking stall setback from 25' to 15'.
6. Parking along Curves (Sec. 5.10) Requested deviation to allow on-street parking on curves with less than 230' radius.
7. Covered Bike Parking (Sec. 5.16.4) Requested deviation from requirement of when 20 or more bike parking spaces are required, 25% shall be covered spaces.
8. Parking Distance to Buildings (Sec. 3.8.2.F) Requested deviation to allow parking within 25-feet of dwelling structures.
9. Pedestrian Connectivity (Sec. 3.8.2.G) Requested deviation from requirement to provide 5-foot sidewalks on both sides of private drives.
10. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Requested deviation for the lack of required 3-foot berm along Grand River and Providence Parkway.
11. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Requested deviation for the number of street trees along Grand River Avenue.
12. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Required deviation for the amount of greenbelt landscaping along Grand River Avenue.
13. Right-of-Way Landscaping (Sec. 5.5.3.B.iii) Requested deviation for the number of street trees along Providence Parkway access easement.
14. Right-of-Way Landscaping (Sec. 5.5.3.B.iii) Requested deviation for the number of street trees along Harborfield Drive within the ITC easement.
15. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Requested deviation for greenbelt plantings along Providence Parkway.
16. Multi-Family Landscaping (Sec. 5.5.3.F.iii) Requested deviation for multi-family unit trees and foundation landscaping.
17. Parking Lot Lighting (Sec. 5.7.3.J) Requested deviation for providing the minimum illumination necessary to ensure adequate vision and comfort.
18. Residential Developments (Sec. 5.7.3.O) Requested deviation for providing sufficient illumination at each entrance from major thoroughfare.

6 BIKES RACK PARKING LAYOUT



INVERTED 'U' BIKE RACK

NOT TO SCALE



BARRIER-FREE RESERVED PARKING SIGNS

NOTE: ACCESSIBLE PARKING SPACE SIGNS SHALL HAVE A MIN. HEIGHT AND SIZE TO PERMIT THE SPACE TO BE EASILY IDENTIFIED AND ARE ELEVATED SUCH THAT THEY SHALL NOT PRESENT A HAZARD TO PERSONS WALKING NEAR THE SIGN.

SIGNING NOTES

1. ALL SIGNS SHALL HAVE A MINIMUM BOTTOM MOUNTING HEIGHT OF 7' FROM FINAL GRADE FOR GROUND MOUNTED SIGNS. WALL MOUNTED SIGNS MAY HAVE A BOTTOM MOUNTING HEIGHT OF 5'.
2. ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
3. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"x18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"x18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
4. TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
5. TRAFFIC CONTROL SIGNS SHALL HAVE A HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.

STRIPING NOTES

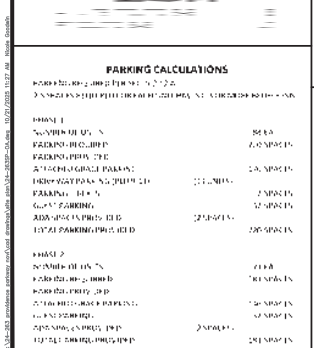
1. PARKING LOTS SHALL HAVE PARKING AREAS AND RAMP PAVEMENT MARKINGS MARKED BY PAINTED 4-INCH WIDE LINES ACCURATELY AND NEATLY ARRANGED AS INDICATED ON THE PLAN. LINES SHALL BE PAINTED WITH AN APPROVED WHITE TRAFFIC PAINT COMPATIBLE WITH BITUMINOUS/CONCRETE SURFACES SUCH AS SHERWIN WILLIAMS NO. 82 (WF); PPG TYPE 11-3 OR 11-4, OR AS APPROVED BY THE OWNER. PROTECT ALL PAINTED AREAS UNTIL PAINT IS COMPLETELY DRY/CURED. ALL CURBS, ISLANDS AND LOADING/UNLOADING AREAS SHALL BE PAINTED WITH BLUE PAINT FOR STRIPING. WHEEL CHAIR SYMBOL SHALL BE PAINTED WHITE. ALL PAINTED MARKINGS AND STRIPING SHALL BE PROVIDED IN TWO COATS.
2. THE INTERNATIONAL SYMBOL FOR ACCESSIBILITY SHALL BE WHITE ON WHITE WITH BLUE BACKGROUND
3. WHEN A BARRIER FREE PARKING SPACE IS ADJACENT TO A STANDARD PARKING SPACE, BLUE AND WHITE LINES ABUTTING EACH OTHER SHALL BE PROVIDED.

BARRIER-FREE PARKING SIGN

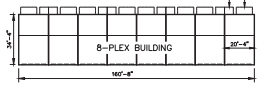
MAJOR ROAD CROSS SECTION

SECONDARY ROAD CROSS SECTION

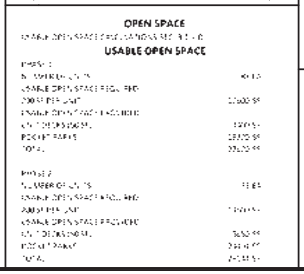
PARKING CALCULATIONS



TYPICAL BUILDING FOOTPRINT



OPEN SPACE



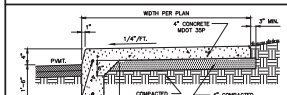
USABLE OPEN SPACE

NOTES AND PROPOSED IMPROVEMENTS

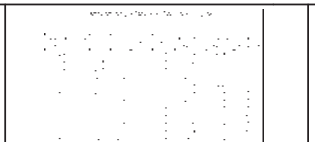
1. MUNICIPAL SEWER TO BE PROVIDED BY CONNECTING TO AN EXISTING 10" SANITARY SEWER AT PROVIDENCE PARKWAY AND AN EXISTING 15" SANITARY SEWER AT GRAND RIVER AVENUE.
2. MUNICIPAL WATER TO BE PROVIDED BY CONNECTING TO AN EXISTING 12" WATER MAIN LOCATED ON THE NORTH SIDE OF GRAND RIVER AVENUE, ALSO CONNECTING TO AN EXISTING 8" WATER MAIN LOCATED ON PROVIDENCE PARKWAY.
3. STORM WATER DETENTION SHALL BE PROVIDED ONSITE.
4. 5' WIDE CONCRETE SIDEWALKS SHALL BE CONSTRUCTED AS SHOWN.
5. ALL ROADWAYS TO BE PRIVATE.
6. A CITY OF NOVI RIGHT-OF-WAY PERMIT IS REQUIRED FOR WORK WITHIN ANY PUBLIC ROAD RIGHT-OF-WAY.
7. ALL SIDEWALKS AND SIDEWALK RAMPS SHALL A.D.A. COMPLIANT.
8. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.
9. PROP. WATER MAIN AND PROP. SANITARY SEWER TO BE CENTERLINE OF 20' WIDE PUBLIC EASEMENT.
10. TRASH TO BE PICKED UP BY CURBSIDE PICK UP.
11. NO ACCESSORY STRUCTURES ARE PROPOSED.

BICYCLE PARKING

SITE DATA



THICKENED EDGE SIDEWALK DETAIL



4' TALL x 6' WIDE REZONING SIGN DETAIL

ZONING CHANGE PROPOSED FROM I-1 TO RM-1 WITH PRO

Min. 6" high letters

FOR MORE INFORMATION CALL:

NOVI COMMUNITY DEVELOPMENT DEPARTMENT

248-347-0475

Min. 4" high letters

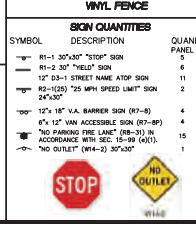
PROVIDE (2) SIGNS:
(1) AT GRAND RIVER
(1) AT PROVIDENCE PARKWAY



VINYL FENCE

SIGN QUANTITIES

SYMBOL	DESCRIPTION	QUANTITY	PANEL POST
R1-1	30"x30" "STOP" SIGN	5	5
R1-2	30" "YIELD" SIGN	6	6
D3-1	12" STREET NAME ATOP SIGN	11	0
R2-1(25)	"25 MPH SPEED LIMIT" SIGN 24"x30"	2	2
	12"x 18" V.A. BARRIER SIGN (R7-8P)	4	4
	4"x 12" VAN ACCESSIBLE SIGN (R7-8P)	4	0
	"NO PARKING FIRE LANE" (R8-3l) IN ACCORDANCE WITH SEC. 15-99 (a)(1).	15	15
	"NO OUTLET" (M1-2) 30"x30"	1	1



SIGNAGE NOTES

1. STREET NAME SIGNS SHOULD BE PLACED A TOP THE INTERIOR SIGN.
2. STREET-NAME SIGN SHALL COMPLY WITH THE CITY OF NOVI DESIGN STANDARDS.
3. ALL TRAFFIC SIGNAGE SHALL COMPLY WITH THE CURRENT MMUTED STANDARDS.
4. SIGNS 12"x18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST.
5. SIGNS LARGER THAN 12"x18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST.
6. SIGNS BOTTOM HEIGHT OF 7' FROM FINAL GRADE .
7. SIGNING SHALL BE PLACED 2' FROM THE FACE OF THE CURB OR EDGE OF THE NEAREST SIDEWALK TO THE NEAR EDGE OF THE SIGN.
8. FHWA STANDARD ALPHABET SERIES USED FOR ALL SIGN LANGUAGE.
9. HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETRO-REFLECTIVITY.

PROPOSED LEGEND

- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- SILT FENCE
- TREE PROTECTION FENCE
- WETLAND
- CONTOUR
- CURB AND GUTTER
- SANITARY MANHOLE
- STORM MANHOLE
- STORM CATCH BASIN
- END SECTION
- FIRE HYDRANT
- VALVE IN WELL
- PAVEMENT (ASPHALT)
- PAVEMENT (CONCRETE SIDEWALK)
- DIRECTION SURFACE WATER FLOW
- GRADE

1000.00

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PROVIDENCE PARKWAY
T1N, R.8E., CITY OF NOVI, OAKLAND COUNTY, MI

SHEET TITLE:
OVERALL SITE PLAN

PAGE No.:
C7



ENGINEERING PLANNING
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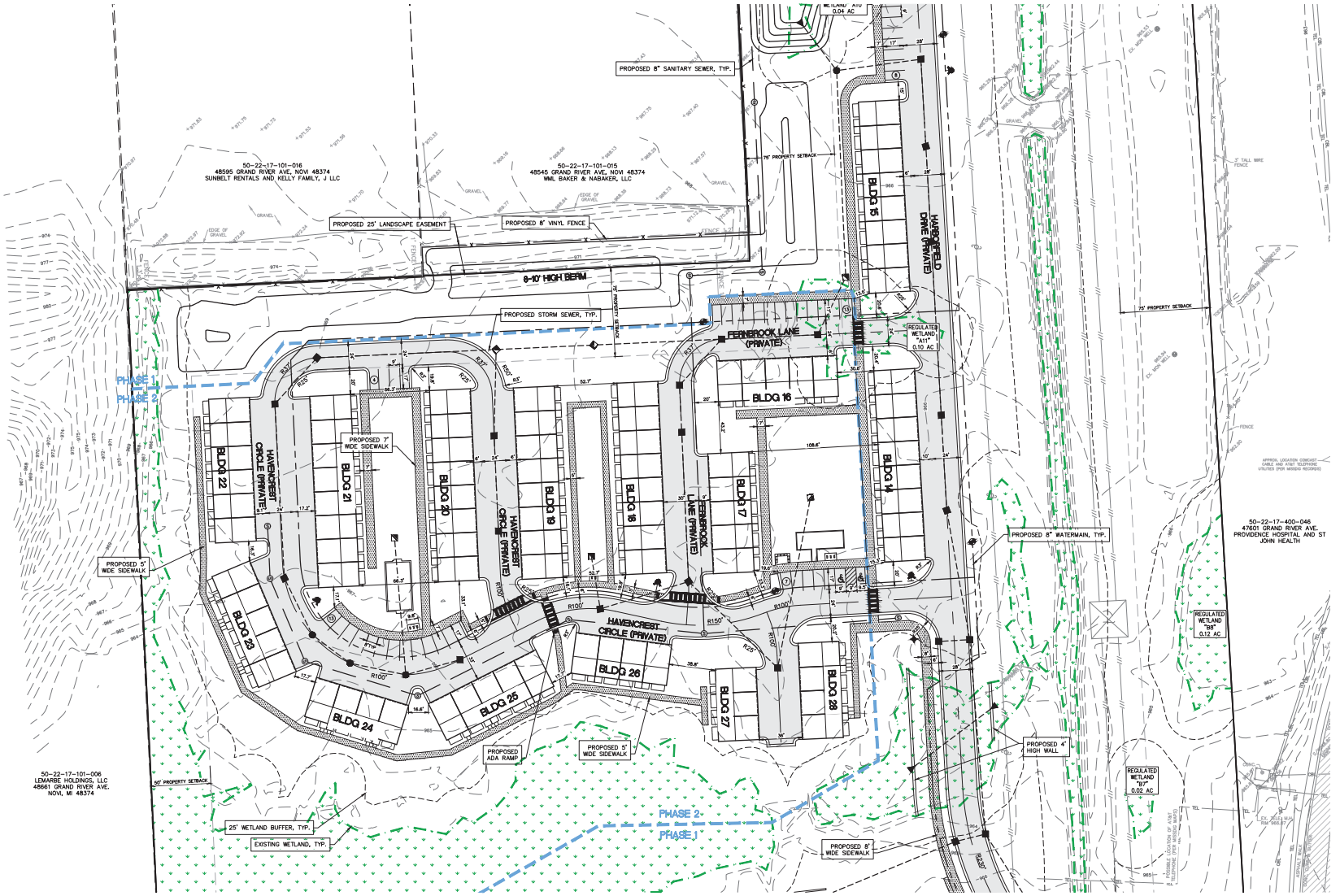
PROJECT NUMBER: 24-283
PROJECT MANAGER: J. RICKARD
DRAWN BY: -
CHECKED BY: J. RICKARD
OFFICE: FARMINGTON HILLS

CLIENT INFO:
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BLOOMFIELD HILLS, MICHIGAN
947.257.5956

PROJECT NAME:
PROVIDENCE MEADOWS
PART OF SECTION 17, T1N, R8E., CITY OF NOVI, OAKLAND COUNTY, MI

SHEET TITLE:
SITE PLAN

PAGE No.:
C8



GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1" = 40'

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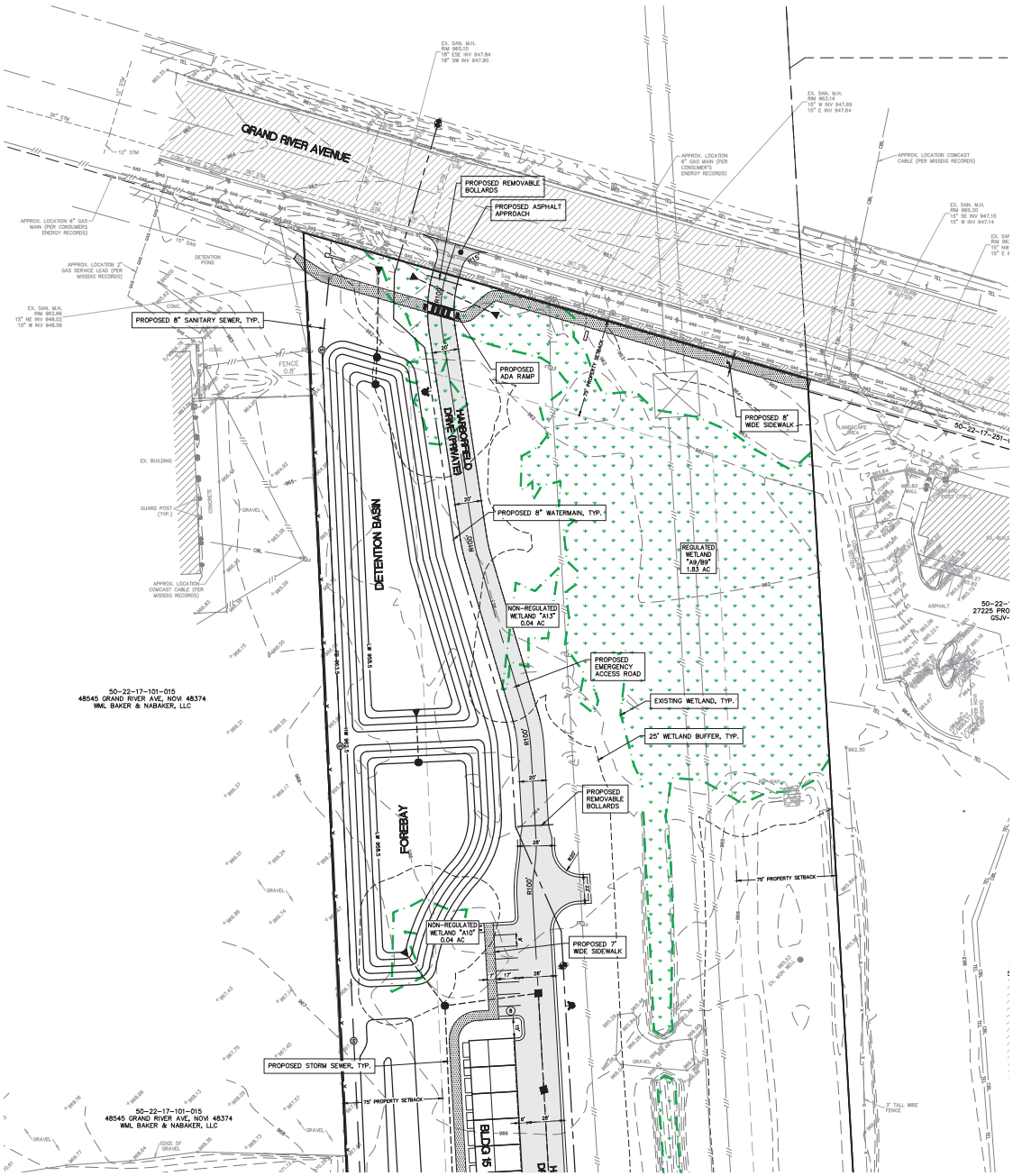
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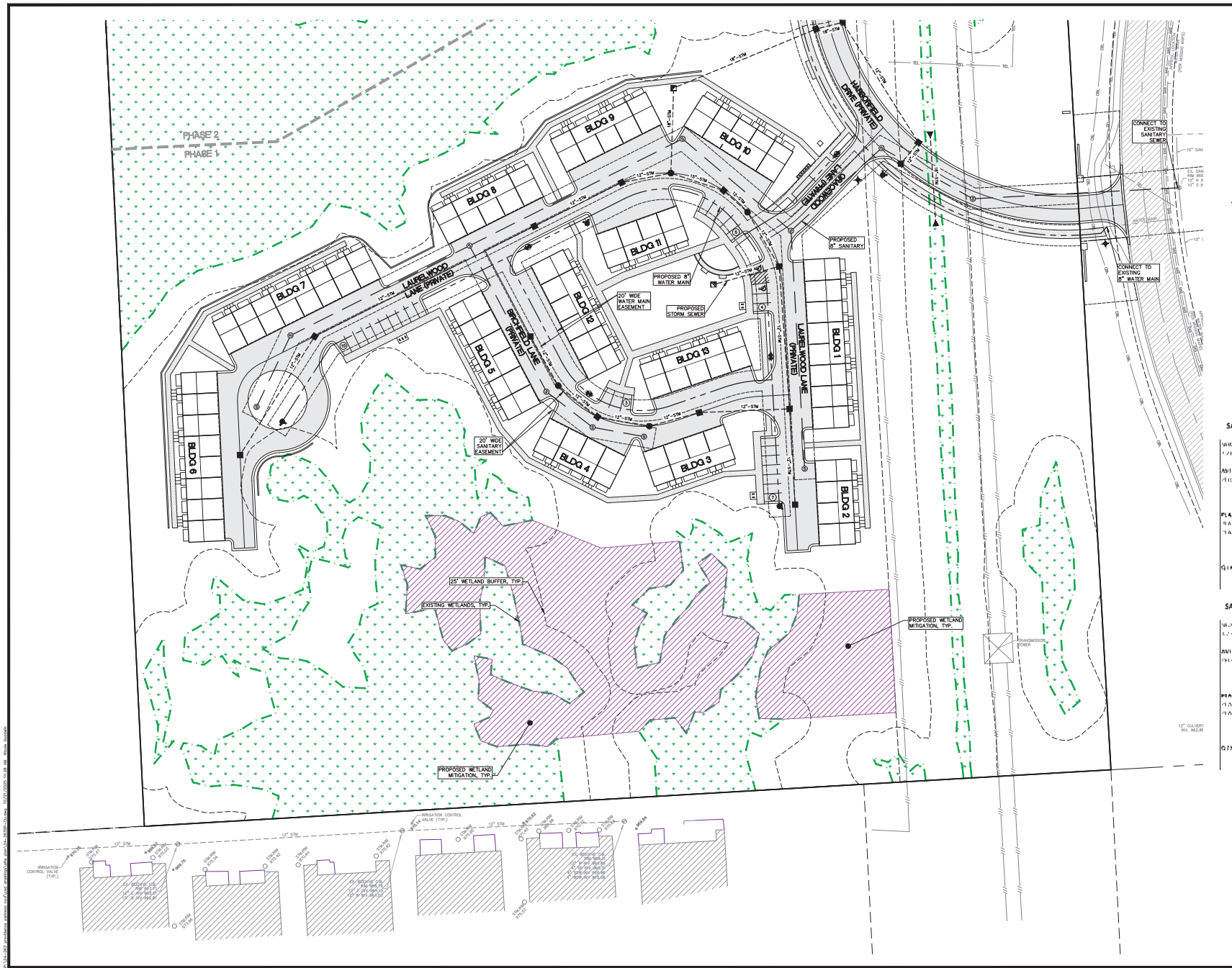
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SITE PLAN

PAGE No.:
C10



SANITARY BASIS OF DESIGN - PHASE 2

AVERAGE FLOW	
PEAK FLOW	

SANITARY BASIS OF DESIGN - PHASE 1

AVERAGE FLOW	
PEAK FLOW	

PROPOSED LEGEND

- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- SILT FENCE
- TREE PROTECTION FENCE
- WETLAND
- 1000 — CONTOUR
- CURB AND GUTTER
- SANITARY MANHOLE
- STORM MANHOLE
- STORM CATCH BASIN
- END SECTION
- FIRE HYDRANT
- VALVE IN WELL
- PAVEMENT (ASPHALT)
- PAVEMENT (CONCRETE SIDEWALK)
- DIRECTION SURFACE WATER FLOW
- 1000.00 — GRADE

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PROJECT NAME:
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SHEET TITLE:
UTILITY PLAN

PAGE No.:
C11

24-283 providence meadows revised site plan 24-283P-10.dwg, 10/17/2025 11:08 AM, Nicholas Strausbaugh

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PROPOSED LEGEND

1000	CONTOUR
	GRADE
	DIRECTION OF SURFACE WATER FLOW
	PAVEMENT (CONCRETE) SIDEWALK
	PAVEMENT (ASPHALT)
	PAVE 4" THK. (ASPHALT)
	SOIL EROSION FENCE
	PROTECTION FENCE
	WETLAND
	TREE
	SILT FENCE
	STORM SEWER
	END SECTION
	STORM CATCH BASIN
	STORM MANHOLE
	SANITARY MANHOLE
	CONCRETE CURB & GUTTER
	SANITARY SEWER

GRAPHIC SCALE
1" = 40' (IN FEET)
0 20 40 80

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SHEET TITLE:
UTILITY PLAN

PAGE No.: C12

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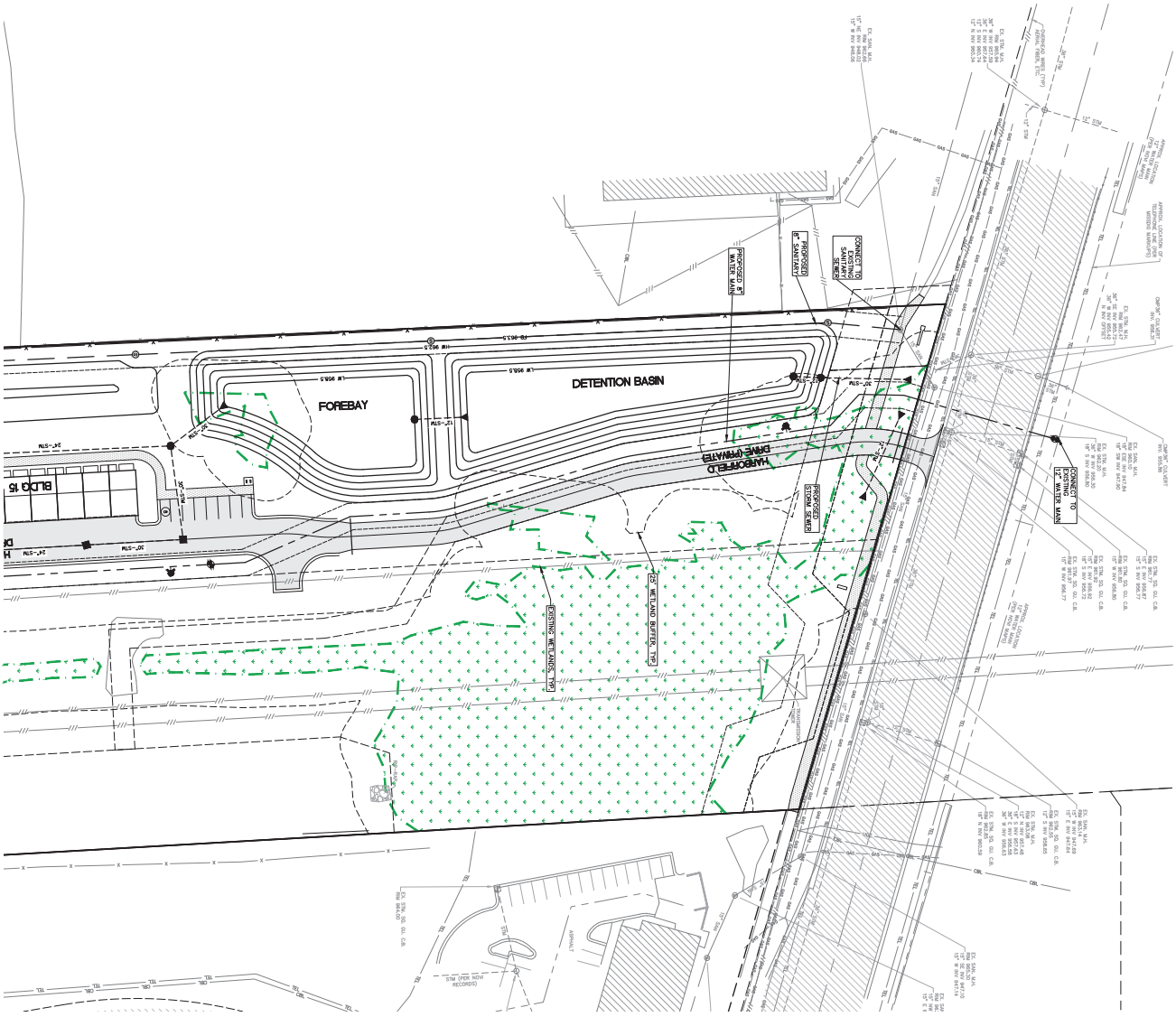
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PROJECT MANAGER: J. RICKARD
DRAWN BY:
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OFFICE: FARMINGTON HILLS

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PROPOSED LEGEND

SANITARY SEWER
WATER MAIN
STORM SEWER
SILT FENCE
TREE PROTECTION FENCE
WETLAND
CONCRETE CURB AND GUTTER
SANITARY MANHOLE
STORM MANHOLE
STORM CATCH BASIN
END SECTION
FIRE HYDRANT
VALVE IN WELL
PAVEMENT (ASPHALT)
PAVEMENT (CONCRETE)
DIRECTION OF SURFACE WATER FLOW
GRADE

PROJECT NAME:
PROVIDENCE MEADOWS
PART OF SECTION 17,
T.1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MI

SHEET TITLE:
UTILITY PLAN

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PROJECT MANAGER:
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PAGE No.:
C13



GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1" = 40'

NOTE: APPROVAL FROM DTE IS REQUIRED FOR CROSSINGS AND GRADING UNDER OVERHEAD LINES

PROPOSED LEGEND

- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- SILT FENCE
- TREE PROTECTION FENCE
- WETLAND
- 1000 CONTOUR
- CURB AND GUTTER
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- DIRECTION SURFACE WATER FLOW
- 1000.00 GRADE

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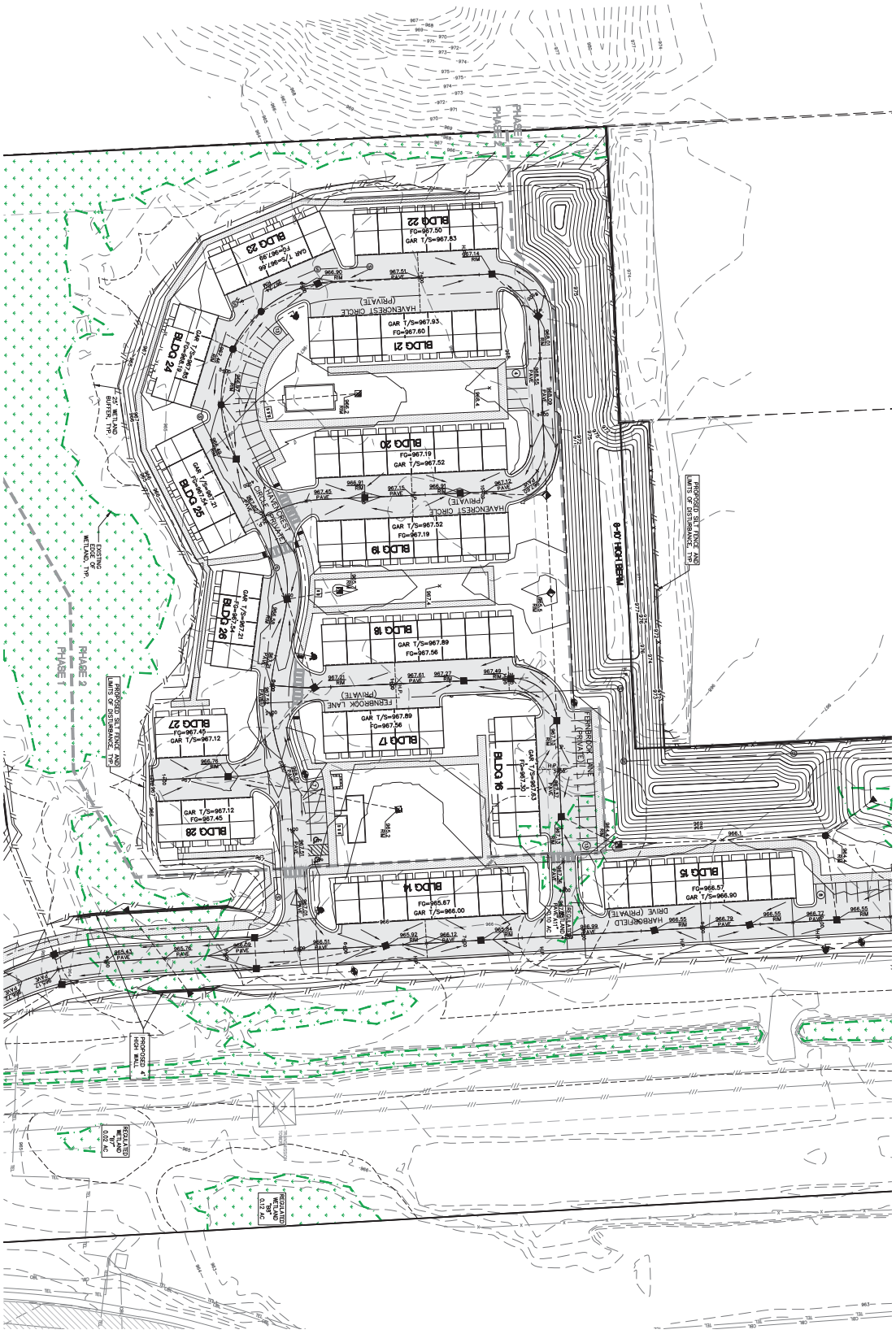
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PROJECT NAME:
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SHEET TITLE:
GRADING PLAN

PAGE No.:
C14

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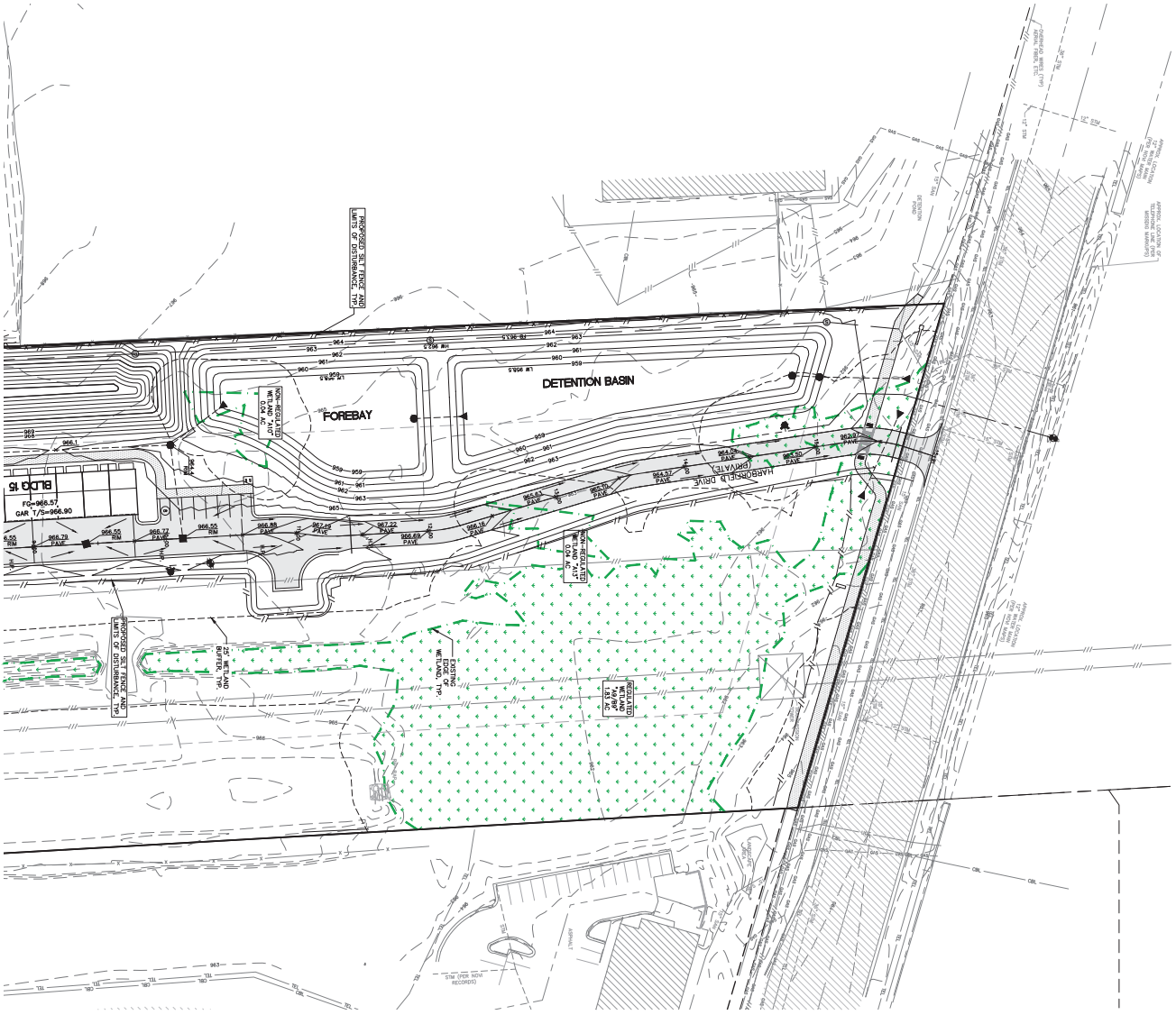
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PROJECT MANAGER: J. RICKARD
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CHECKED BY: J. RICKARD
OFFICE: FARMINGTON HILLS

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THE CONTRACTOR SHALL VERIFY ALL UTILITIES AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UTILITIES

SUBMITTAL DATE: 07-18-25		
NO.	REVISION	DATE
1.	REV PER CITY REVIEW	08-25-25
2.	REV PER CITY REVIEW	10-17-25

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SHEET TITLE:
GRADING PLAN

PAGE No.: C16

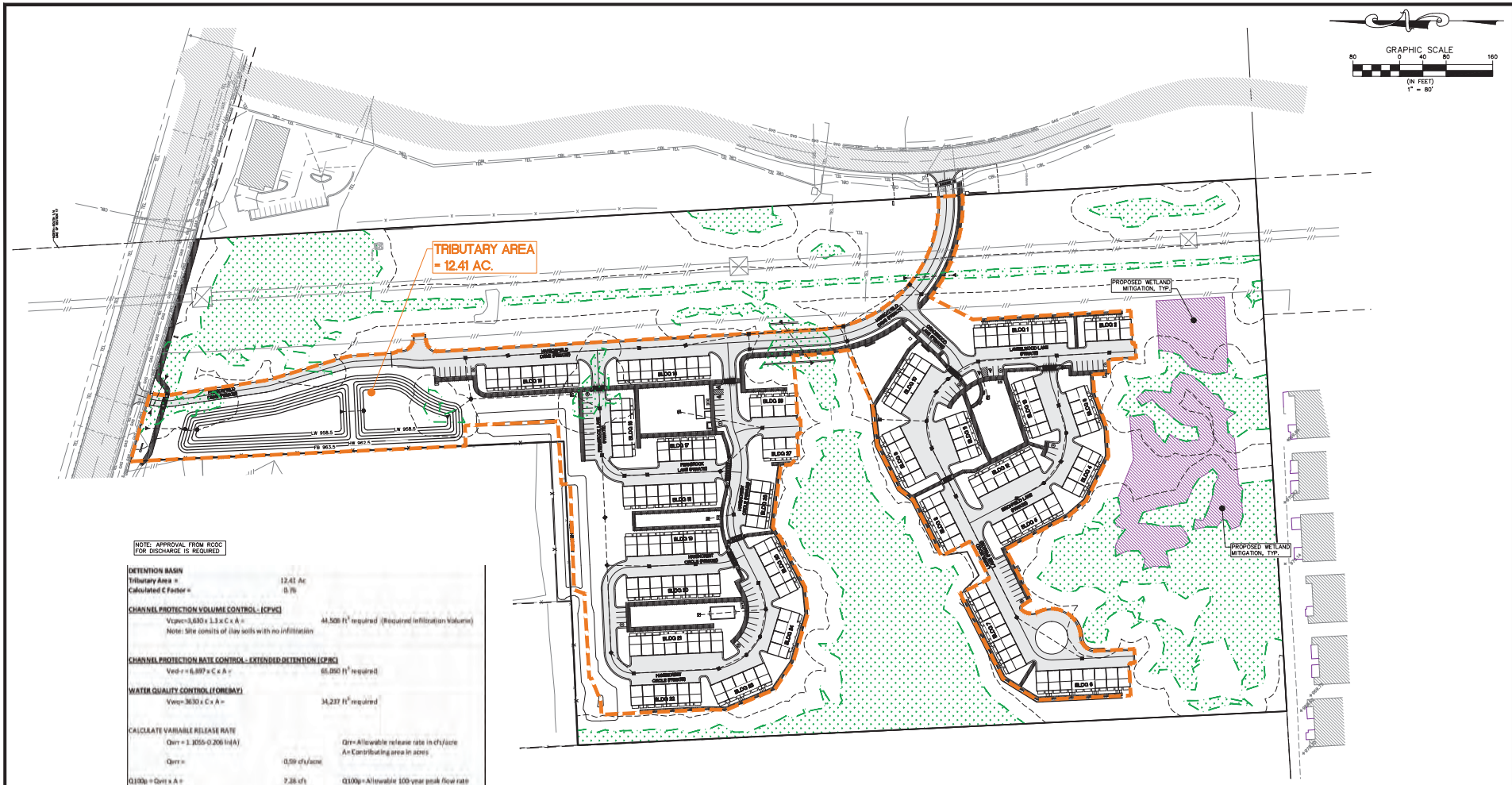
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PROJECT NUMBER: 24-263
PROJECT MANAGER: JJ RICKARD
DRAWN BY: —
CHECKED BY: JJ RICKARD
OFFICE: FARMINGTON HILLS

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THE CONTRACTOR SHALL NOTIFY ALL UTILITIES FOR LOCATIONS OF UNDERGROUND FACILITIES

SUBMITTAL DATE: 07-18-25		
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NOTE: APPROVAL FROM RCOC FOR DISCHARGE IS REQUIRED

DETENTION BASIN

Tributary Area = 12.41 Ac
Calculated C Factor = 0.76

CHANNEL PROTECTION VOLUME CONTROL - (CPVC)

Vcpvc=3,630 x 1.3 x C x A = 44,508 ft³ required (Required Infiltration Volume)
Note: Site consits of clay soils with no infiltration

CHANNEL PROTECTION RATE CONTROL - EXTENDED DETENTION (CPRC)

Ved-r = 6,897 x C x A = 65,050 ft³ required

WATER QUALITY CONTROL (FOREBAY)

Vwq=.3630 x C x A = 34,237 ft³ required

CALCULATE VARIABLE RELEASE RATE

Qrr= 1.1055-0.206 ln(A)

Qrr=Allowable release rate in cfs/acre
A=Contributing area in acres

Qrr= 0.59 cfs/acre

Q100p = Qrr x A = 7.28 cfs
USE Q100p = 7.28 cfs

Q100p=Allowable 100-year peak flow rate
Q100P is the lesser of:
1- The restricted rate for the drain (cf/Acre)
2 - The Variable Release Rate (Qvrr) (cf/Acre)

100-YEAR DETENTION VOLUME (V100D)

V100=16985 x C x A = 179,059 ft³

100-YEAR PEAK INFLOW RATE (Q100IN)

Tc = 26.35 min Based on Storm Calculations
I100=83.18/(Tc+8.17)^0.81
I100 = 4.61 in/hr
Q100IN= 43.52 cfs

STORAGE CURVE FACTOR FOR THE 100-YEAR DETENTION VOLUME (R)

R=[0.206-0.15IN (Q100P/Q100IN)]
R= 0.476

100-YEAR REQUIRED DETENTION BASIN VOLUME

VCP-P = 0
V1000= (V100R x R) - VCP-P = 84,911 ft³ required

Basin "A" must be designed to accommodate the following volumes:

Vwq=	34,237	cubic feet
Vcpv=	44,508	cubic feet
Ved=	65,050	cubic feet
V1000=	84,911	cubic feet

VOLUME PROVIDED IN SEDIMENT FOREBAY

Elevation	Area	Vol (ft³)	Total Vol (ft³)
960	7263		
961	9294	8279	8279
962	11519	10407	18685
963	13940	12730	31415

Storage EL = 963.20

Vreq = 34237 ft³
Vprov = 31415 ft³

VOLUME PROVIDED IN DETENTION BASIN

Elevation	Area	Vol (ft³)	Forebay Vol (ft³)	Total Vol (ft³)
958.5	9088			
959.5	12120	10604	8279	18883
960.5	15364	13742	10407	43031
961.5	18821	17093	12730	72853
962.5	39004	28913		101766

100 Year EL = 962.07
Ved EL = 961.09

Vreq = 84911 ft³
Vprov = 101766 ft³

C-Factor Determination

Tributary Area	=	12.41	Ac.	
Impervious Areas				
Buildings	=	2.38	Ac.	0.95
Roads	=	2.74	Ac.	0.95
Sidewalks/Parking	=	1.14	Ac.	0.95
Driveways	=	0.41	Ac.	0.95
		6.67	Ac.	at C = 0.95
Pervious Areas				
Lawn Areas (Soils D)	=	5.38	Ac.	at C = 0.50
Low Water	=	0.36	Ac.	at C = 1.00
C Avg.	=	**0.76**		

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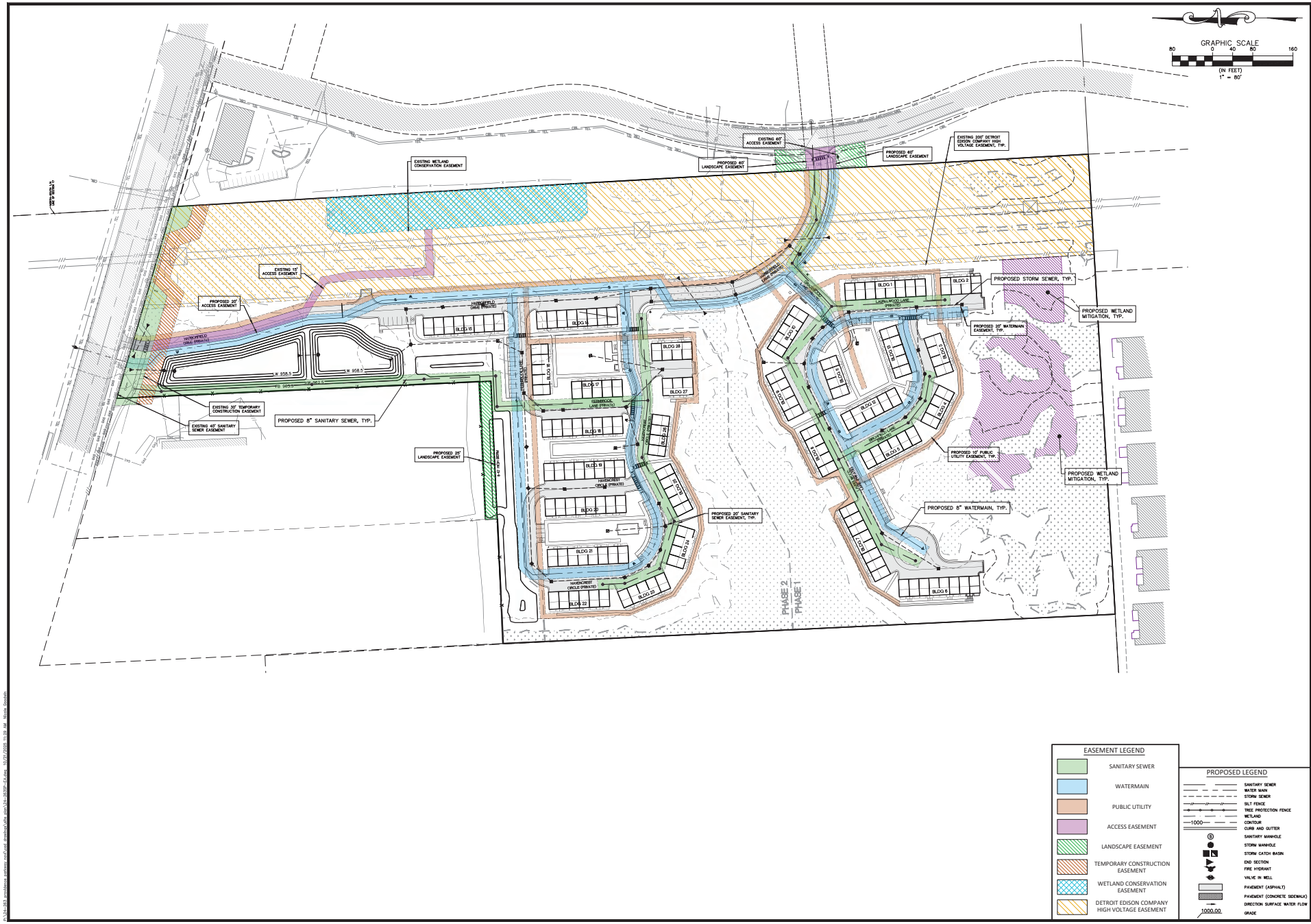
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PROJECT NAME:
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SHEET TITLE:
STORM WATER MANAGEMENT PLAN

PAGE No.:
C17



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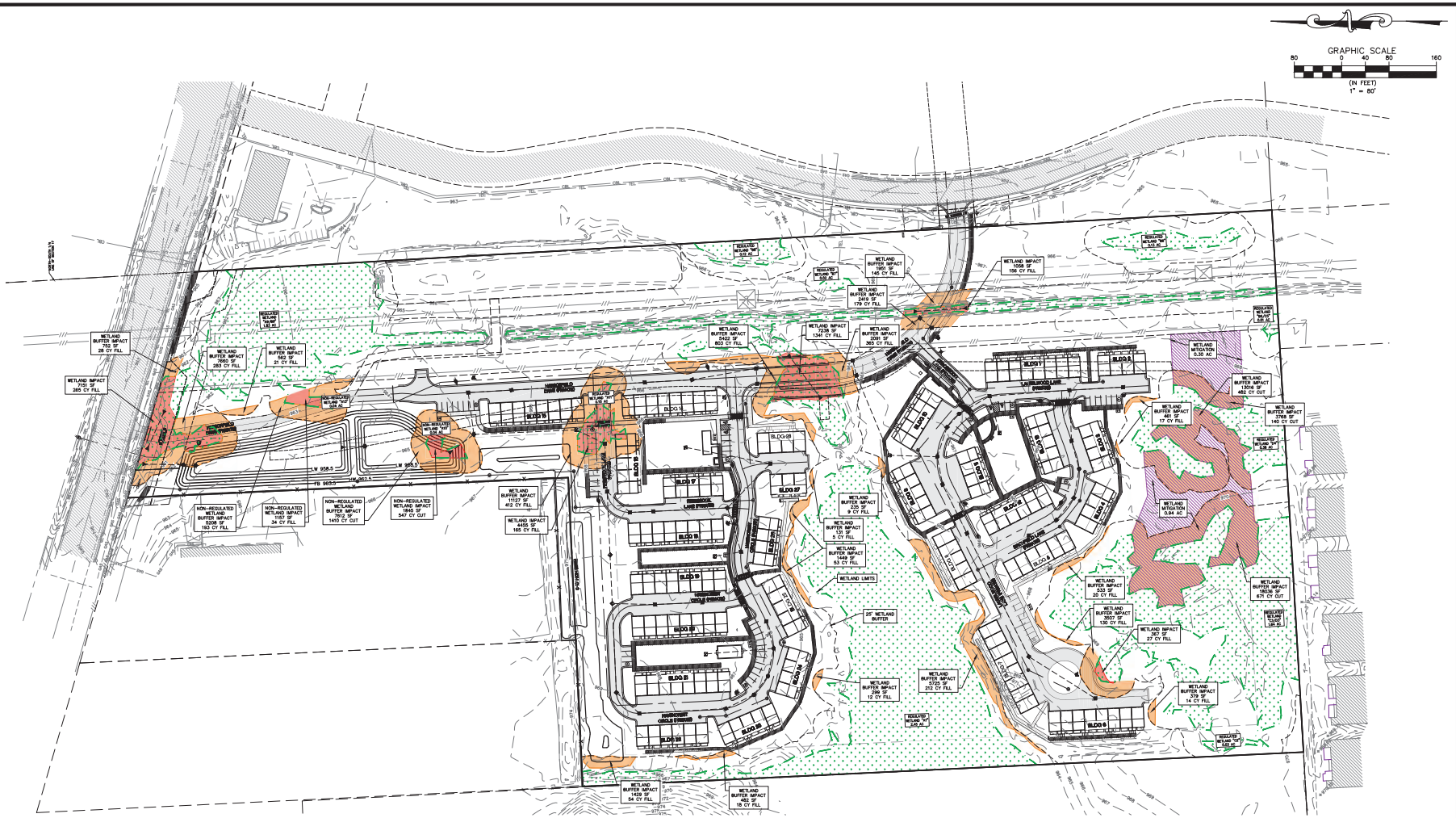
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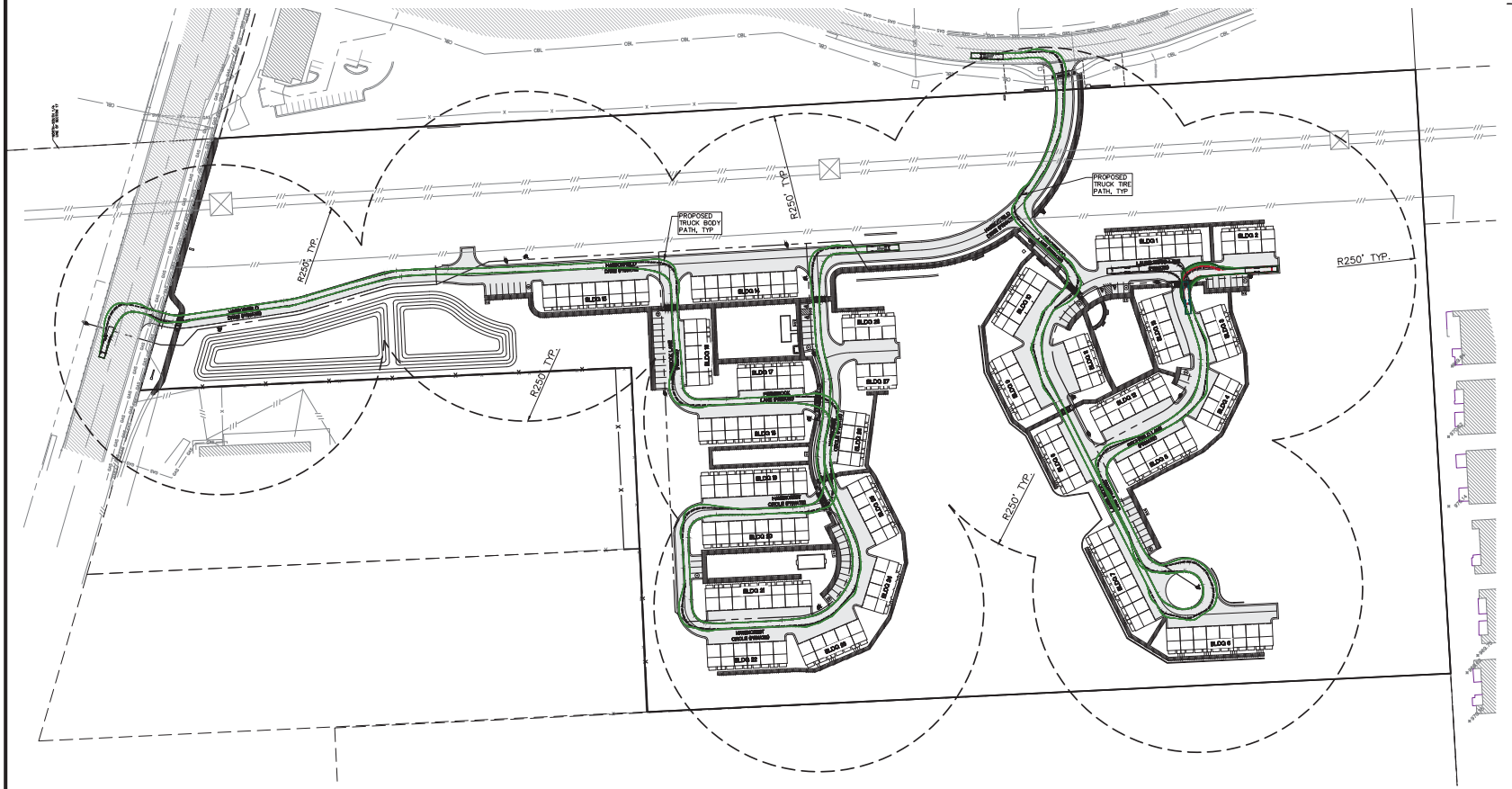
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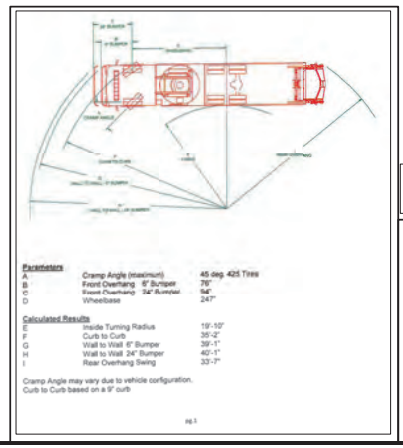
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EASEMENT PLAN

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C18


GRAPHIC SCALE
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(IN FEET)
1" = 80'
WETLAND IMPACT 7151 SF 265 CY FILL
WETLAND BUFFER IMPACT 750 SF 28 CY FILL
WETLAND IMPACT 1058 SF 156 CY FILL
WETLAND BUFFER IMPACT 1851 SF 140 CY FILL
WETLAND BUFFER IMPACT 2419 SF 179 CY FILL
WETLAND IMPACT 7238 SF 1341 CY FILL
WETLAND BUFFER IMPACT 3001 SF 365 CY FILL
WETLAND IMPACT 5422 SF 803 CY FILL
WETLAND MITIGATION 0.30 AC
WETLAND BUFFER IMPACT 13016 SF 482 CY CUT
WETLAND BUFFER IMPACT 1960 SF 283 CY FILL
WETLAND BUFFER IMPACT 562 SF 21 CY FILL
WETLAND BUFFER IMPACT 1851 SF 17 CY FILL
WETLAND BUFFER IMPACT 3808 SF 140 CY CUT
WETLAND MITIGATION 0.84 AC
WETLAND BUFFER IMPACT 533 SF 20 CY FILL
WETLAND BUFFER IMPACT 3507 SF 130 CY FILL
WETLAND IMPACT 367 SF 27 CY FILL
WETLAND BUFFER IMPACT 3078 SF 671 CY CUT
WETLAND BUFFER IMPACT 379 SF 14 CY FILL
WETLAND BUFFER IMPACT 5725 SF 212 CY FILL
WETLAND BUFFER IMPACT 299 SF 12 CY FILL
WETLAND IMPACT 11127 SF 412 CY FILL
WETLAND IMPACT 4450 SF 165 CY FILL
WETLAND BUFFER IMPACT 121 SF 5 CY FILL
WETLAND BUFFER IMPACT 1851 SF 9 CY FILL
WETLAND BUFFER IMPACT 63 CY FILL
WETLAND LIMITS
25' WETLAND BUFFER
WETLAND BUFFER IMPACT 1429 SF 54 CY FILL
WETLAND BUFFER IMPACT 465 SF 18 CY FILL
NON-REGULATED WETLAND IMPACT 5308 SF 193 CY FILL
NON-REGULATED WETLAND IMPACT 1157 SF 34 CY FILL
NON-REGULATED WETLAND BUFFER IMPACT 7012 SF 1410 CY CUT
NON-REGULATED WETLAND IMPACT 1845 SF 547 CY CUT
REGULATED WETLAND "A" 135.46 AC
REGULATED WETLAND "B" 0.30 AC
REGULATED WETLAND "C" 0.84 AC
REGULATED WETLAND "D" 1.45 AC
REGULATED WETLAND "E" 0.65 AC
REGULATED WETLAND "F" 0.08 AC
REGULATED WETLAND "G" 0.18 AC
REGULATED WETLAND "H" 0.03 AC
REGULATED WETLAND "I" 0.05 AC
REGULATED WETLAND "J" 0.03 AC
REGULATED WETLAND "K" 0.02 AC
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RE



GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1" = 80'



NOTE: BUILDINGS MUST COMPLY WITH THE INTERNATIONAL FIRE CODE SECTION 510 FOR EMERGENCY RADIO COVERAGE.

PROPOSED LEGEND

- SANITARY SEWER
- WATER MAIN
- STORM SEWER
- SILT FENCE
- TREE PROTECTION FENCE
- WETLAND
- 1000 CONTOUR
- CURB AND GUTTER
- SANITARY MANHOLE
- STORM MANHOLE
- STORM CATCH BASIN
- END SECTION
- FIRE HYDRANT
- VALVE IN WELL
- PAVEMENT (ASPHALT)
- PAVEMENT (CONCRETE SIDEWALK)
- DIRECTION SURFACE WATER FLOW
- 1000.00 GRADE

SKE GROUP
ENGINEERING PLANNING
LAND DEVELOPMENT CONSULTING
39205 COUNTRY CLUB DR, STE C8
FARMINGTON HILLS, MI 48331
(248.308.3331)

NO.	REVISION	DATE
	SUBMITTAL DATE:07-18-25	
1.	REV PER CITY REVIEW	08-25-25
2.	REV PER CITY REVIEW	10-17-25

811
3 WORKING DAYS BEFORE YOU DIG
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1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

PROJECT NUMBER: 24-283
PROJECT MANAGER: J. RICKARD
DRAWN BY: -
DESIGNED BY: J. RICKARD
OFFICE: FARMINGTON HILLS

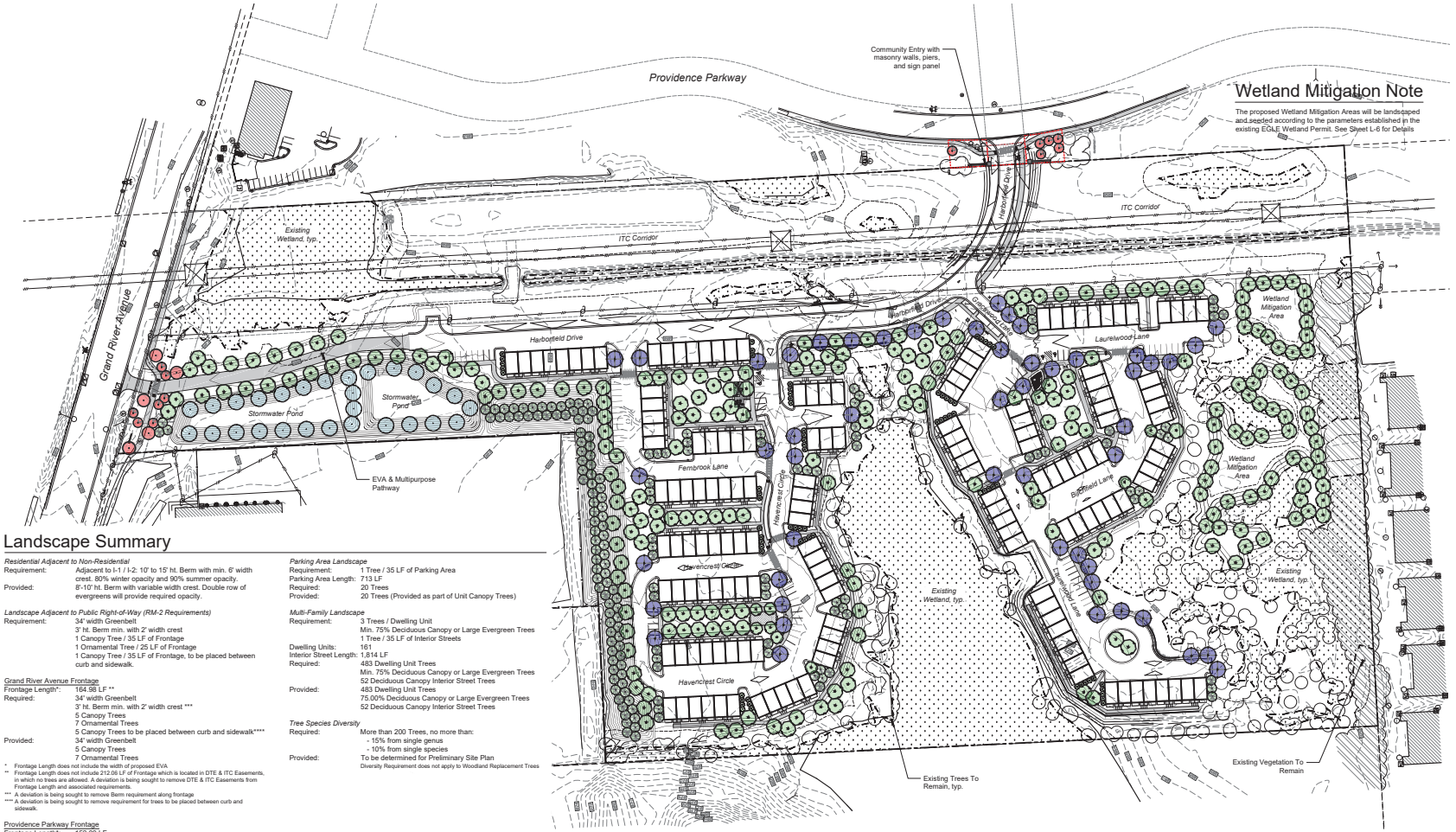
CLIENT INFO:
ROBERTSON HOMES
6905 TELEGRAPH ROAD, SUITE 200
BLOOMFIELD HILLS, MICHIGAN
947.257.5956

PROJECT NAME:
PROVIDENCE MEADOWS
PART OF SECTION 17
T1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MI

SHEET TITLE:
FIRE TRUCK ROUTING PLAN

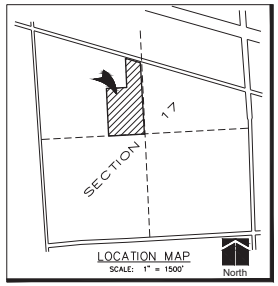
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Wetland Mitigation Note

The proposed Wetland Mitigation Areas will be landscaped and seeded according to the parameters established in the existing EGLE Wetland Permit. See Sheet L-6 for Details



Landscape Summary

Residential Adjacent to Non-Residential
Requirement: Adjacent to I-1 / I-2- 10' to 15' ht. Berm with min. 6' width crest. 80% winter opacity and 90% summer opacity.
Provided: 8'-10' ht. Berm with variable width crest. Double row of evergreens will provide required opacity.

Landscape Adjacent to Public Right-of-Way (RM-2 Requirements)
Requirement: 34' width Greenbelt
3' ht. Berm min. with 2' width crest
1 Canopy Tree / 35 LF of Frontage
1 Ornamental Tree / 25 LF of Frontage
1 Canopy Tree / 35 LF of Frontage, to be placed between curb and sidewalk.

Grand River Avenue Frontage
Frontage Length*: 164.98 LF **
Required: 34' width Greenbelt
3' ht. Berm min. with 2' width crest ***
5 Canopy Trees
7 Ornamental Trees
5 Canopy Trees to be placed between curb and sidewalk****
Provided: 34' width Greenbelt
5 Canopy Trees
7 Ornamental Trees

* Frontage Length does not include the width of proposed EVA
** Frontage Length does not include 212.06 LF of Frontage which is located in DTE & ITC Easements, in which no trees are allowed. A deviation is being sought to remove DTE & ITC Easements from Frontage Length and associated requirements.
*** A deviation is being sought to remove Berm requirement along frontage
**** A deviation is being sought to remove requirement for trees to be placed between curb and sidewalk.

Providence Parkway Frontage
Frontage Length*: 152.00 LF
Required: 34' width Greenbelt
3' ht. Berm min. with 2' width crest **
4 Canopy Trees
6 Ornamental Trees
4 Canopy Trees to be placed between curb and sidewalk
Provided: 34' width Greenbelt
4 Canopy Trees (4 Existing Trees, See Sheet L-2)
6 Ornamental Trees
0 Canopy Trees to be placed between curb and sidewalk***

* Frontage Length is calculated as the length of granted access and landscape easements and does not include the width of proposed entry drive
** A deviation is being sought to remove Berm requirement along frontage
*** Trees are not proposed between the curb and sidewalk due to existing utilities and limited space within the access and landscape easements.

Parking Area Landscape
Requirement: 1 Tree / 35 LF of Parking Area
Parking Area Length: 713 LF
Required: 20 Trees
Provided: 20 Trees (Provided as part of Unit Canopy Trees)

Multi-Family Landscape
Requirement: 3 Trees / Dwelling Unit
Min. 75% Deciduous Canopy or Large Evergreen Trees
1 Tree / 35 LF of Interior Streets
Dwelling Units: 161
Interior Street Length: 1,814 LF
Required: 483 Dwelling Unit Trees
Min. 75% Deciduous Canopy or Large Evergreen Trees
52 Deciduous Canopy Interior Street Trees
Provided: 483 Dwelling Unit Trees
75.00% Deciduous Canopy or Large Evergreen Trees
52 Deciduous Canopy Interior Street Trees

Tree Species Diversity
Required: More than 200 Trees, no more than:
- 15% from single genus
- 10% from single species
Provided: To be determined for Preliminary Site Plan
Diversity Requirement does not apply to Woodland Replacement Trees

Landscape Deviation Requests

1. *Deviation for the lack of required 3-foot berm along Grand River Avenue and Providence Parkway due to the existing natural areas to be preserved, and the presence of the ITC easement.*
2. *Deviation to allow a deficiency in street trees along Grand River Avenue.*
3. *Deviation to allow a deficiency in greenbelt landscaping along Grand River Avenue.*
4. *Deviation to allow the use of existing trees as street trees along Providence Parkway access easement.*
5. *Deviation to allow a deficiency in street trees along Harborfield Drive within the ITC easement.*
6. *Deviation for the lack of greenbelt plantings along Providence Parkway.*

Tree Legend

= Landscape Adjacent to R.O.W. Deciduous Tree
= Landscape Adjacent to R.O.W. Deciduous Subcanopy Tree
= Interior Street Trees Deciduous Canopy Tree
= Multi-Family Dwelling Unit Trees Deciduous Canopy Tree
= Multi-Family Dwelling Unit Trees Large Evergreen Tree
= Storm Pond Trees Deciduous Canopy Tree

Required Tree Setbacks from Utilities

- Sanitary Sewer: 10' setback min.
- Storm Sewer: 5' setback min.
- Water Main: 5' setback min.

Woodland Replacement Summary

Total Trees Surveyed:	878
- Total Trees Offsite:	9
Total Onsite Trees:	869
Total Regulated Trees:	6*
Total Trees Saved:	332
- Previously Dead Trees:	9
Total Trees Removed:	537
- Previously Dead Trees:	14
- Trees Requiring Replacement:	3

Removed Tree d.b.h. (In Inches)	Ratio Replacement/ Removed Trees
8 < 11	1
>11 < 20	2
> 20 < 29	3
> 30	4

Required Replacements

DBH of Trees Removed	Quantity	Required Trees **
8" to 11"	1	1
11.1" to 20"	1	2
20.1" to 29"	1	3
Greater than 30"	0	0

Total Replacements Required: 6 - 2.5" caliper Trees
Total Replacements Proposed: 0 - 2.5" caliper Trees
6 Landscape Credits Used

* Trees with DBH 8" and larger and are located within a Novi Regulated Woodland, according to the Novi Regulated Woodland Map, are regulated by the City of Novi Ordinance Chapter 37
** Required Trees are calculated using the required replacement rate set forth in the City of Novi Ordinance Chapter 37, Article I, Section 37-8.a. See Chart above.

Existing Trees Used for Landscape Requirements

- Trees Saved Onsite: 332
- Saved Trees to be used towards Landscape Requirements*: 77
- **Landscape Credits: 195 Trees**

Table 11.b.(1)(f) from Novi Landscape Design Manual:

Diameter of Trunk of Preserved Tree*	Number of Tree Credits	Number of Trees Onsite **
36" or greater caliper	7 trees	0
>29 to 36" caliper	6 trees	0
>23 to 29" caliper	5 trees	0
>17 to 23" caliper	4 trees	4
>12 to 17" caliper	3 trees	17
>7 to 12" caliper	2 trees	63
3 to 7" caliper	1 tree	2

* Per Novi Landscape Design Manual Section 11b.(1)(a)-(f), Landscape Credit can be acquired for preserved canopy trees if they do not fall within a Novi regulated Wetland or Woodland, are not a prohibited species, or are of poor quality. Credits are determined by the above Table.
** Total quantity of trees in the identified column above equals 86 due to multi-trunk existing trees.

Know what's **below.** **Call** before you dig.

1"= 80'
0 40' 80' 160' 240' 320'
North

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sheet title:
Overall Landscape Concept

project title:
Providence Meadows
City of Novi, Michigan

prepared for:
Robertson Brothers Homes
6905 Telegraph Rd. - Suite 200
Bloomfield Hills, MI 48301

Phone: 248.657.4968

job number:	date:
24018	07.18.2025
drawn by:	checked by:
EMJ	WTK

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10.17.2025 Per Municipal Review

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Tree Legend

- = Landscape Adjacent to R.O.W. Deciduous Subcanopy Tree
- = Interior Street Trees Deciduous Canopy Tree
- = Multi-Family Dwelling Unit Trees Deciduous Canopy Tree
- = Multi-Family Dwelling Unit Trees Large Evergreen Tree

Wetland Mitigation Note

The proposed Wetland Mitigation Areas will be landscaped and seeded according to the parameters established in the existing EGLE Wetland Permit. See Sheet L-6 for Details

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1"= 40'

0 20' 40' 80' 120' 160'

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Landscape Concept Plan - South

project title:
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City of Novi, Michigan

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Bloomfield Hills, MI 48301

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Tree Legend

= Interior Street Trees Deciduous Canopy Tree

= Multi-Family Dwelling Unit Trees Deciduous Canopy Tree

= Multi-Family Dwelling Unit Trees Large Evergreen Tree

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Stormwater Pond Landscape Summary

Requirement:	1 Canopy Tree / 35 LF of pond edge, measured at the permanent water level, to be located 6'-10' from permanent water level. Large, native shrubs covering 70%-75% of basin perimeter, measured 10' from permanent water level or pond bottom. Bottom & sides of basin, extending 25' from permanent water level to be planted with native seed mix and not mowed.
Length of Water Edge:	953.34 LF
Shrub Length of North:	636.95 LF
Shrub Length of South:	442.05 LF
Required:	28 Canopy Trees Shrubs North: 445.87 LF Shrubs South: 309.44 LF 70%-75% basin perimeter covered by large native shrubs. Native seed mix covering bottom and sides of basin, extending 25' from permanent water level.
Provided:	28 Canopy Trees Shrubs North: 450.86 LF Shrubs South: 314.87 LF 70.97% of basin perimeter covered by large native shrubs. See Seeding Details This Sheet

Native Seed Mix Submittal Note

Prior to seed application, Contractor shall submit photo of the seed bag to be used to City Landscape Architect or City Environmental Consultant for verification and approval.

Detention Pond Seeding Summary

Pond Zone - Pond Bottom - 958.50'

16,353 s.f.
Application Rate: 36.88 lbs. / Ac.
13.85 lbs. of Emergent Wetland Seed Mix
3"-6" of Topsoil or Wetland Mulch Shall be Placed in this Area. Use Seed Mat.

Edge Zone - Elevation 958.50' - 963.50'

28,052 s.f.
Application Rate: 36.38 lbs. / Ac.
23.43 lbs. of Stormwater Seed Mix
3"-6" of Topsoil or Wetland Mulch Shall be Placed in this Area. Use Seed Mat.

Seed Mixes available from Stantec Native Plant Nursery
- www.stantec.com/en/services/native-plant-nursery
- 574.586.2412
All Seed shall be protected with mulch blanket

Pond Zone - Emergent Wetland Seed Mix

Botanical Name	Common Name	PLS Ounces
Emergent Wetland Mix		
Alisma subcordatum	Water Plantain	0.25
Asclepias incarnata	Swamp Milkweed	2.00
Bidens cernua	Nodding Bur Marigold	2.00
Boehmeria cylindrica	False Nettle	2.00
Carex comosa	Bristly Sedge	2.00
Carex crinita	Fringed Sedge	2.00
Carex hystericina	Porcupine Sedge	2.00
Carex lurida	Shallow Sedge	2.00
Carex stipata	Common Fox Sedge	2.00
Carex vulpinoidea	Brown Fox Sedge	2.00
Eleocharis palustris	Great Spike Rush	0.50
Elymus virginicus	Virginia Wild Rye	2.00
Glyceria striata	Fowl Manna Grass	1.00
Juncus effusus	Common Rush	1.00
Leersia oryzoides	Rice Cut Grass	1.00
Penthorum sedoides	Ditch Stonecrop	0.50
Pontederia cordata	Pickerel Weed	2.00
Sagittaria latifolia	Common Arrowhead	2.00
Scirpus atrovirens	Dark Green Bulrush	0.50
Scirpus cyperinus	Wool Grass	1.00
Total		28.25
Turf Grass Cover		
Avena sativa	Common Oat	50.00
Total		212.00
Forbs		
Alisma subcordatum	Water Plantain	2.00
Asclepias incarnata	Swamp Milkweed	2.00
Bidens cernua	Nodding Bur Marigold	2.00
Boehmeria cylindrica	False Nettle	2.00
Eupatorium maculatum	Spotted Joe Pye Weed	0.50
Rudbeckia hirta	Black-Eyed Susan	4.00
Verbena hastata	Blue Vervain	0.50
Zizia aurea	Golden Alexanders	4.00
Total		17.00

Edge Zone - Stormwater Seed Mix

Botanical Name	Common Name	PLS Ounces
Emergent Wetland Mix		
Achillea millefolium	Yarrow	4.00
Asclepias incarnata	Swamp Milkweed	2.00
Bidens cernua	Nodding Bur Marigold	2.00
Carex comosa	Bristly Sedge	2.00
Carex crinita	Fringed Sedge	2.00
Carex hystericina	Porcupine Sedge	2.00
Carex lurida	Shallow Sedge	2.00
Carex stipata	Common Fox Sedge	2.00
Carex vulpinoidea	Brown Fox Sedge	2.00
Elymus virginicus	Virginia Wild Rye	2.00
Glyceria striata	Fowl Manna Grass	1.00
Juncus effusus	Common Rush	1.00
Leersia oryzoides	Rice Cut Grass	1.00
Penthorum sedoides	Ditch Stonecrop	0.50
Pontederia cordata	Pickerel Weed	2.00
Sagittaria latifolia	Common Arrowhead	2.00
Scirpus atrovirens	Dark Green Bulrush	0.50
Scirpus cyperinus	Wool Grass	1.00
Total		34.00
Turf Grass Cover		
Avena sativa	Common Oat	50.00
Total		212.00
Forbs		
Alisma subcordatum	Water Plantain	2.00
Asclepias incarnata	Swamp Milkweed	2.00
Bidens cernua	Nodding Bur Marigold	2.00
Boehmeria cylindrica	False Nettle	2.00
Eupatorium maculatum	Spotted Joe Pye Weed	0.50
Rudbeckia hirta	Black-Eyed Susan	4.00
Verbena hastata	Blue Vervain	0.50
Zizia aurea	Golden Alexanders	4.00
Total		17.00

Tree Legend

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- = Landscape Adjacent to R.O.W. Deciduous Subcanopy Tree
- = Multi-Family Dwelling Unit Trees Deciduous Canopy Tree
- = Multi-Family Dwelling Unit Trees Large Evergreen Tree
- = Storm Pond Trees Deciduous Canopy Tree
- = Storm Pond Large Shrubs

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WILLIAM T. KOSTELNIK
LICENSED LANDSCAPE ARCHITECT

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project title:
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City of Novi, Michigan

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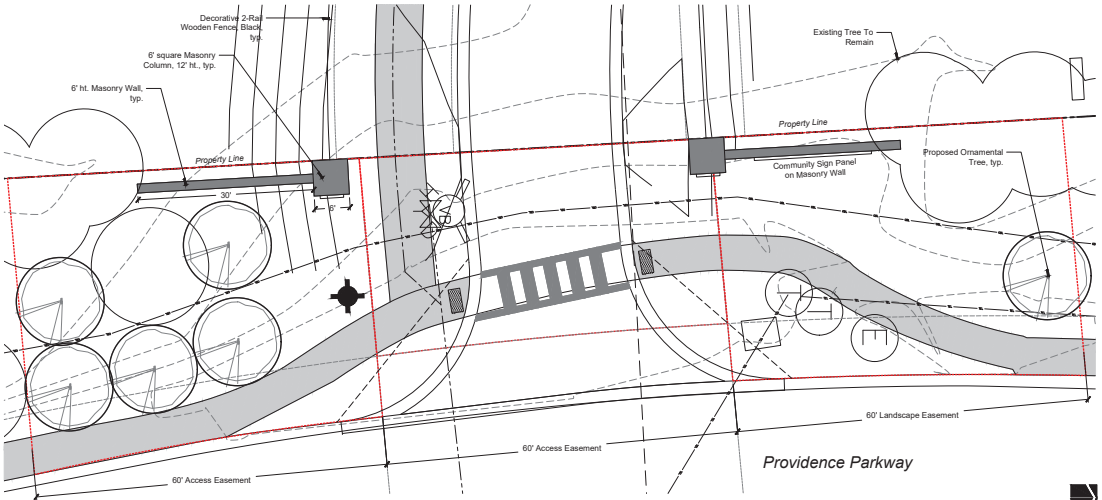
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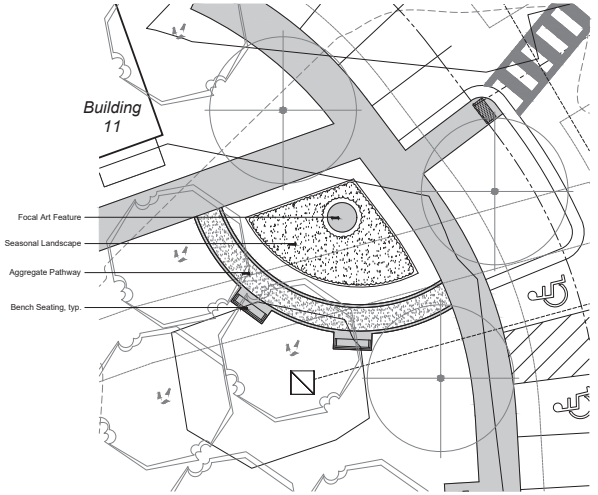
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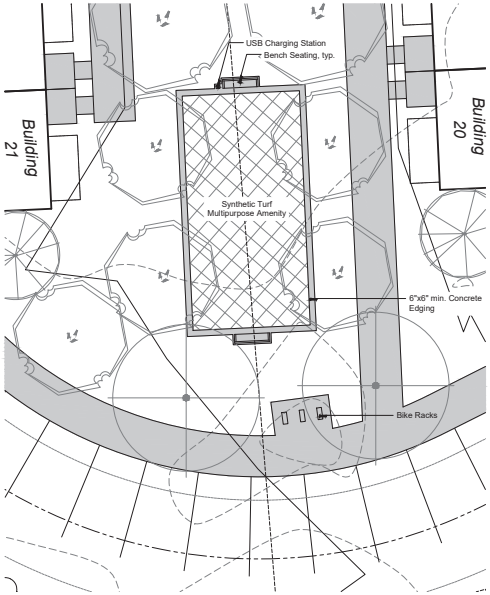
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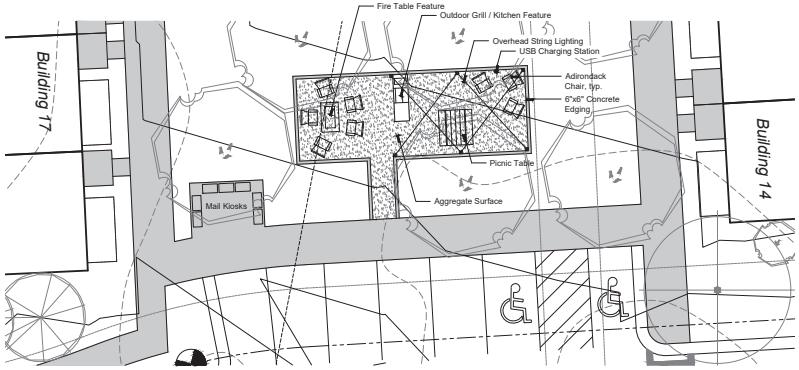
Providence Parkway Entry Concept Enlargement



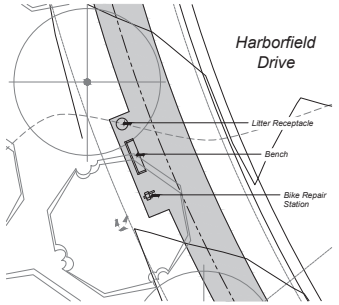
Focal Garden Amenity Concept



Multipurpose Amenity Concept



Community Gathering Amenity Concept



Bike Repair Roadside Amenity

Proposed Amenity & Entry Concept Plans are conceptual at this time. Final details will be developed for Final Site Plan Approval.

sheet title:
Amenity & Entry Concept Plans

project title:
Providence Meadows
City of Novi, Michigan

prepared for:
Robertson Brothers Homes
6905 Telegraph Rd. - Suite 200
Bloomfield Hills, MI 48301

Phone: 248.657.4968

job number:	date:
24018	07.18.2025

drawn by:	checked by:
EMJ	WTK

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1"= 10'
0 5' 10' 20' 30' 40'

North

sheet no.
L-5

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Wetland Shrub Plant Schedule

Wetland Landscape Summary

Size of Wetland Mitigation: 1.247 Ac.

Habitat Structures
Requirement: Habitat structures installed at a rate of 6 structures per acre of mitigation.
Required: 8 structures
Provided: 8 structures

Shrub Plantings
Requirement: Native shrubs to be installed at a rate of 300 shrubs per acre of mitigation and comprising a min. 4 different species.
Required: 374 Shrubs
Provided: 374 Shrubs

Wetland Seeding
See Seeding Summary this sheet for Details.

Wetland Mitigation Seeding Summary

Emergent Wetland Zone

18,325 s.f.
Application Rate: 36.88 lbs. / Ac.
15.50 lbs. of Emergent Wetland Seed Mix
3"-6" of Topsoil or Wetland Mulch Shall be Placed in this Area. Use Seed Mat.

Scrub-Shrub Wetland Zone

35,972 s.f.
Application Rate: 36.38 lbs. / Ac.
30.00 lbs. of Stormwater Seed Mix
3"-6" of Topsoil or Wetland Mulch Shall be Placed in this Area. Use Seed Mat.

Seed Mixes available from Stantec Native Plant Nursery
- www.stantec.com/en/services/native-plant-nursery
- 574.586.2412
All Seed shall be protected with mulch blanket

Emergent Wetland Seed Mix

Scrub-Shrub Wetland Seed Mix

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sheet title:
Wetland Mitigation Landscape Plan

project title:
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City of Novi, Michigan

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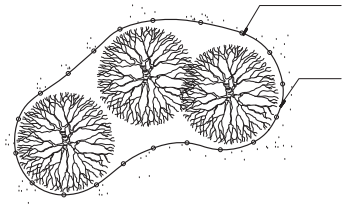
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0 15' 30' 60' 90' 120' 1"= 30'

North

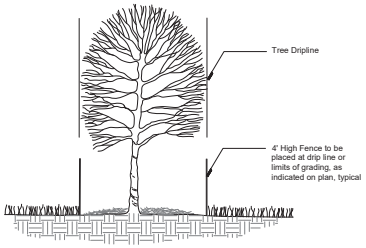
sheet no.
L-6





Tree Protection Detail - Plan

Scale: NTS



Tree Protection Detail - Section

Scale: NTS

Tree Protection Notes

1. Approved tree protection shall be erected prior to the start of construction activities, and shall remain in place until construction is complete.
2. No person may conduct any activity within the drip line, or protected area, of any designated tree to remain, including, but not limited to, placing solvents, building materials, construction equipment, etc.
3. Grade changes may not occur within the drip line of protected trees.
4. During construction, no person shall attach any device or wire to any remaining tree.
5. All utility service requests must include notification to the installer that protected trees must be avoided. All trenching shall occur outside of the protective fencing.
6. Swales shall be routed to avoid the area within the drip lines of protected trees.
7. Trees located on adjacent properties that may be affected by construction activities must be protected.
8. Trees to be removed shall be flagged by the Owner Representative prior to site grading.
9. Root zones of protected trees should be well marked with bright colors and surrounded with rigidly staked fencing.
10. The parking of idle and running equipment shall be prohibited under the drip line of protected trees.
11. The stripping of topsoil from around protected trees shall be prohibited.
12. Trees to be removed shall be fell away from trees to be saved.
13. Grubbing of understory vegetation in construction areas should be cleared by cutting vegetation at ground level with a chain saw or minimally with a hydro-axe.
14. The Landscape Architect shall be notified immediately if any protected tree is damaged or removed.

Tree Preservation Legend

= Existing Tree, To Remain

= Existing Tree, To Be Removed

= Approximate Location of Tree Protection Fencing

Know what's **below.** **Call** before you dig.

1"= 80'

0 40' 80' 160' 240' 320'

North

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sheet title:
Tree Preservation Plan - Overall

project title:
Providence Meadows
City of Novi, Michigan

prepared for:
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6905 Telegraph Rd. - Suite 200
Bloomfield Hills, MI 48301

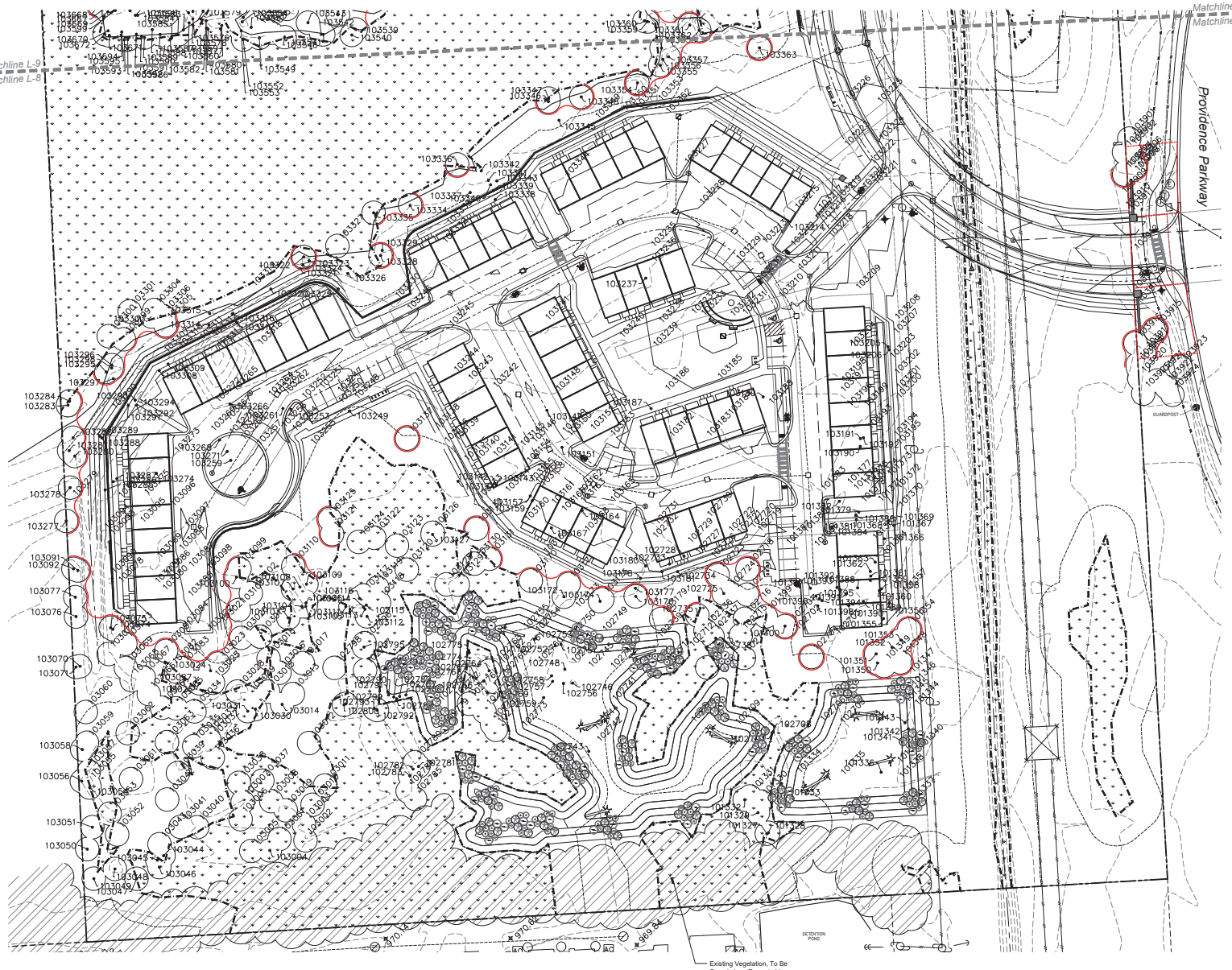
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sheet no.
L-7



Tree Preservation Legend

= Existing Tree, To Remain

= Existing Tree, To Be Removed

= Approximate Location of Tree Protection Fencing

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sheet title:
Tree Preservation Plan - South

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City of Novi, Michigan

prepared for:
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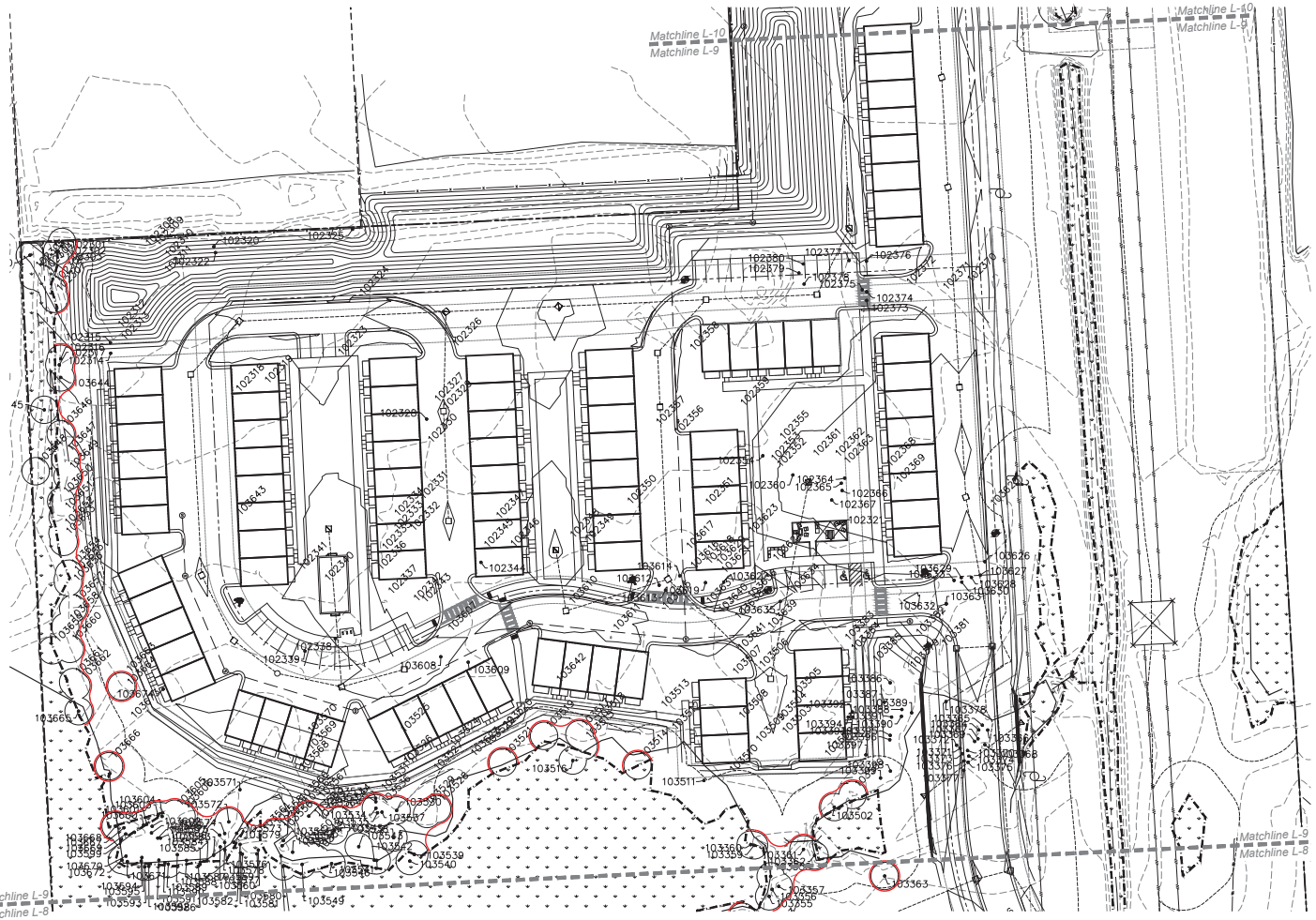
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1"= 40'
0 20' 40' 80' 120' 160'

North

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L-8

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Tree Preservation Legend

= Existing Tree, To Remain

= Existing Tree, To Be Removed

= Approximate Location of Tree Protection Fencing

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sheet title:
Tree Preservation Plan - Central

project title:
Providence Meadows
City of Novi, Michigan

prepared for:
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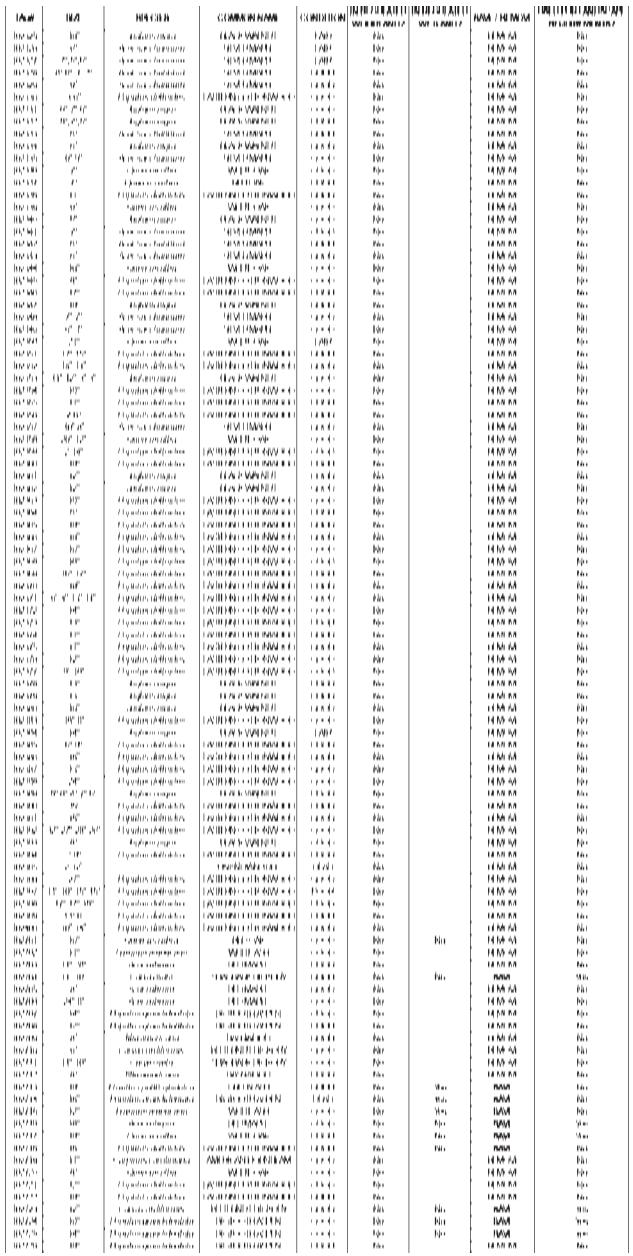
0 20' 40' 80' 120' 160' 1"= 40'

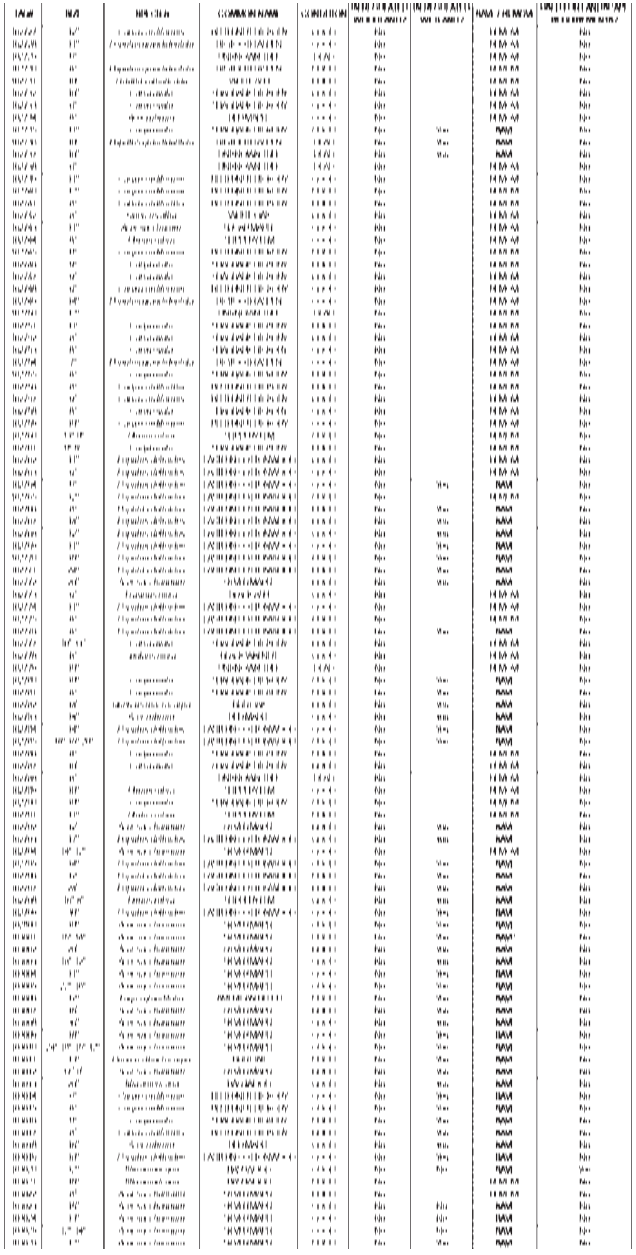
North

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Grand River Avenue
DETENTION POND
104505
104504
104503
104502
104501
102400
102398
102399
102397
102396
102395
102394
102393
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102387
102386
102385
Matchline L-10
Matchline L-9





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■ sheet title:

Tree Survey
1 of 4

■ project title:

Providence Meadows

City of Novi, Michigan

■ prepared for:

Robertson Brothers Homes
6905 Telegraph Rd. - Suite 200
Bloomfield Hills, MI 48301

Phone: 248.657.4968

■ job number:	■ date:
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Tree Survey
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■ project title:

Providence Meadows

City of Novi, Michigan

■ prepared for:

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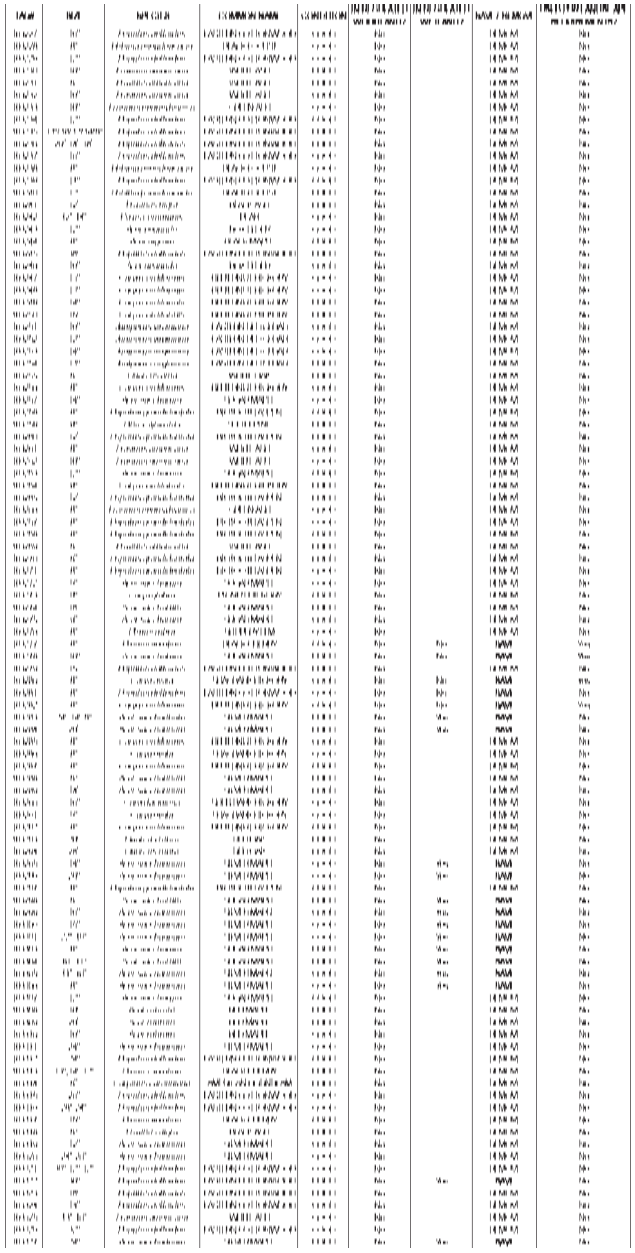
■ revisions:

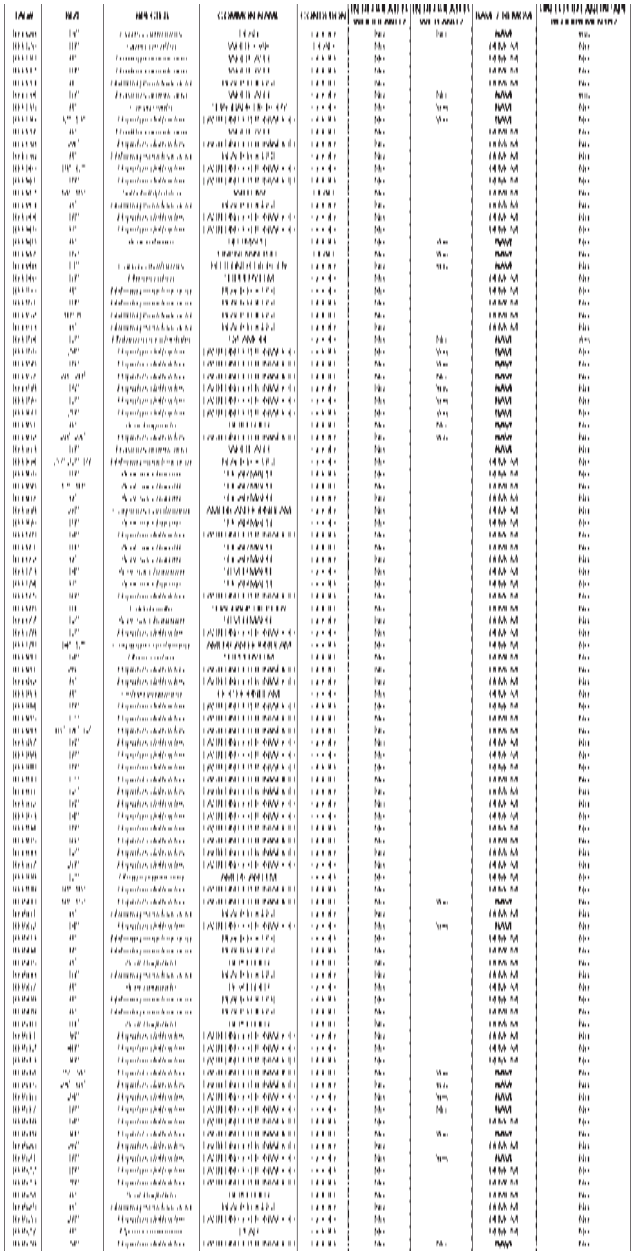
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Tree Survey
3 of 4

project title:

Providence Meadows

City of Novi, Michigan

prepared for:

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Bloomfield Hills, MI 48301

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24018	07.18.2025

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TAG#	SIZE	SPECIES	COMMON NAME	CONDITION	IN REGULATED WOODLAND?	IN REGULATED WETLAND?	SAVE / REMOVE	USED FOR LANDSCAPE REQUIREMENTS?
103629	36"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103630	14"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103631	30"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103632	30"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103633	20"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103634	8"	*Acer negundo*	BOX ELDER	GOOD	No		REMOVE	No
103635	12"	*Robinia pseudoacacia*	BLACK LOCUST	GOOD	No		REMOVE	No
103636	14"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103637	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103638	16"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103639	10"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103640	10"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103641	8"	*Robinia pseudoacacia*	BLACK LOCUST	GOOD	No		REMOVE	No
103642	8"	*Robinia pseudoacacia*	BLACK LOCUST	GOOD	No		REMOVE	No
103643	8",9"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103644	20"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103645	18",16"	*Sassafras albidum*	SASSAFRAS	GOOD	No	No	SAVE	Yes
103646	22"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103647	22",18",10",12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103648	8"	*Prunus serotina*	BLACK CHERRY	GOOD	No	No	SAVE	Yes
103649	38"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103650	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103651	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103652	24",18",18"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103653	24",20"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103654	42"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103655	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103656	13"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	No	SAVE	No
103657	9"	*Acer nigrum*	BLACK MAPLE	GOOD	No	No	SAVE	Yes
103658	10"	*Acer saccharinum*	SILVER MAPLE	GOOD	No	No	SAVE	No
103659	10",9",8"	*Acer saccharinum*	SILVER MAPLE	POOR	No	Yes	SAVE	No
103660	20"	*Salix babylonica*	WILLOW	GOOD	No	No	SAVE	No
103661	20"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103662	24"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103663	24"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103664	10"	*Liriodendron tulipifera*	TULIP TREE	GOOD	No	No	SAVE	Yes
103665	20"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103666	18",10"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103667	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103668	18"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103669	10"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103670	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103671	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103672	10"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No	Yes	SAVE	No
103673	8"	*Tilia americana*	BASSWOOD	GOOD	No		REMOVE	No
103674	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
103901	12"		DECIDUOUS	DEAD	Offsite	Offsite	SAVE	No
103902	10"	Acer rubrum	RED MAPLE	GOOD	No	No	SAVE	Yes
103903	15", 18"	Pyrus communis	PEAR	GOOD	No	No	SAVE	Yes
103904	20"	Pyrus communis	PEAR	GOOD	No	No	SAVE	Yes
103905	14"	Pyrus communis	PEAR	GOOD	No	No	SAVE	Yes
103906	8"	Pyrus communis	PEAR	GOOD	No	No	SAVE	Yes
103907	8"	Pyrus communis	PEAR	GOOD	No		REMOVE	No
103908	8"	Pyrus communis	PEAR	GOOD	No		REMOVE	No
103909	8"	Acer negundo	BOX ELDER	GOOD	No		REMOVE	No
103910	8"	Pyrus communis	PEAR	GOOD	No		REMOVE	No
103911	2-8"	Acer saccharum	SUGAR MAPLE	GOOD	No		REMOVE	No
103912	8",15"	Populus deltoides	EASTERN COTTONWOOD	GOOD	Yes		REMOVE	No
103913	13"	Carya laciniosa	SHELLBARK HICKORY	GOOD	Yes		REMOVE	No
103914	8"	Carya laciniosa	SHELLBARK HICKORY	GOOD	Yes		REMOVE	No
103915	28"	Quercus macrocarpa	BUR OAK	GOOD	Yes	No	SAVE	No
103916	18"	Carya ovata	SHAGBARK HICKORY	GOOD	Yes	No	SAVE	No
103917	12", 16"	Acer saccharum	SUGAR MAPLE	GOOD	Yes	No	SAVE	No
103918	15"	Acer saccharum	SUGAR MAPLE	GOOD	Yes	Offsite	SAVE	No
103919	8"	Carya laciniosa	SHELLBARK HICKORY	GOOD	Yes	Offsite	SAVE	No
103920	18"	Ulmus americana	AMERICAN ELM	GOOD	Yes	Offsite	SAVE	No
103921	19"	Ulmus americana	AMERICAN ELM	GOOD	Yes	Offsite	SAVE	No
103922	22"	Ulmus americana	AMERICAN ELM	GOOD	Yes	Offsite	SAVE	No
103923	32"	Carya laciniosa	SHELLBARK HICKORY	GOOD	Yes	Offsite	SAVE	No
103924	14"	Juglans nigra	BLACK WALNUT	GOOD	Yes	Offsite	SAVE	No
103925	12	Juglans nigra	BLACK WALNUT	GOOD	Yes	Offsite	SAVE	No
104501	12"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
104502	25",7"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
104503	13"	*Juglans nigra*	BLACK WALNUT	GOOD	No		REMOVE	No
104504	9"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
104505	10", 18"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
104506	7", 11"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No
104507	13"	*Juglans nigra*	BLACK WALNUT	GOOD	No		REMOVE	No
104508	11"	*Populus deltoides*	EASTERN COTTONWOOD	GOOD	No		REMOVE	No

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sheet title:

Tree Survey
4 of 4

project title:

Providence Meadows

City of Novi, Michigan

prepared for:

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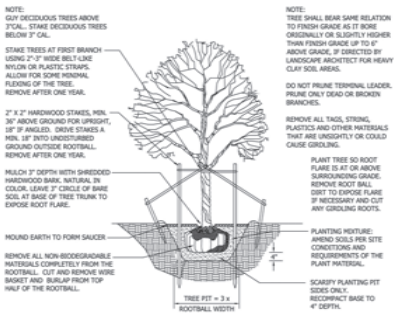
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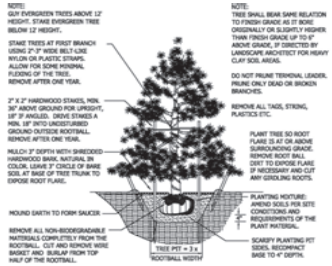
sheet no.

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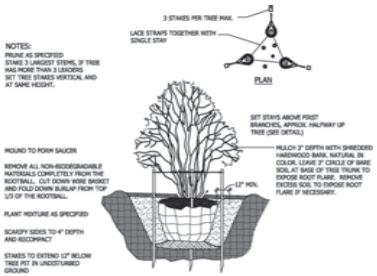
DECIDUOUS TREE PLANTING DETAIL

Not to scale



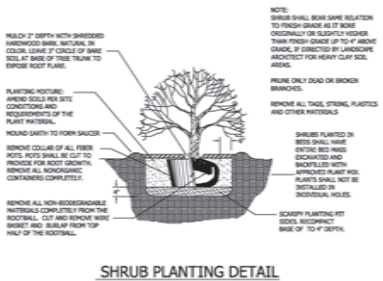
EVERGREEN TREE PLANTING DETAIL

Not to scale



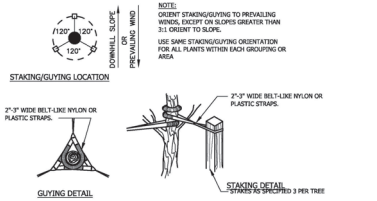
MULTI-STEM TREE PLANTING DETAIL

Not to scale



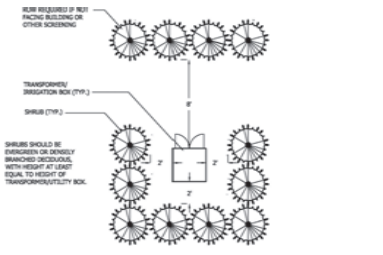
SHRUB PLANTING DETAIL

NOT TO SCALE



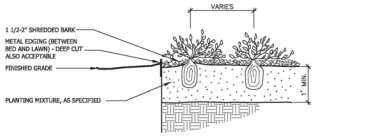
TREE STAKING DETAIL

Not to scale



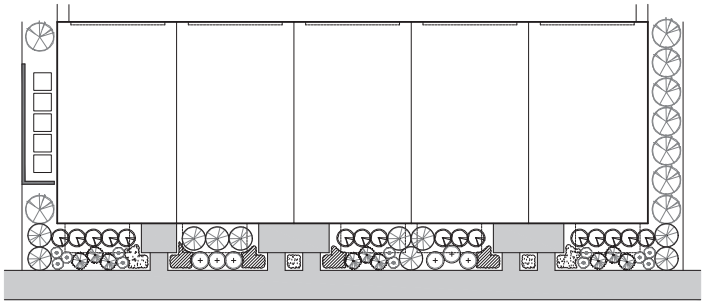
TRANSFORMER SCREENING DETAIL

Not to scale



PERENNIAL PLANTING DETAIL

Not to scale



Typical Unit Landscape Concept Plan

Scale: 1" = 10'

20' Width Building Foundation Summary

Required: Min. 35% of Unit Facade, less paved entry points, adjacent to foundation landscape

	Length	Required	Provided
Central Units:	14'	4.90'	14.00' (100%)
End Unit:	48.67'	17.03'	48.67' (100%)

Landscape Notes

1. All landscaping and landscape elements shall be planted, and earth moving or grading performed, in a sound workmanlike manner, according to accepted planting and grading procedure.
2. Landscaping required by this Ordinance shall be maintained in a reasonably healthy condition, free from refuse and debris.
3. All unhealthy or dead material shall be replaced within three (3) months of damage or death or the next appropriate planting period, whichever comes first.
4. All landscaped areas shall be provided with irrigation or a readily available and acceptable water supply. Irrigation systems shall include separate zones for Lawn and Plants.
5. Topsoil removed during construction shall be stockpiled in an appropriate manner to prevent erosion, and shall be redistributed on regraded surfaces to be landscaped, and provide a minimum of four (4) inches of even cover.
6. Plants shall be mulched with shredded hardwood bark mulch at a depth of three (3) inches. Mulch is to be free from debris and foreign material and shall contain no pieces of inconsistent size.
7. All plant material shall be true to name and free from physical damage and wind burn.
8. Plants shall be full, well-branched, and in a healthy, vigorous growing condition.
9. Plants shall be watered before and after planting is complete.
10. All trees must be staked, fertilized, and mulched and shall be guaranteed to exhibit a normal growth cycle for at least one (1) full year following planting.
11. All material shall conform to the guidelines established in the most recent edition of the American Standard for Nursery Stock.
12. Provide clean backfill soil, using material stockpiled on site. Soil shall be screened and free of any debris, foreign material, or stone.
13. "Agriform" tabs or similar slow-release fertilizer shall be added to the planting pits before being backfilled.
14. Amended planting mix shall consist of 1/3 screened topsoil, 1/3 sand, and 1/3 compost.
15. The Landscape Contractor shall be responsible for all work shown on the landscape drawings and specifications.
16. No substitutions or changes of location, or plant types shall be made without the approval of the Landscape Architect or Owner's representative.
17. The Landscape Architect shall be notified of any discrepancies between the plans and field conditions prior to installation.
18. The Landscape Contractor shall be responsible for maintaining all plant material in a vertical condition throughout the guaranteed period.
19. The Landscape Architect shall have the right at any stage of the installation to reject any work or material that does not meet the requirements of the plan and specifications, if requested by the owner.
20. The Contractor shall be responsible for checking plant quantities to ensure quantities on drawings and plant list are the same. In the event of a discrepancy, the quantities on the plans shall prevail.
21. The Landscape Contractor shall seed and mulch or sod (as indicated on plans) all areas disturbed during construction, throughout the contract limits.
22. A pre-emergent weed control agent, "Preen" or equal, shall be applied uniformly to all planting beds prior to mulching.
23. The Developer and Landscape Architect reserve the right to change location of plant material and alter plant species/variety at the time of installation based upon availability and quantity of material as well as site conditions. Materials will be of similar size, appearance and growth habit.
24. All Lawn areas shall be Sodded

City of Novi Landscape Notes

1. The proposed landscape shall be installed between March 15 & November 15
2. It is intended to guarantee the plant material for 2 years from the date of acceptance and to maintain all such landscaped areas in accordance with the requirements set forth in the City of Novi Ordinance.
3. The plant material should be grown in a nursery located in the Upper Midwest or Great Lakes region.
4. The property's landscape shall be maintained per the approved final site plan in perpetuity, per Zoning Ordinance Section 5.5.7, including replacement of all dead or failing plant material within three (3) months of its discovery, or the next appropriate time as determined by the City Landscape Architect.
5. Any plant species substitutions from the approved plan shall be approved in writing by the City Landscape Architect.

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750 Forest Ave. Suite 101
Birmingham, MI 48009
T:: 248.770.3465

sheet title:

Building Foundation Concept & Details

project title:

Providence Meadows

City of Novi, Michigan

prepared for:

Robertson Brothers Homes
6905 Telegraph Rd. - Suite 200
Bloomfield Hills, MI 48301

Phone: 248.657.4968

job number:	date:
24018	07.18.2025

drawn by:	checked by:
EMJ	WTK

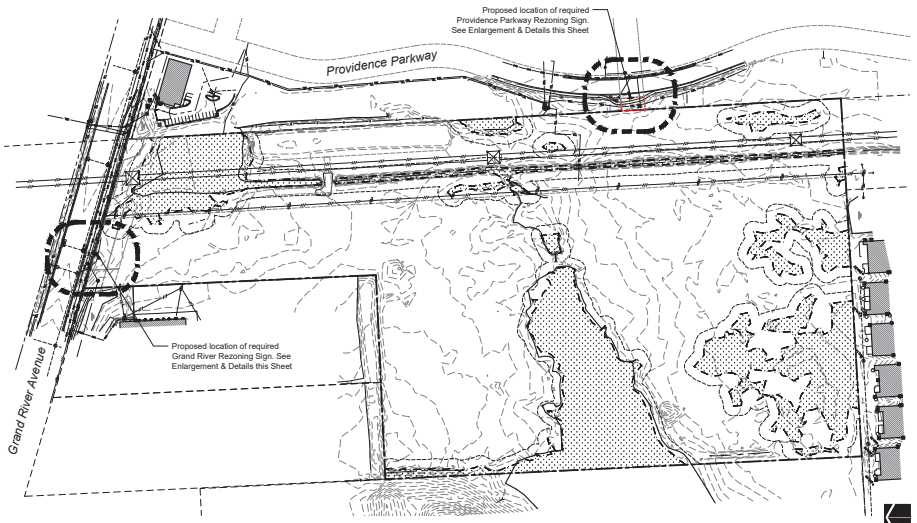
revisions:

10.17.2025 Per Municipal Review

Know what's **below.** **Call** before you dig.

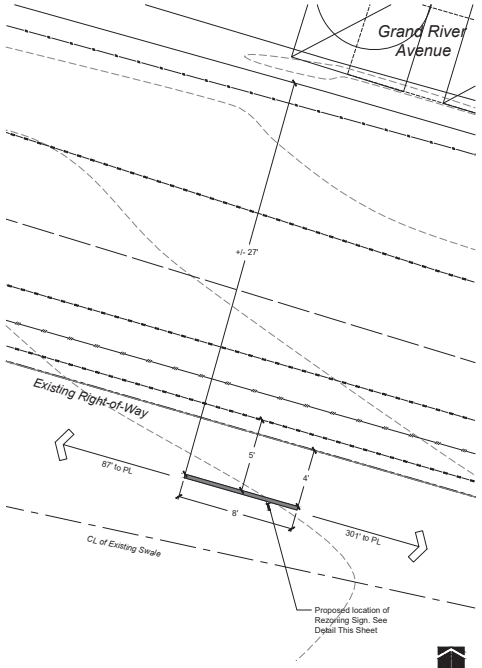
sheet no.

L-15



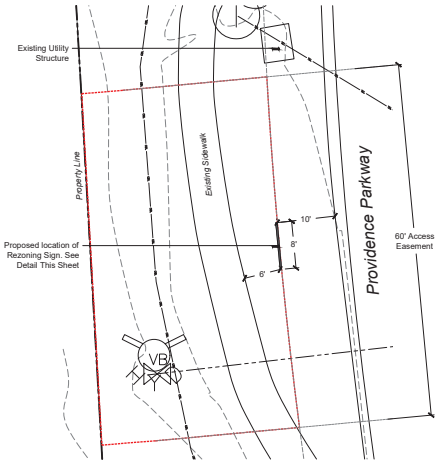
Rezoning Sign Location Plan

Scale: 1" = 150'



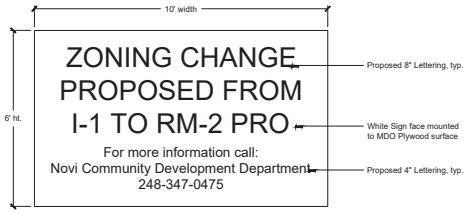
Grand River Rezoning Sign Enlargement Plan

Scale: 1" = 1'



Providence Parkway Rezoning Sign Enlargement Plan

Scale: 1" = 10'



Rezoning Sign Detail

Scale: 1/2" = 1'

Notes:
- Lettering shall be black on a white background
- Sign backing shall be MDO Plywood
- Sign supports shall be 4x4 treated lumber posts

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Birmingham, MI 48009
T:: 248.770.3465

sheet title:
Rezoning Sign Plan & Detail

project title:
Providence Meadows
City of Novi, Michigan

prepared for:
Robertson Brothers Homes
6905 Telegraph Rd. - Suite 200
Bloomfield Hills, MI 48301

Phone: 248.657.4968

job number:	date:
24018	07.18.2025

drawn by:	checked by:
EMJ	WTK

revisions:
10.17.2025 Per Municipal Review

Know what's below. Call before you dig.

sheet no.
S-1



Plan View
Scale - 1" = 50ft

General Note
1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: GRADE

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

UNLESS EXEMPT, PROJECT MUST COMPLY WITH LIGHTING CONTROLS REQUIRMENTS DEFINED IN ASHRAE 90.1 2019. FOR SPECIFIC INFORMATION CONTACT GBA CONTROLS GROUP AT CONTROLS@GASSERBUSH.COM OR 734-266-6705.

Alternates Note
THE USE OF FIXTURE ALTERNATES MUST BE RESUBMITTED TO THE CITY FOR APPROVAL.

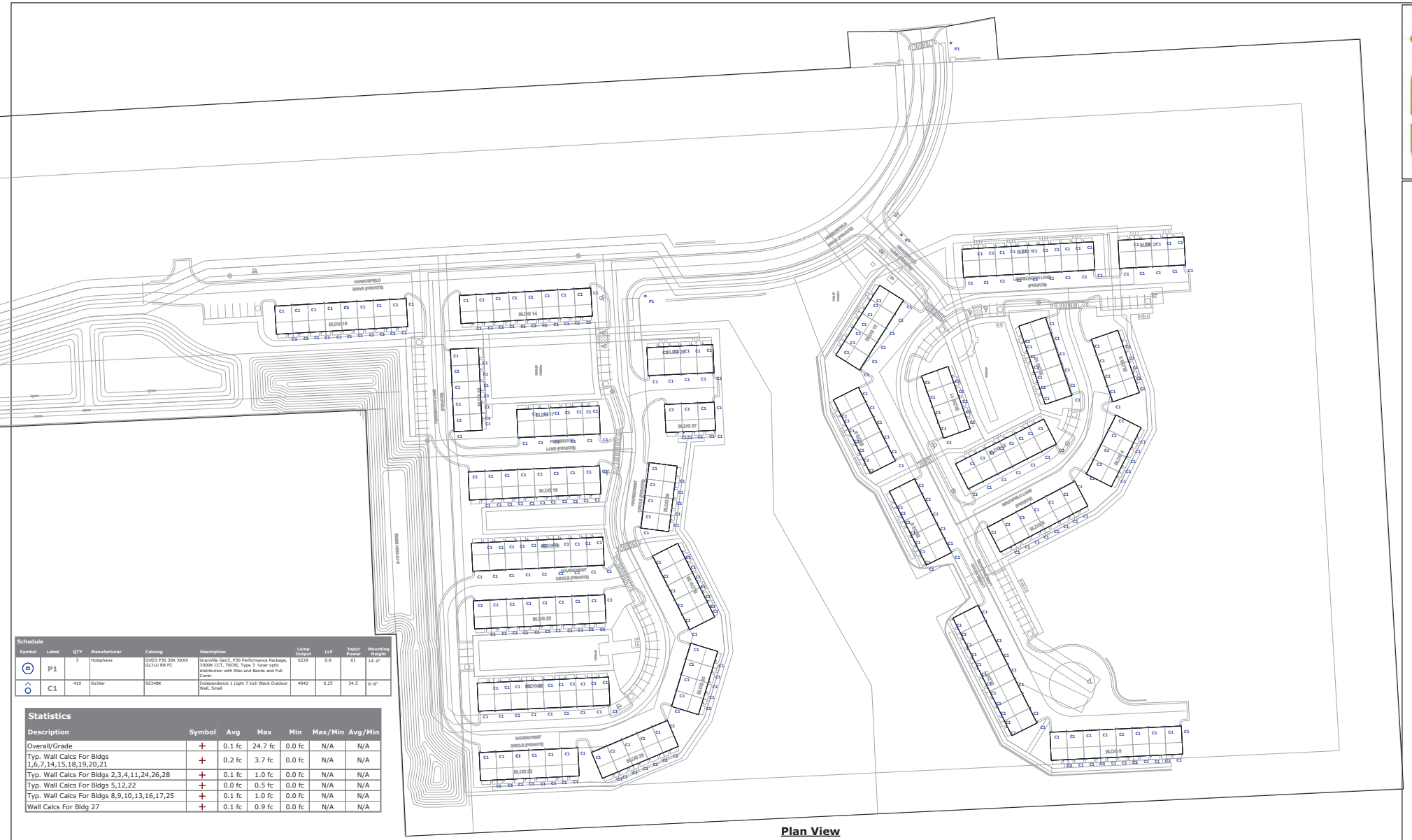
Drawing Note
THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

Ordering Note
FOR INQUIRIES CONTACT GASSER BUSH AT QUOTES@GASSERBUSH.COM OR 734-266-6705.

Mounting Height Note
MOUNTING HEIGHT IS MEASURED FROM GRADE TO FACE OF FIXTURE. POLE HEIGHT SHOULD BE CALCULATED AS THE MOUNTING HEIGHT LESS BASE HEIGHT.

PROVIDENCE MEADOWS
EXTERIOR PHOTOMETRIC PLAN
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer
BK
Date
10/13/2025
Scale
Not to Scale
Drawing No.
#25-46077 V2



Schedule

Symbol	Label	QTY	Manufacturer	Catalog	Description	Lamp Output	LLF	Input Power	Mounting Height
	P1	3	Holophane	GVD3 P30 30K XXXX GL3LU RB FC	GranVille Gen3, P30 Performance Package, 3000K CCT, 70CRI, Type 3 lunar optic distribution with Ribs and Bands and Full Cover	6229	0.9	61	14'-0"
	C1	410	Kichler	92348K	Independence 1 Light 7 inch Black Outdoor Wall, Small	4042	0.25	34.5	6'-0"

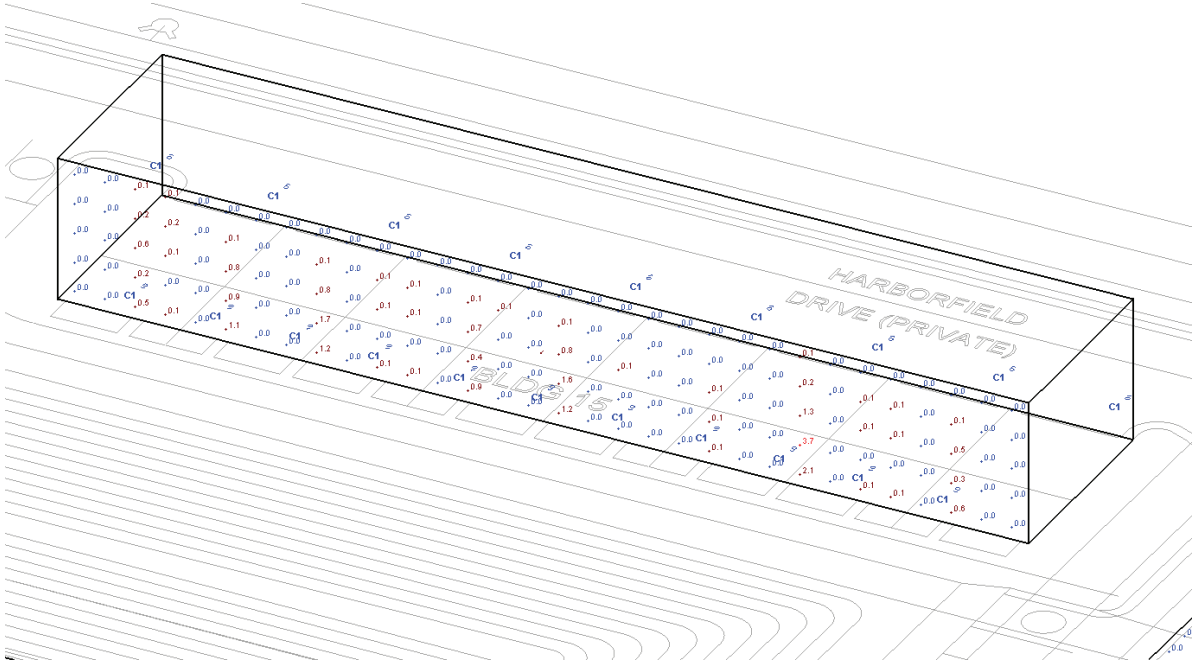
Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Overall/Grade	+	0.1 fc	24.7 fc	0.0 fc	N/A	N/A
Typ. Wall Calcs For Bldgs 1,6,7,14,15,18,19,20,21	+	0.2 fc	3.7 fc	0.0 fc	N/A	N/A
Typ. Wall Calcs For Bldgs 2,3,4,11,24,26,28	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A
Typ. Wall Calcs For Bldgs 5,12,22	+	0.0 fc	0.5 fc	0.0 fc	N/A	N/A
Typ. Wall Calcs For Bldgs 8,9,10,13,16,17,25	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A
Wall Calcs For Bldg 27	+	0.1 fc	0.9 fc	0.0 fc	N/A	N/A

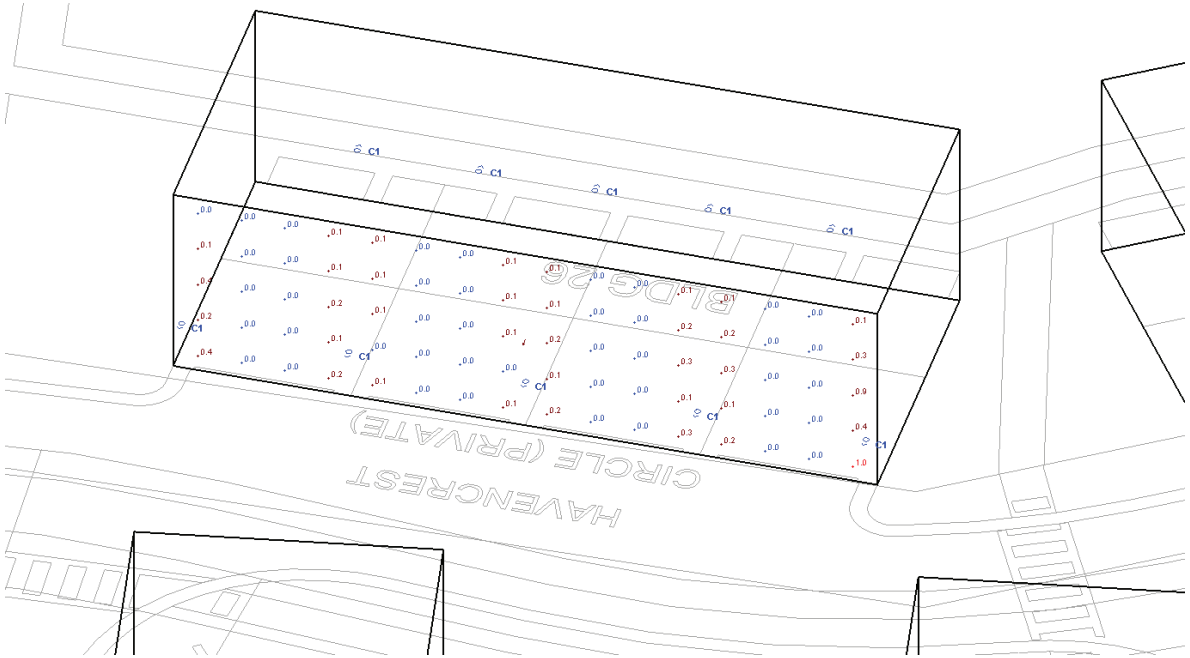
Plan View
Scale - 1" = 50ft

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Typ. Wall Calcs For Bldgs 1,6,7,14,15,18,19,20,21



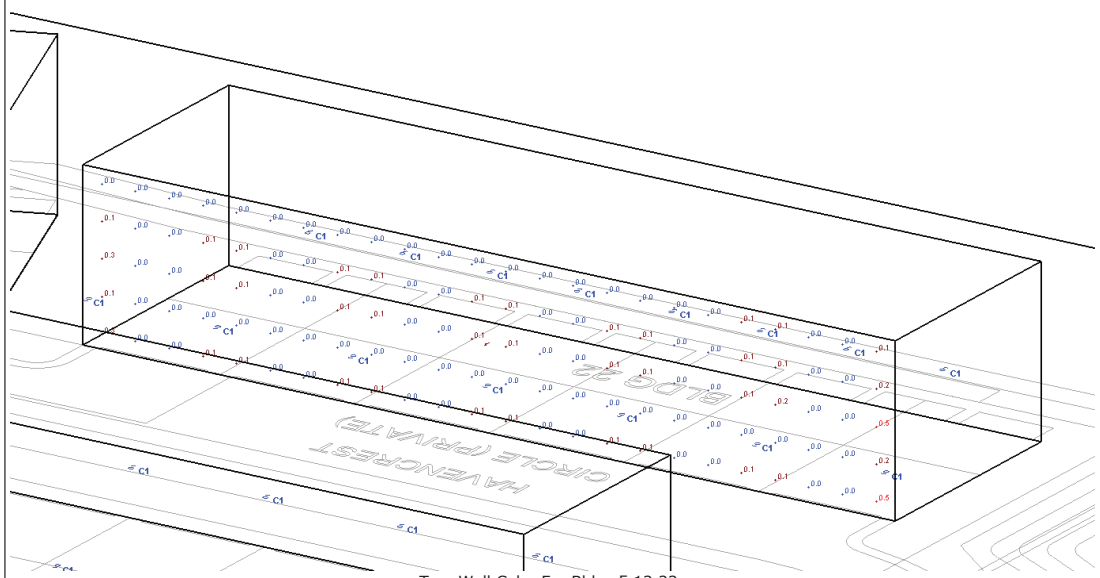
Typ. Wall Calcs For Bldgs 2,3,4,11,24,26,28

Statistics

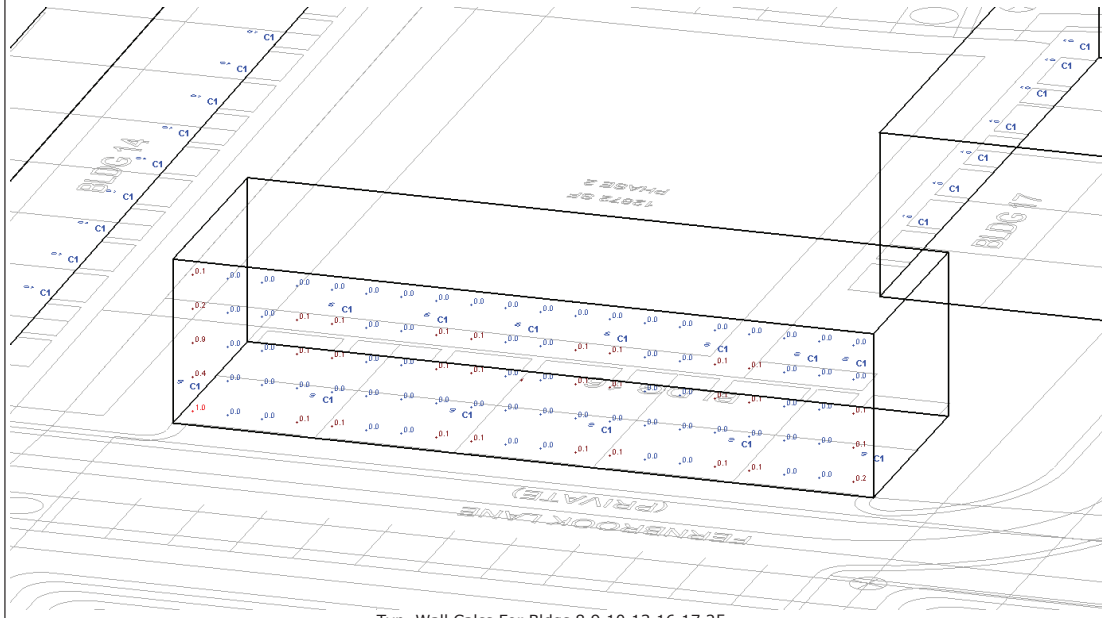
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Typ. Wall Calcs For Bldgs 1,6,7,14,15,18,19,20,21	+	0.2 fc	3.7 fc	0.0 fc	N/A	N/A
Typ. Wall Calcs For Bldgs 2,3,4,11,24,26,28	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A

PROVIDENCE MEADOWS
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Typ. Wall Calcs For Bldgs 5,12,22



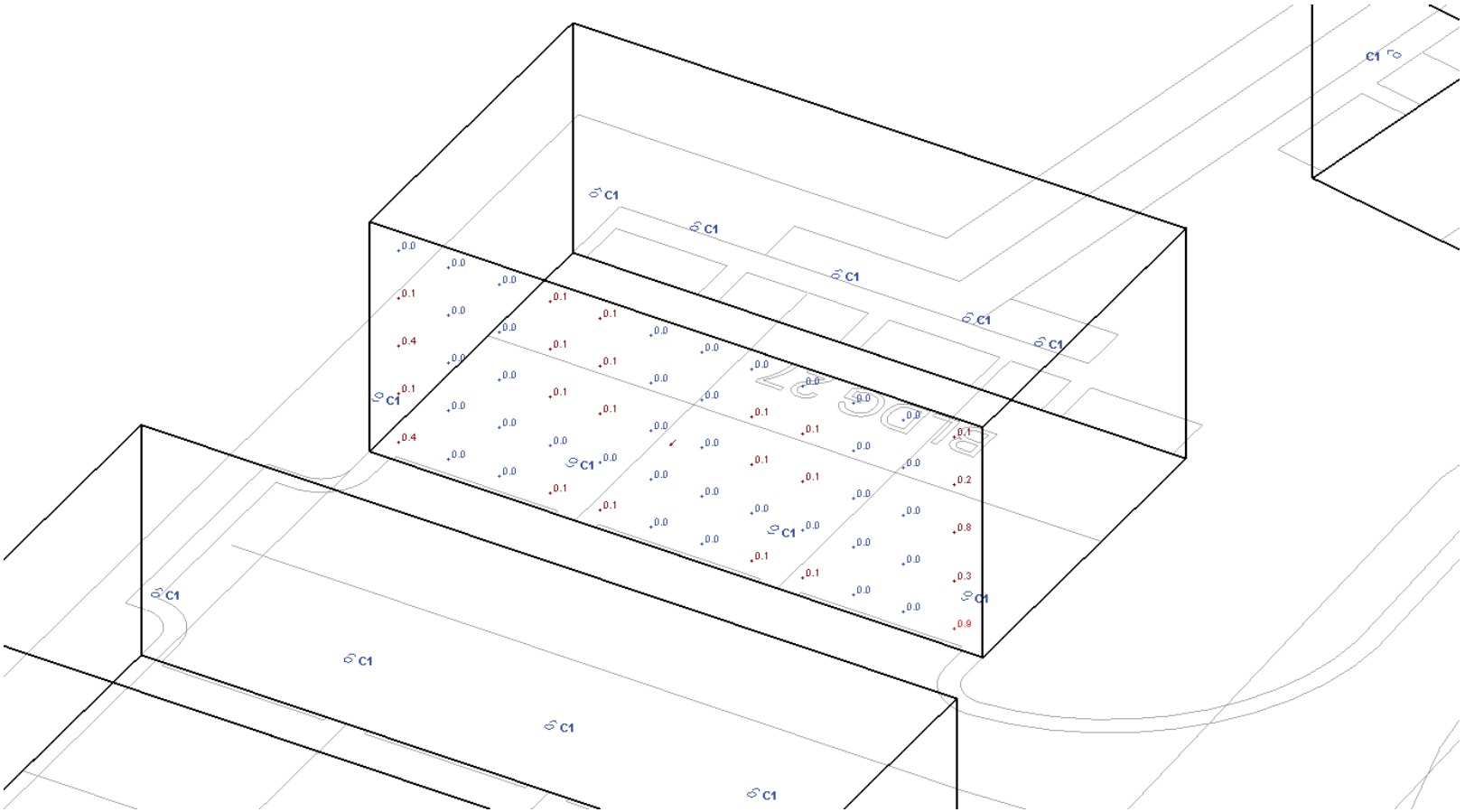
Typ. Wall Calcs For Bldgs 8,9,10,13,16,17,25

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Typ. Wall Calcs For Bldgs 5,12,22	+	0.0 fc	0.5 fc	0.0 fc	N/A	N/A
Typ. Wall Calcs For Bldgs 8,9,10,13,16,17,25	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A

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Typ. Wall Calcs For Bldg 27

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Wall Calcs For Bldg 27	+	0.1 fc	0.9 fc	0.0 fc	N/A	N/A

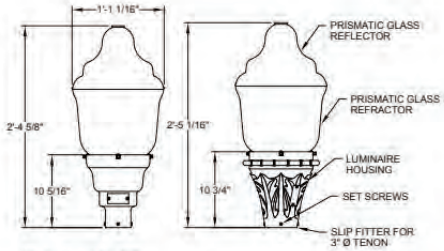
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HOLOPHANE
LEADER IN LIGHTING SOLUTIONS

Catalog Number	
Notes	Type





Maximum weight - 47 lbs
Maximum effective projected area - 1.38 sq. ft.

GVD3

Granville Classic Standard LED3

SPECIFICATIONS

General Description
The GranVille Classic Standard LED3 is designed for use with traditional applications fitting 3" post top tenons. The traditional acorn-shaped luminaire, while reminiscent of the 1920's, contains a powerful, stalk-mounted Chip-On-Board LED platform with a precision optical system that maximizes post spacings while maintaining uniform illumination.

Mechanical Specifications
The luminaire housing shall:
- Be heavy grade A360 cast aluminum (aluminum with <1% copper)
- IP55 rated housing, provides enclosure for the electrical module
- Mount to slip-fitter that will accept 3" high by 2-7/8" to 3-1/8" O.D. pole tenon
- Provide four uniquely designed stainless steel spring clips, enclosed in a clear polyvinyl chloride sleeve and adjusted by 1/4-20 hex-head bolts that securely cradle the prismatic acrylic refractor. The same ¼-20 bolts also support the decorative rib and banding assembly.

The finish shall:
- Utilize a polyester power coat paint to ensure maximum durability
- Rigorous multi-stage pre-treating and painting process yields a finish that achieves a scribe creepage rating of 8 (per ASTM D1654) after over 5000 hours exposure to salt fog chamber (operated per ASTM B117) on standard and RAL finish options.
- RAL (RALxxxxSDCR) paint colors are Super Durable Corrosion Resistant, 80% gloss.

Electrical Specifications
The driver shall meet the following requirements:
- Certified by UL or CSA for wet locations
- A factory programmable electronic driver with 0-10V dimming control leads
- LEDs shall have a minimum of 70 CRI and available in 2700K, 3000K, 4000K, and 5000K CCT
- The electrical system shall be designed to meet ANSI/IEEE C62.41.2 and shall offer a 10kV/5kA surge protection, fail off, as standard with an upgradable 20kV/10kA surge protection, fail off with indicator light, option
- Lumen output can be customized prior to manufacturing by way of FPDxx Options
- The electrical components are mounted on an aluminum plate that is removeable with minimum use of tools.

Optical Specifications
The optical system is IP66 rated and consists of a precisely molded thermal resistant borosilicate glass refractor and top reflector mounted within the decorative glass optic. The top reflector redirects over 50% of the upward light into the controlling refractor while allowing a soft up-light component to define the traditional acorn shape of the luminaire. The lower refractor uses precisely molded prisms to maximize the pole spacings while maintaining uniform illuminance. Two refractors are available, designed for IES type III and V distributions. Lunar Optics shielding is available for asymmetric and symmetric distributions.

Control Options
The control options shall include, but not limited to, the following:
- Three (3) choices of button-style photocontrol kits specified to match voltage requirements: 120V, 208-277V, or 347V, and colored to match housing finish (480V kit not available).

Certification and Standards
- Luminaire shall be UL or CSA listed.
- Suitable for operation in an ambient temperature up to 40°C / 105°F per UL or CSA certification
- LM79 compliant
- DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check with the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Government Procurement
BAA – Buy America(n) Act: Product qualifies as a domestic end product under the Buy American Act as implemented in the FAR and DFARS. Product also qualifies as manufactured in the United States under DOT Buy America regulations.
BABA – Build America Buy America: Product qualifies as produced in the United States under the definitions of the Build America, Buy America Act.
Please refer to www.acuitybrands.com/resources/buy-american for additional information.

Warranty – 5 Years Limited
This is the only warranty provided and no other statements in this specification sheet create any warranty of any kind. All other express and implied warranties are disclaimed. Complete warranty terms located at: www.acuitybrands.com/support/warranty/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C.

Call a Lighting Expert 7 days a week, 8am to midnight for best pricing on ALL BRANDS: 866-344-3875!

Kichler / Lighting / Outdoor Lighting / Outdoor Wall Lights



Independence 1 Light 7 inch Black Outdoor Wall, Small

by Kichler
SKU: 9234BK
★★★★★ 11 Reviews

$76.97

Select Finish: Black

$76.97 *(100+ in stock)*

1 | Add to Cart | *Free Shipping & Returns!* Details

Product Specifications

Product Information
Brand: Kichler
Brand Category: Outdoor Wall
Shipping Method: Ground
SKU: 9234BK
UPC: 783927536783

Electrical and Operational Information
Lamping Included: Bulbs Not Included
Lamping Type: BR30
Primary Number of Bulbs: 1
Socket: E26 (Medium)
Total Number of Bulbs: 1
Voltage: 120
Wattage Max: 65.00

Dimensions and Measurements
Backplate/Canopy Height: 4.75
Backplate/Canopy Width: 5
Extension: 7
Height: 7
Weight: 0.95
Width: 4.75

Warranty and Specifications
Country of Origin: CN
Height from Center of Wall Opening: 3.5
Location Rating: Suitable for Wet Locations
UL Ratings: cETLus Listed Wet

Additional Details
Features:
- Slope Ceiling Kit: N
- Ceiling Wall Mount Included: N
- Install Glass Up or Down: N
- Low Ceiling Adaptable: N

Material: Aluminum

GB

PROVIDENCE MEADOWS
EXTERIOR PHOTOMETRIC PLAN
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BK
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10/13/2025
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Not to Scale
Drawing No.
#25-46077 V2

ROBERTSON BROTHERS
PROVIDENCE PARK WEST

PROVIDENCE PRKWY
NOVI, MI 48374

SHERWOOD MASTER SET

ARCHITECT
4545 ARCHITECTURE | DESIGN
TIMOTHY FLINTOFF
2761 E. JEFFERSON, SUITE 302
DETROIT, MI 48207

CLIENT
ROBERTSON BROTHERS HOMES
6905 TELEGRAPH RD., SUITE 200
BLOOMFIELD HILLS, MI 48301

PROJECT DATA

BUILDING CODE AUTHORITY:
CITY OF NOVI

APPLICABLE CODES:

BUILDING CODE
ALSO KNOWN AS THE "MICHIGAN RESIDENTIAL BUILDING CODE"
2021 MICHIGAN RESIDENTIAL BUILDING CODE (MRC) AS AMENDED

MECHANICAL CODE
ALSO KNOWN AS THE "MICHIGAN MECHANICAL CODE"
2021 MICHIGAN MECHANICAL CODE AS AMENDED

PLUMBING CODE
ALSO KNOWN AS THE "MICHIGAN PLUMBING CODE"
2021 MICHIGAN PLUMBING CODE AS AMENDED

ELECTRICAL CODE
ALSO KNOWN AS THE "MICHIGAN ELECTRICAL CODE"
2023 NATIONAL ELECTRIC CODE (NEC) AS AMENDED & MICHIGAN AMMENDMENTS PART 8.

ENERGY CODE
2015 UNIFORM ENERGY CODE

BARRIER FREE REQUIREMENTS
AMERICANS WITH DISABILITIES ACT (ADA)
MBC-2015, CHAPTER 11
ICC / ANSI 117.1 - 2010, EXCEPT SECTION 611 & 707

PROJECT DESCRIPTION
RESIDENTIAL TOWNHOUSE BUILDINGS

BUILDING DATA:
STORIES: 3 STORIES

SPRINKLERED: NO

ENERGY EFFICIENCY
COMPLY WITH SECTION N102 OF THE 2015 MICHIGAN RESIDENTIAL CODE
CLIMATE ZONE: 5A

CEILING:	R-38
WOOD FRAMED WALL:	R-20 OR R-13(CAVITY)+R5(SHEATHING)
MASS WALL:	R-20/R-17
FLOOR:	R-20 OR FILL CAVITY, R-19 MIN.
SLAB:	R-10 (2'-0" DEEP)

BUILDING HEIGHTS:	FROM GRADE	CEILING HEIGHT
FIRST FLOOR	0'-8"	7'-10"
SECOND FLOOR	10'-0"	8'-10"
THIRD FLOOR	20'-4"	8'-0"
ROOF (MID-POINT)	33'-1"	
ALLOWABLE	35'-0" (MID-POINT)	

PARKING
GARAGE: 2 SPACES PER UNIT

BUILDING AREAS (CONDITIONED NET):

LEVEL	UNIT(NET)
FIRST FLOOR	227 NSF
SECOND FLOOR	680 NSF
THIRD FLOOR	737 NSF
TOTAL UNIT	1644 NSF



1 LOCATION PLAN

SHEET INDEX

TS1.1	TITLE SHEET
TS1.2	GENERAL NOTES
TS1.3	STANDARD DETAILS
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SYMBOL LEGEND

Drawing Navigation Symbols

Elevation Callout



Sheet Number
Drawing Number

Section Callout



"SIM" (If present) means this condition is similar to the drawing referenced.
Drawing Number
Sheet Number

Detail Callout



"SIM" (If present) means this condition is similar to the drawing referenced.
Drawing Number
Sheet Number

Other Symbols



Keynote Tag - refer to keynotes on that sheet



Wall Tag - refer to Wall Schedule



Door Tag - refer to Door Schedule



Window Tag - refer to Window Schedule

Floor Level Elevation

ABBREVIATIONS

@	At
ACOUST	Acoustical
ACT	Acoustic Ceiling Tile
ADJ	Adjacent
AFF	Above Finish Floor
ALUM	Aluminum
ANOD	Anodized
BD	Board
BLDG	Building
BLK	Block
BLKG	Blocking
CEM	Cement
CJ	Control Joint
CLG	Ceiling
CL	Centerline
CO	Clean Out
COL	Column
CONC	Concrete
CG	Corner Guard
CONST	Construction
CONT	Contriuous
CORR	Corrugated
CPT	Carpet
CT	Ceramic Tile
DET	Detail
DIA	Diameter
DIM	Dimension
DN	Down
DO	Door Opening
DR	Door
DWG	Drawing
EA	Each
ELEV	Elevation
EW	Each Way
EXG	Existing
EXIST	Existing
EXP	Expansion, Exposed
FD	Floor Drain
FDN	Foundation
FRP	Fiber Reinforced Panels
FIN	Finish
FLR	Floor
FO	Face Of
FOS	Face of Stud
FR	Frame
FTG	Footing
FV	Field Verify
GA	Gauge
GALV	Galvanized
GYP	Gypsum
HDW	Hardware
HM	Hollow Metal
HORIZ	Horizontal
HT	Height
ID	Inside Diamtere
INSUL	Insulation
INT	Interior
JT	Joint
LAV	Lavatory
LG	Long
LLO	Long Leg Outstanding
LLV	Long Leg Vertical
MAX	Maximum
MECH	Mechanical
MET	Metal
MEZZ	Mezzanine
MI	Miscellaneous Iron
MIN	Minimum
MISC	Miscellaneous
MO	Masonry Opening
NIC	Not In Contract
NTS	Not To Scale
OC	On Center
OD	Outside Diameter
OPNG	Opening
OPP	Opposite
PLG	Plate Glass
PLS	Plate Steel
PLAM	Plastic Laminate
PLAS	Plaster
PREFAB	Prefabricated
PROJ	Project, Projection
PSF	Pounds per Square Foot
PT	Paint, Point, Pressure Treated
R	Riser
RA	Return Air
RB	Rubber Base
RC	Roof Conductor
RCP	Reflected CEiling Plan
RD	Roof Drain
RF	Rubber Flooring
REINF	Reinforced, Reinforcing
REQD	Required
RFG	Roofing
RM	Room
RS	Roof Sump
RT	Rubber Tile
SAN	Sanitary
SCHED	Schedule
SHT	Sheet
SIM	Similar
SPEC	Specification
SS	Service Sink
STL	Steel
STD	Standard
STOR	Storage
STRUCT	Structural
SUSP	Suspended
SW	Switch
SYM	Symmetrical
T	Tread
T&B	Top and Bottom
TEL	Teelephone
TERR	Terrazzo
T&G	Tongue and Groove
THK	Thick, Thickness
THRES	Threshold
TOS	Top Of STeel
TYP	Typical
UC	Undercut
UNO	Unless Noted Otherwise
VB	Vinyl Base
VCT	Vinyl Composition Tile
VIF	Verify In Field
W	Wide
VERT	Vertical
WAINS	Wainscot
WC	Water Closet
WD WIN	Wood Window
WT	Wight
WWF	Welded Wire Fabric

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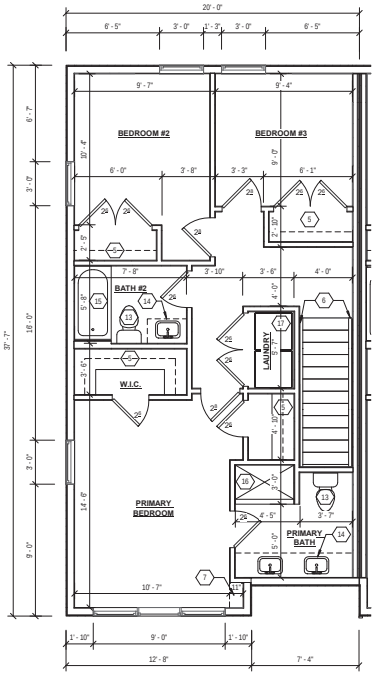
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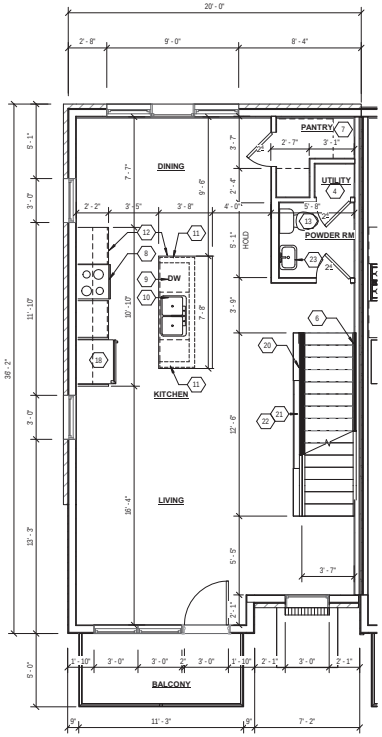
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Sheet No. :
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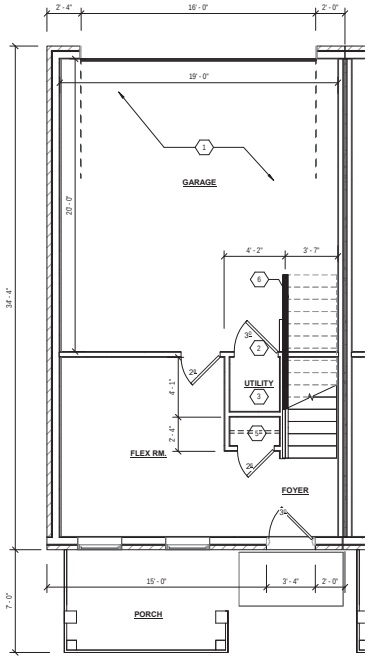
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3 THIRD FLOOR
SCALE: 1/4" = 1'-0"



2 SECOND FLOOR
SCALE: 1/4" = 1'-0"



1 GROUND FLOOR
SCALE: 1/4" = 1'-0"

GENERAL PLAN NOTES:

1. THIS DRAWING IS DIAGRAMMATIC AND SHOULD BE USED TO DETERMINE THE DESIGN INTENT. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE SET OF WORK AS INDICATED AND SHALL FIELD VERIFY ALL WORK, COORDINATE ALL DRAWINGS / NEW WORK AND SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DOCUMENTS BEFORE PROCEEDING. FAILURE TO DO SO WILL RESULT IN THE CONTRACTOR TAKING FULL RESPONSIBILITY AND LIABILITY FOR SAID DISCREPANCIES.
2. CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD. ANY DIMENSIONAL VARIANCES CAUSED BY ACTUAL WALL CONSTRUCTION OR LAYOUT MODIFICATIONS IN THE FIELD ARE RESPONSIBILITY OF CONTRACTOR.
3. WALL THICKNESS' ARE NOMINAL NOT ACTUAL DIMENSIONS. SEE FLOOR PLAN KEYNOTES FOR AWLL CONSTRUCTION.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH ALL LOCAL, STATE, COUNTY CODE REGULATIONS, O.S.H.A., AND THE AMERICAN WITH DISABILITIES ACT (ADA). REFER TO THE CODE PLAN FOR MORE INFORMATION.
5. DO NOT BACKFILL WALLS UNTIL FLOOR DECKS ARE INSTALLED
6. ALL POSTS CONTINUOUS TO FOUNDATION
7. SHEAR WALLS TO BE PERSCRIPTIVE PER MBC 2015

FLOOR PLAN KEY NOTES:

(TYPICAL THIS SHEET ONLY)

1. GARAGE FLOOR: CONC. SLAB ON GRADE. SLOPE TOWARD DOOR
2. INSULATED DOORS AT UTILITY CLOSET
3. FORCED AIR FURNACE. MECHANICAL CONTRACTOR TO COORDINATE EXHAUST ROUTING.
4. WATER HEATER
5. HANGING ROD AND SHELF @ 6'-0" A.F.F.
6. DECORATIVE WOOD HANDRAIL
7. BUILT-IN WALL SHELVING MILLWORK
8. GAS RANGE
9. UNDERCOUNTER DISHWASHER
10. PROVIDE AIRSWITCH IN COUNTERTOP FOR GARBAGE DISPOSAL
11. FINISHED PANEL AT EXPOSED SIDES OF ISLAND CABINETS
12. WOOD CABINETS WITH STONE COUNTERTOP. FINISHES TBD.
13. TOILET
14. VANITY WITH STONE COUNTERTOP. INSTALL FLOATING FRAMLESS MIRROR ABOVE BACKSPLASH.
15. TUB. SEE A1.1 FOR FINISH CHOICE
16. SHOWER, SEE A1.1 FOR FINISH CHOICE
17. INSTALL WASHING MACHINE WALL BOX IN LAUNDRY CLOSET.
18. REFRIGERATOR. PROVIDE WATERLINE FOR ICEMAKER/WATER DISPENSER
19. NOT USED
20. 3'-6" HIGH WALL WITH WOOD HANDRAIL
21. 50" LINEAR ELECTRIC FIREPLACE (OPTIONAL)
22. PACK OUT WALL 6" FOR ELECTRIC FIREPLACE (OPTIONAL)
23. PEDESTAL SINK. NO MIRROR TO BE INSTALLED
24. 2x4 PRIVACY WALL WITH 1/2" SHEATHING AND VINYL SIDING

UNIT SQUARE FOOTAGE	
GROUND FLOOR LEVEL	227 SQFT
SECOND LEVEL	680 SQFT
THIRD LEVEL	737 SQFT
TOTAL UNIT AREA:	1,844 SQFT

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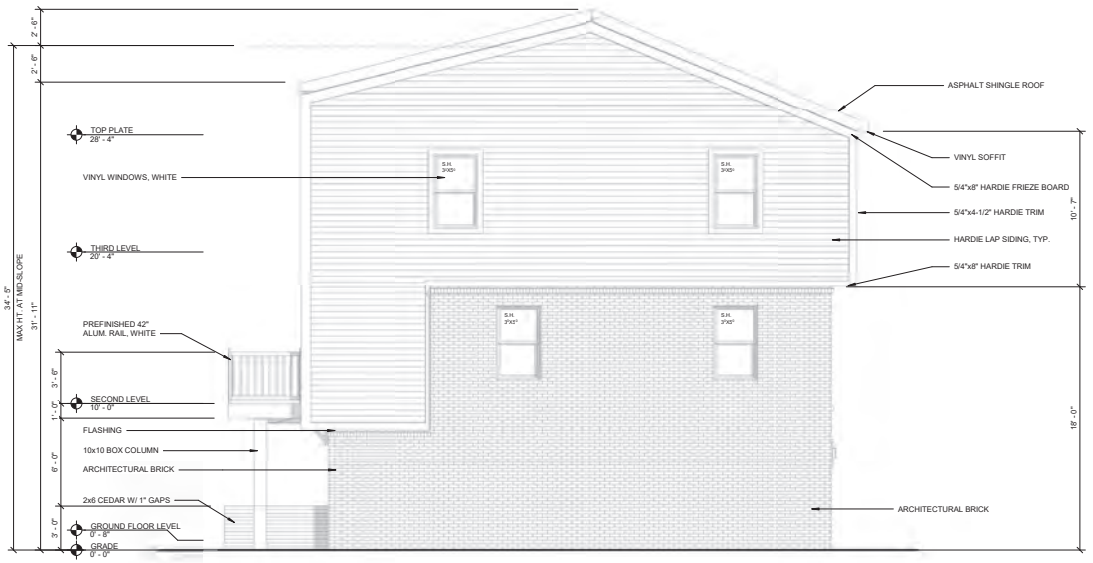
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Sheet Title :
TYPICAL UNIT PLANS

Project No. :
2025045

Sheet No. :
A1.0

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2 TYP. SIDE ELEVATION
SCALE: 1/4" = 1'-0"

GENERAL ELEVATION/SECTION NOTES:

1. THIS DRAWING IS DIAGRAMMATIC AND SHOULD BE USED TO DETERMINE THE DESIGN INTENT. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE SET OF WORK AS INDICATED AND SHALL FIELD VERIFY ALL WORK, COORDINATE ALL DRAWINGS / NEW WORK AND SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DOCUMENTS BEFORE PROCEEDING. FAILURE TO DO SO WILL RESULT IN THE CONTRACTOR TAKING FULL RESPONSIBILITY AND LIABILITY FOR SAID DISCREPANCIES.
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4. ALL FOUNDATIONS TO EXTEND 42" MIN. BELOW GRADE
5. ALL FOUNDATIONS ADJACENT TO EXIST. FND'S TO MATCH BOTTOM ON FOOTING ELEVATION.
6. UNDER NO CIRCUMSTANCES EXCAVATE BELOW BOTTOM OF EXIST. FND'S TO A MIN. INFLUENCE ZONE DELINEATED BY 1 VERTICAL, 2 HORIZONTAL LINE

NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

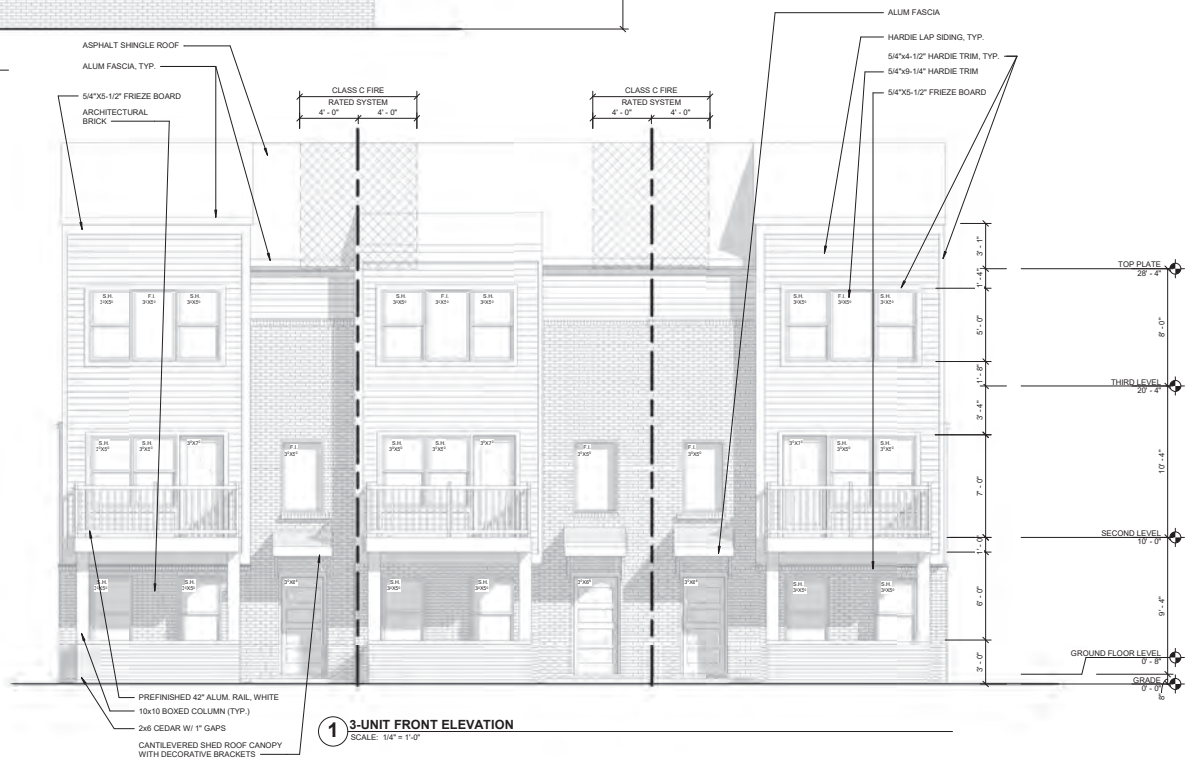
SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

3-UNIT BUILDING FRONT ELEVATION

TOTAL AREA:	1,732 SQFT	
BRICK AREA:	646 SQFT	37%
HARDIE LAP SIDING AREA:	590 SQFT	34%
TRIM:	138 SQFT	8%
ASPHALT SHINGLE AREA:	358 SQFT	21%



1 3-UNIT FRONT ELEVATION
SCALE: 1/4" = 1'-0"

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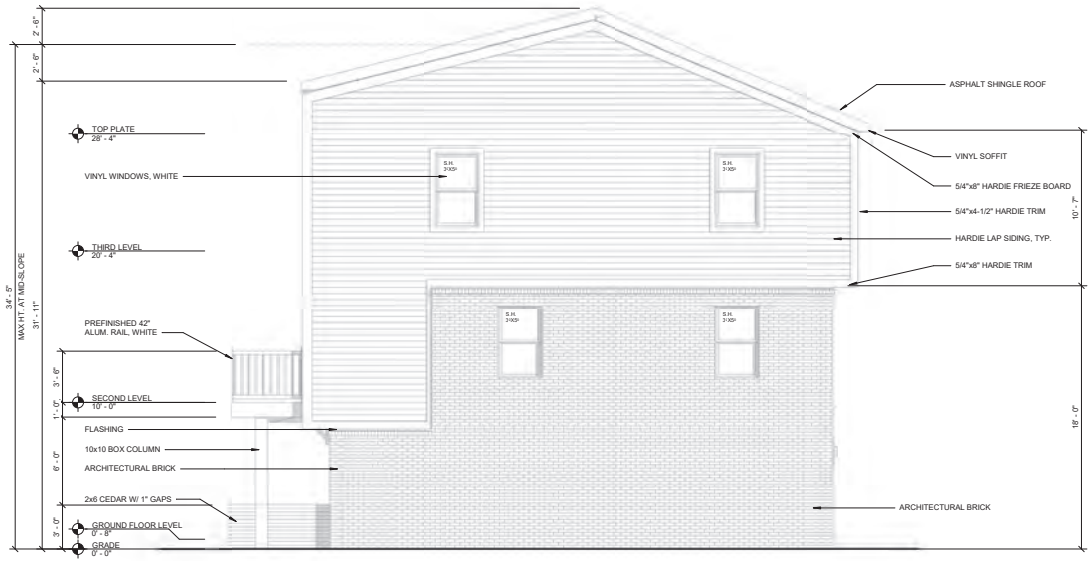
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3-UNIT BUILDING EXTERIOR ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.1-3

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BLDER & DEP. OPERATION



2 TYP. SIDE ELEVATION
SCALE: 1/4" = 1'-0"

GENERAL ELEVATION/SECTION NOTES:

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4. ALL FOUNDATIONS TO EXTEND 42" MIN. BELOW GRADE
5. ALL FOUNDATIONS ADJACENT TO EXIST. FND'S TO MATCH BOTTOM ON FOOTING ELEVATION.
6. UNDER NO CIRCUMSTANCES EXCAVATE BELOW BOTTOM OF EXIST. FND'S TO A MIN. INFLUENCE ZONE DELINEATED BY 1 VERTICAL, 2 HORIZONTAL LINE

NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

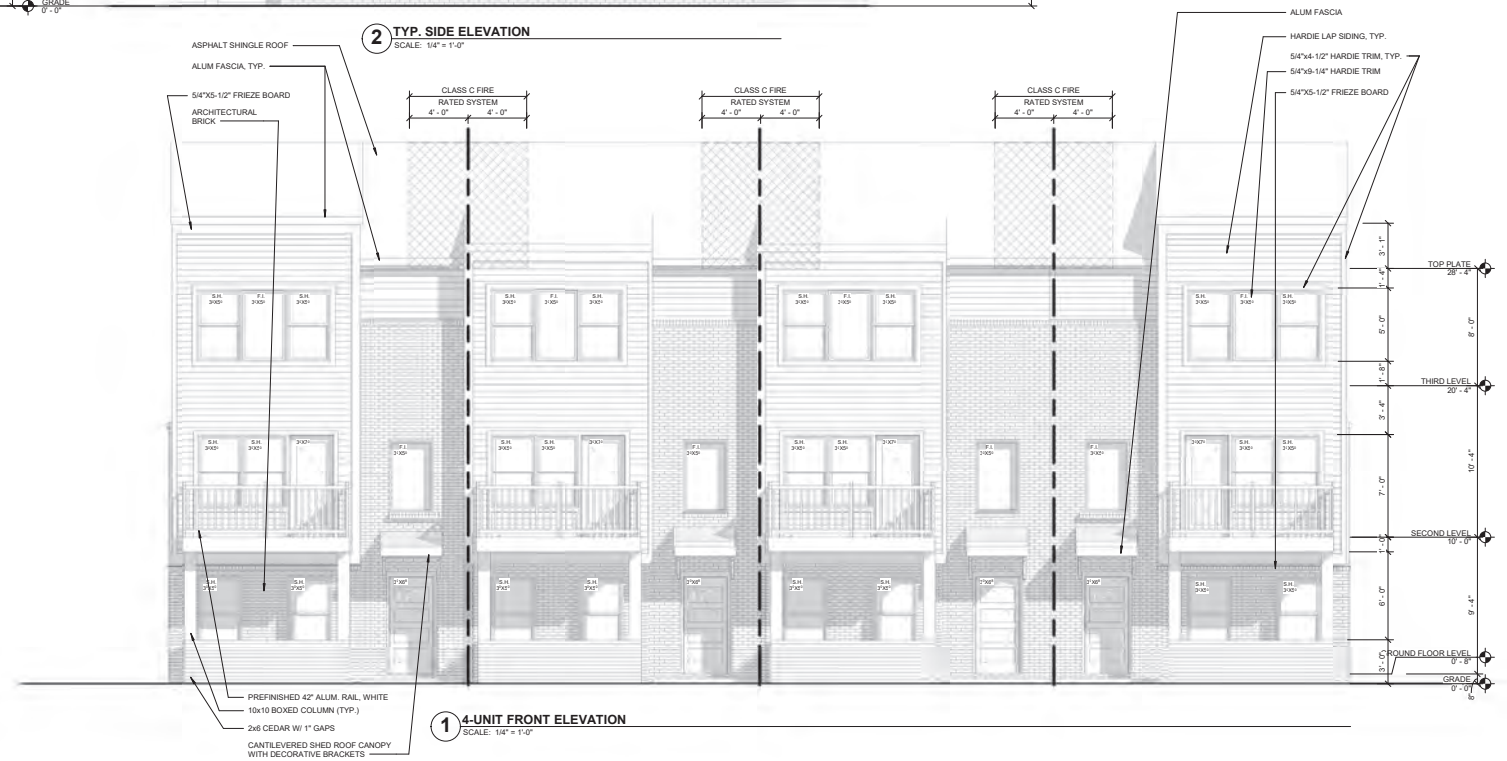
SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	**44%**
HARDIE SIDING AREA:	559 SQFT	**48%**
TRIM:	96 SQFT	**8%**

ELEVATION MATERIAL BREAKDOWN

4-UNIT BUILDING FRONT ELEVATION

TOTAL AREA:	2,323 SQFT	
BRICK AREA:	882 SQFT	**38%**
HARDIE LAP SIDING AREA:	718 SQFT	**31%**
TRIM:	191 SQFT	**8%**
ASPHALT SHINGLE AREA:	532 SQFT	**23%**



1 4-UNIT FRONT ELEVATION
SCALE: 1/4" = 1'-0"

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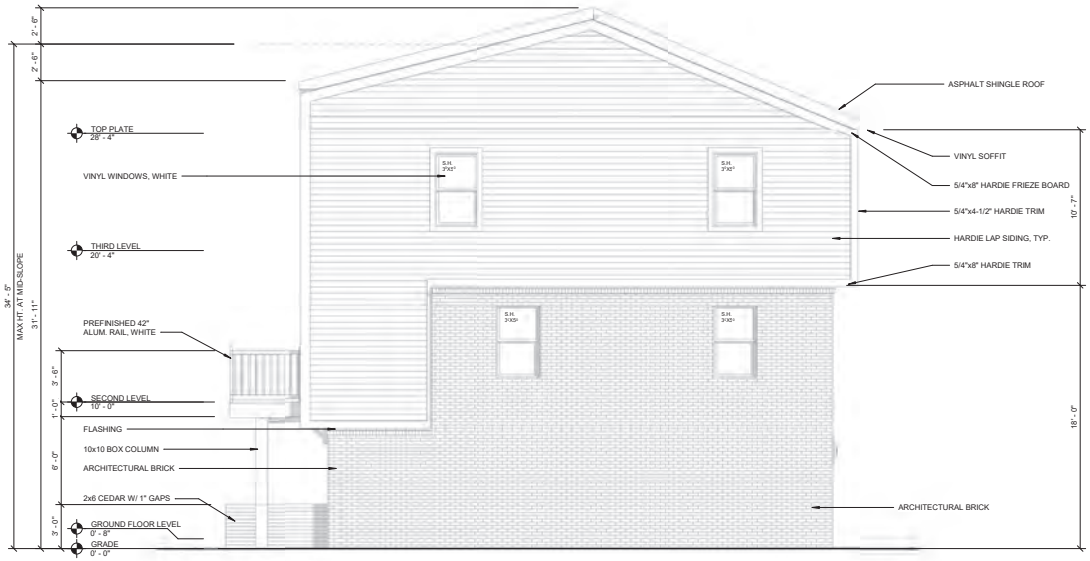
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4-UNIT BUILDING EXTERIOR ELEVATIONS

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2 TYP. SIDE ELEVATION

SCALE: 1/4" = 1'-0"

GENERAL ELEVATION/SECTION NOTES:

1. THIS DRAWING IS DIAGRAMMATIC AND SHOULD BE USED TO DETERMINE THE DESIGN INTENT. THE CONTRACTOR IS RESPONSIBLE FOR THE COMPLETE SET OF WORK AS INDICATED AND SHALL FIELD VERIFY ALL WORK, COORDINATE ALL DRAWINGS / NEW WORK AND SHALL NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES IN THE DOCUMENTS BEFORE PROCEEDING. FAILURE TO DO SO WILL RESULT IN THE CONTRACTOR TAKING FULL RESPONSIBILITY AND LIABILITY FOR SAID DISCREPANCIES.
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6. UNDER NO CIRCUMSTANCES EXCAVATE BELOW BOTTOM OF EXIST. FND'S TO A MIN. INFLUENCE ZONE DELINEATED BY 1 VERTICAL, 2 HORIZONTAL LINE

NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

5-UNIT BUILDING FRONT ELEVATION

TOTAL AREA:	2,900 SQFT	
BRICK AREA:	1,101 SQFT	38%
HARDIE LAP SIDING AREA:	882 SQFT	30%
TRIM:	190 SQFT	9%
ASPHALT SHINGLE AREA:	676 SQFT	23%



1 5-UNIT FRONT ELEVATION

SCALE: 1/4" = 1'-0"

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Issued for :

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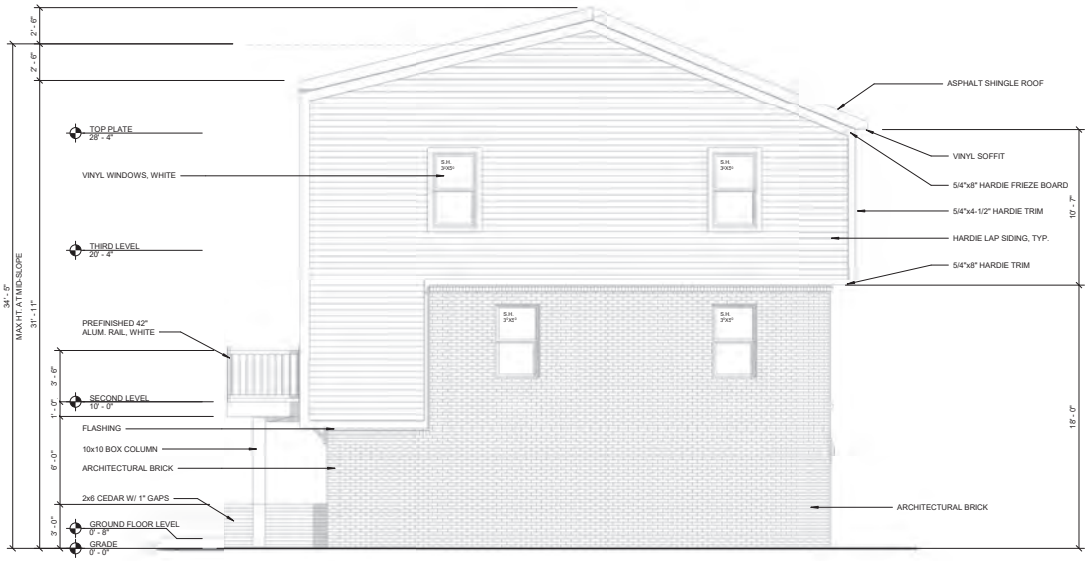
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5-UNIT BUILDING EXTERIOR ELEVATIONS

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Sheet No. :
A3.1-5

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2 TYP. SIDE ELEVATION
SCALE: 1/4" = 1'-0"

GENERAL ELEVATION/SECTION NOTES:

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4. ALL FOUNDATIONS TO EXTEND 42" MIN. BELOW GRADE
5. ALL FOUNDATIONS ADJACENT TO EXIST. FND'S TO MATCH BOTTOM ON FOOTING ELEVATION.
6. UNDER NO CIRCUMSTANCES EXCAVATE BELOW BOTTOM OF EXIST. FND'S TO A MIN. INFLUENCE ZONE DELINEATED BY 1 VERTICAL, 2 HORIZONTAL LINE

NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

6-UNIT BUILDING FRONT ELEVATION

TOTAL AREA:	3,474 SQFT	
BRICK AREA:	1,320 SQFT	38%
HARDIE LAP SIDING AREA:	1,057 SQFT	30%
TRIM:	277 SQFT	8%
ASPHALT SHINGLE AREA:	820 SQFT	24%



1 6-UNIT FRONT ELEVATION
SCALE: 1/4" = 1'-0"

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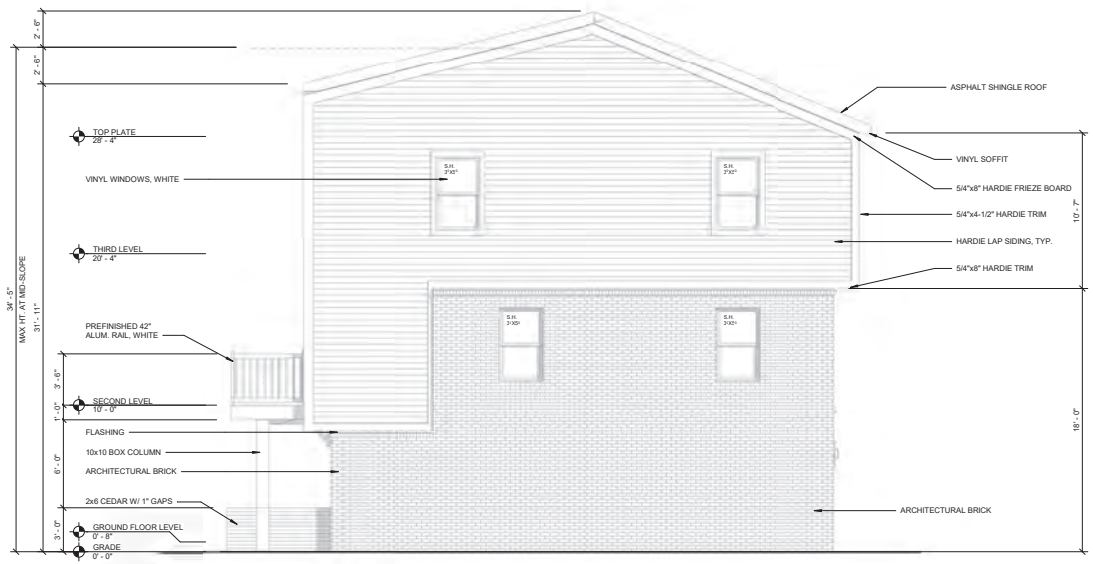
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6-UNIT BUILDING EXTERIOR ELEVATIONS

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A3.1-6

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2 TYP. SIDE ELEVATION
SCALE: 1/4" = 1'-0"

GENERAL ELEVATION/SECTION NOTES:

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NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

8-UNIT BUILDING FRONT ELEVATION

TOTAL AREA:	4,636 SQFT	
BRICK AREA:	1,767 SQFT	38%
HARDIE LAP SIDING AREA:	1,398 SQFT	30%
TRIM:	361 SQFT	8%
ASPHALT SHINGLE AREA:	1,110 SQFT	24%



1 8-UNIT FRONT ELEVATION
SCALE: 3/16" = 1'-0"

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CONSULTANT:

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SHERWOOD MASTER SET

Issued for :
MASTER SET 10/03/2025

STATE OF MICHIGAN
TIMOTHY M. FLINTOFF JR.
ARCHITECT
No. 1301060666
REGISTERED ARCHITECT

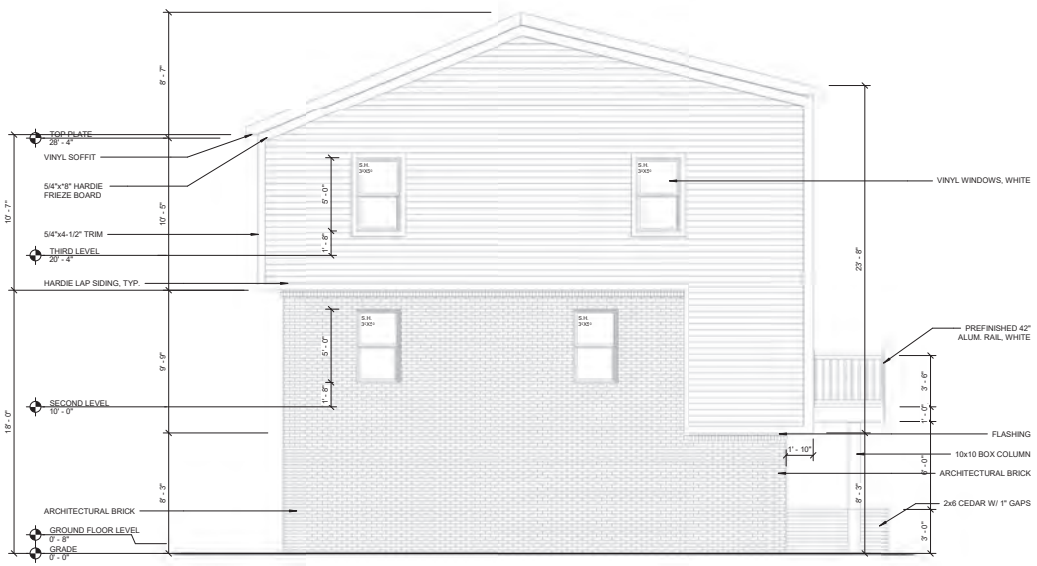
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JRM
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JRM

Sheet Title :
8-UNIT BUILDING EXTERIOR ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.1-8

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2 SIDE ELEVATION 2
SCALE: 1/4" = 1'-0"

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NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

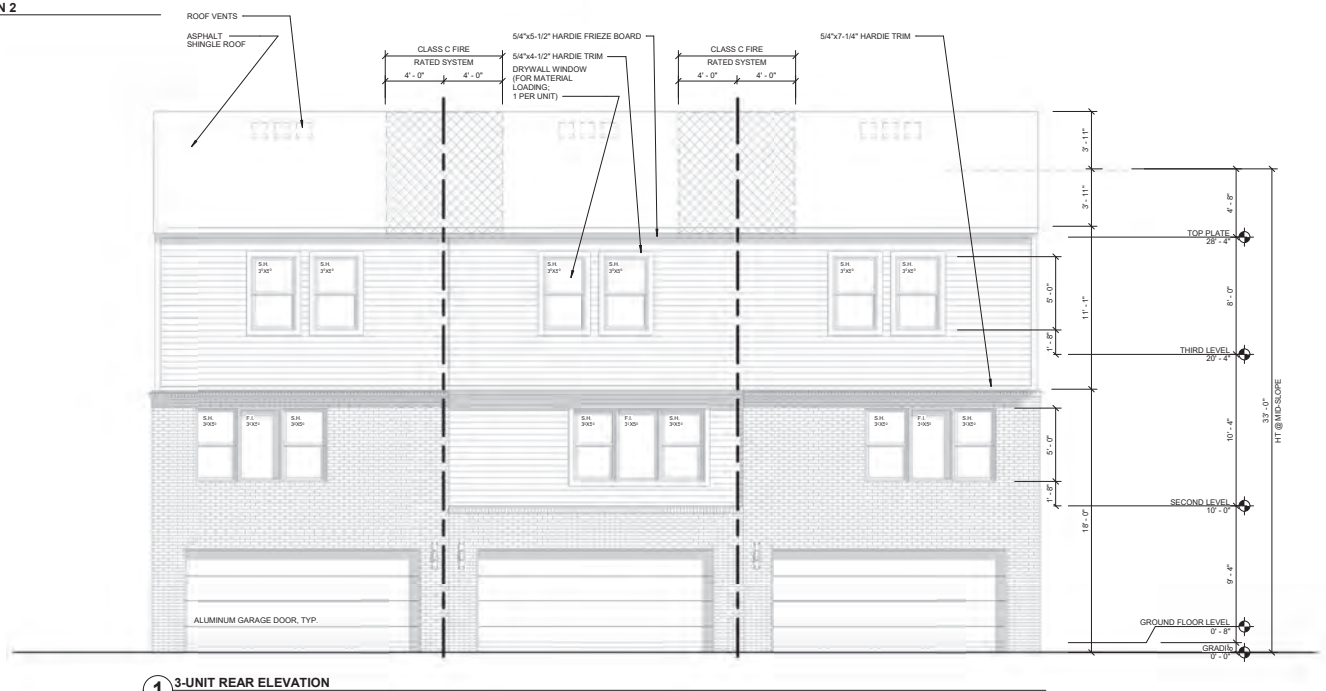
SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

3-UNIT BUILDING REAR ELEVATION

TOTAL AREA:	1,664 SQFT	
BRICK AREA:	497 SQFT	30%
HARDIE LAP SIDING AREA:	609 SQFT	37%
TRIM:	84 SQFT	5%
ASPHALT SHINGLE AREA:	474 SQFT	28%



1 3-UNIT REAR ELEVATION
SCALE: 1/4" = 1'-0"

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SHERWOOD MASTER SET

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MASTER SET 10/03/2025



Drawn by :
JRM
Checked by :
JRM

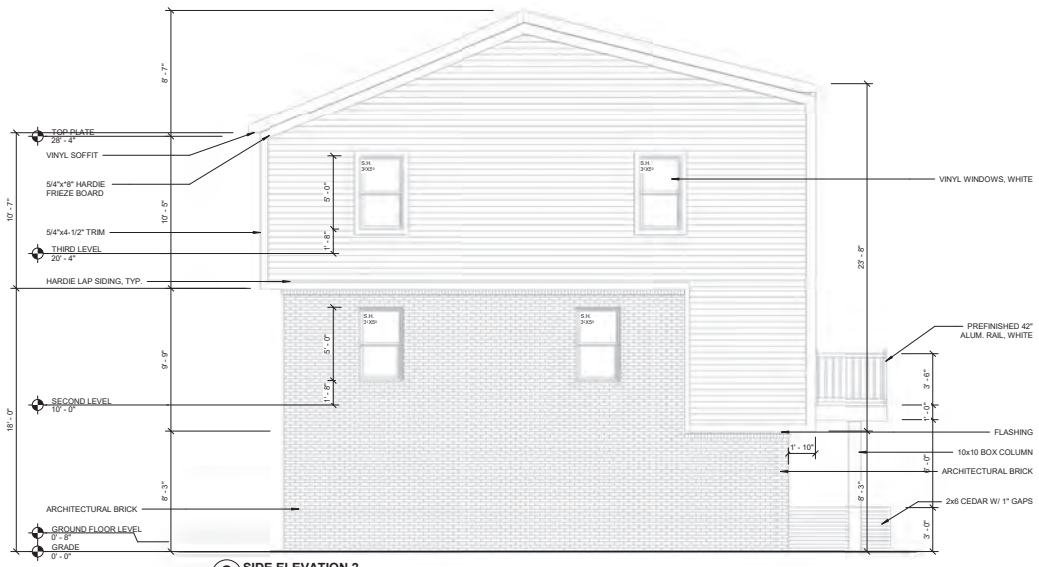
Sheet Title :
3-UNIT BUILDING
EXTERIOR
ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.2-3

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BLDER & DEVELOPER



2 SIDE ELEVATION 2
SCALE: 1/4" = 1'-0"

ELEVATION MATERIAL BREAKDOWN

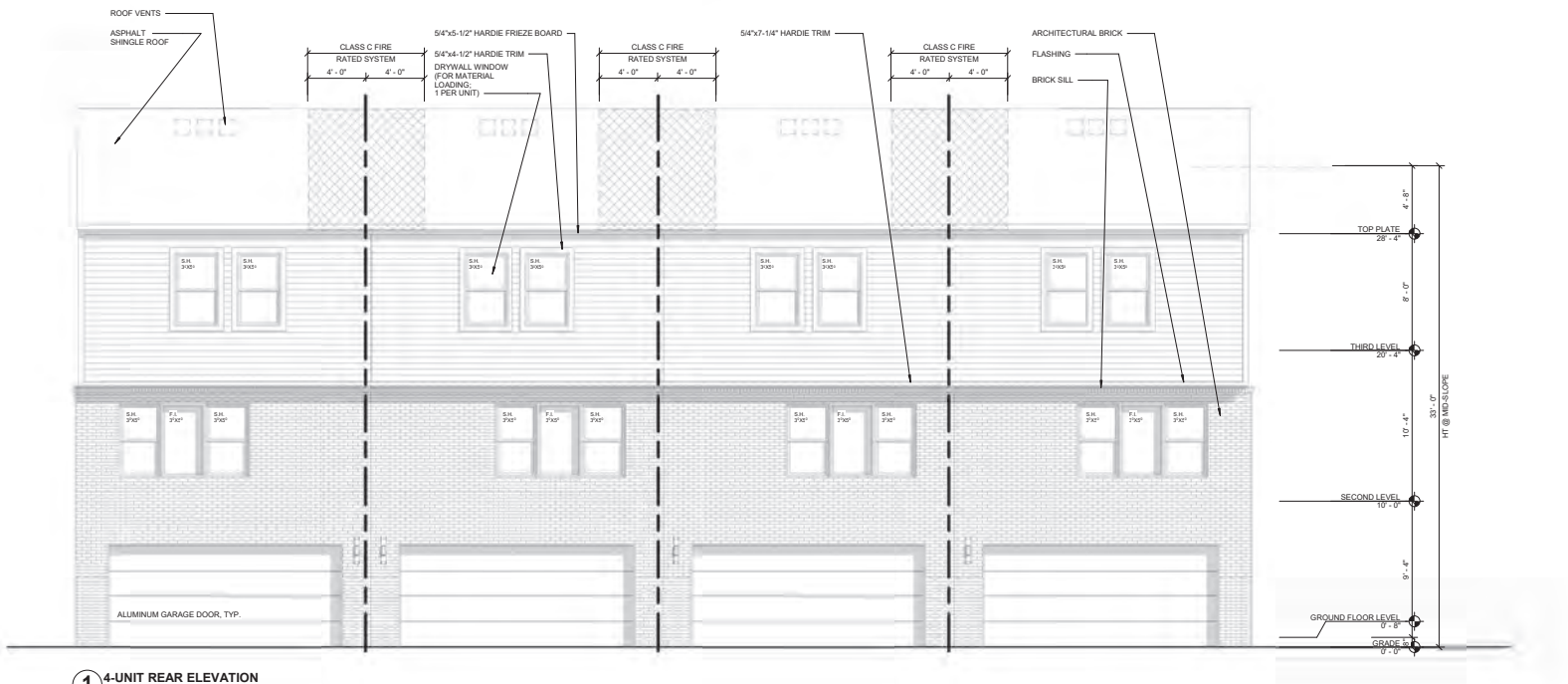
SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

4-UNIT BUILDING REAR ELEVATION

TOTAL AREA:	2,221 SQFT	
BRICK AREA:	820 SQFT	37%
HARDIE LAP SIDING AREA:	677 SQFT	30%
TRIM:	93 SQFT	5%
ASPHALT SHINGLE AREA:	631 SQFT	28%



1 4-UNIT REAR ELEVATION
SCALE: 1/4" = 1'-0"

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Issued for :
MASTER SET 10/03/2025

STATE OF MICHIGAN
TIMOTHY M. FLINTOFF JR.
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No. 1301060666
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JRM

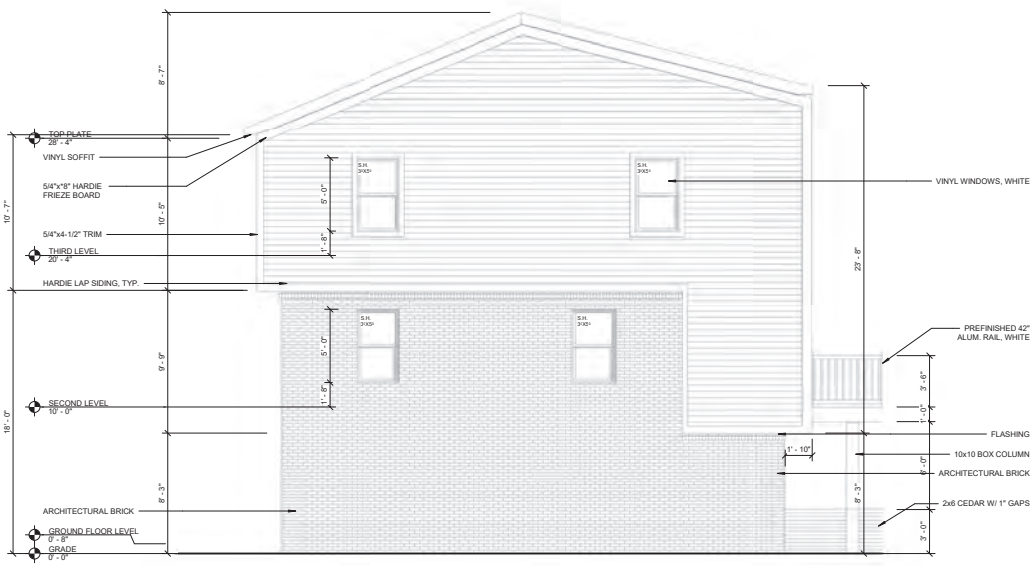
Sheet Title :
4-UNIT BUILDING
EXTERIOR
ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.2-4

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BORDER & TITLE BLOCK INFORMATION



2 SIDE ELEVATION 2
SCALE: 1/4" = 1'-0"

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ELEVATION MATERIAL BREAKDOWN

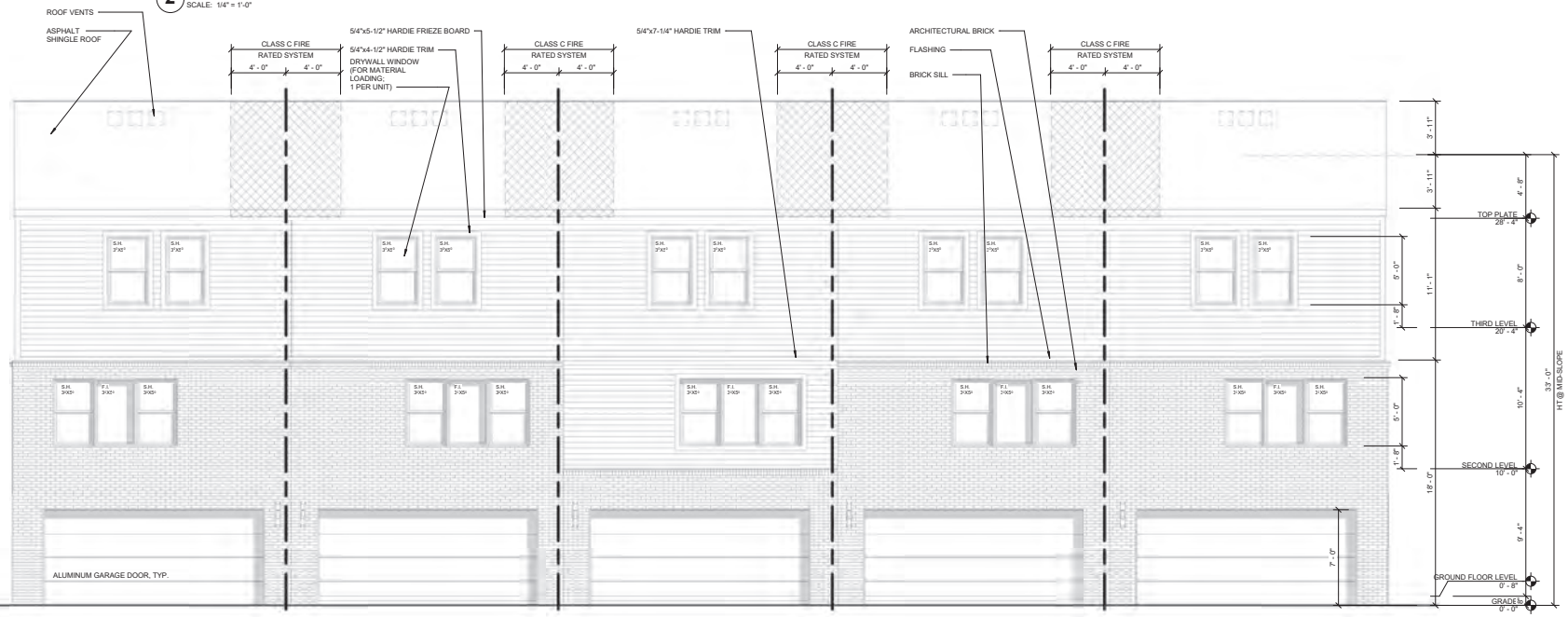
SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

5-UNIT BUILDING REAR ELEVATION

TOTAL AREA:	2,776 SQFT	
BRICK AREA:	907 SQFT	33%
HARDIE LAP SIDING AREA:	956 SQFT	34%
TRIM:	126 SQFT	5%
ASPHALT SHINGLE AREA:	787 SQFT	28%



1 5-UNIT REAR ELEVATION
SCALE: 1/4" = 1'-0"

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CONSULTANT:

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SHERWOOD MASTER SET

Issued for :
MASTER SET 10/03/2025

STATE OF MICHIGAN
TIMOTHY R. FLINTOFF JR.
ARCHITECT
No. 1301045605
REGISTERED ARCHITECT

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JRM
Checked by :
JRM

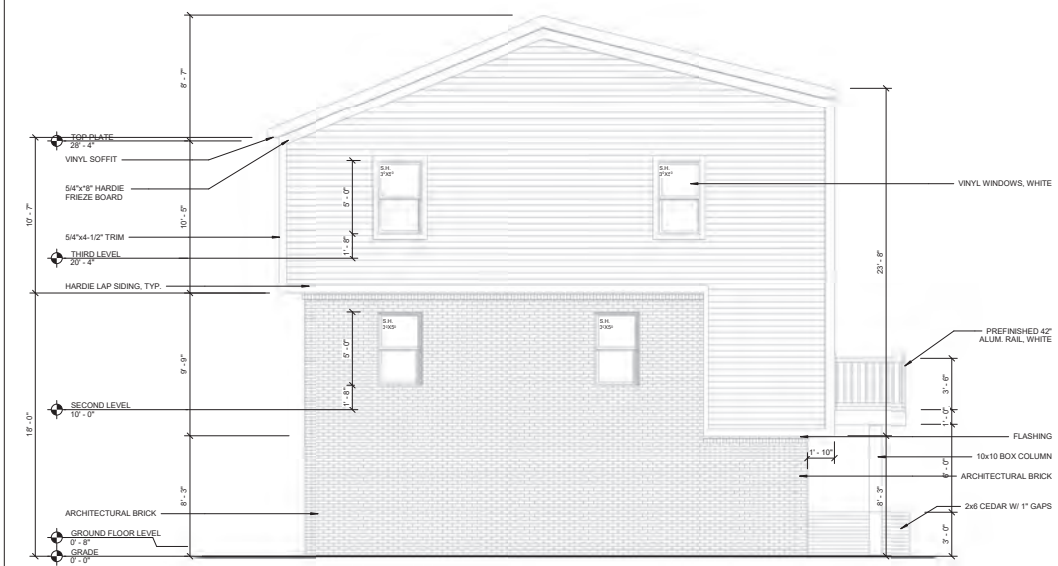
Sheet Title :
5-UNIT BUILDING
EXTERIOR
ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.2-5

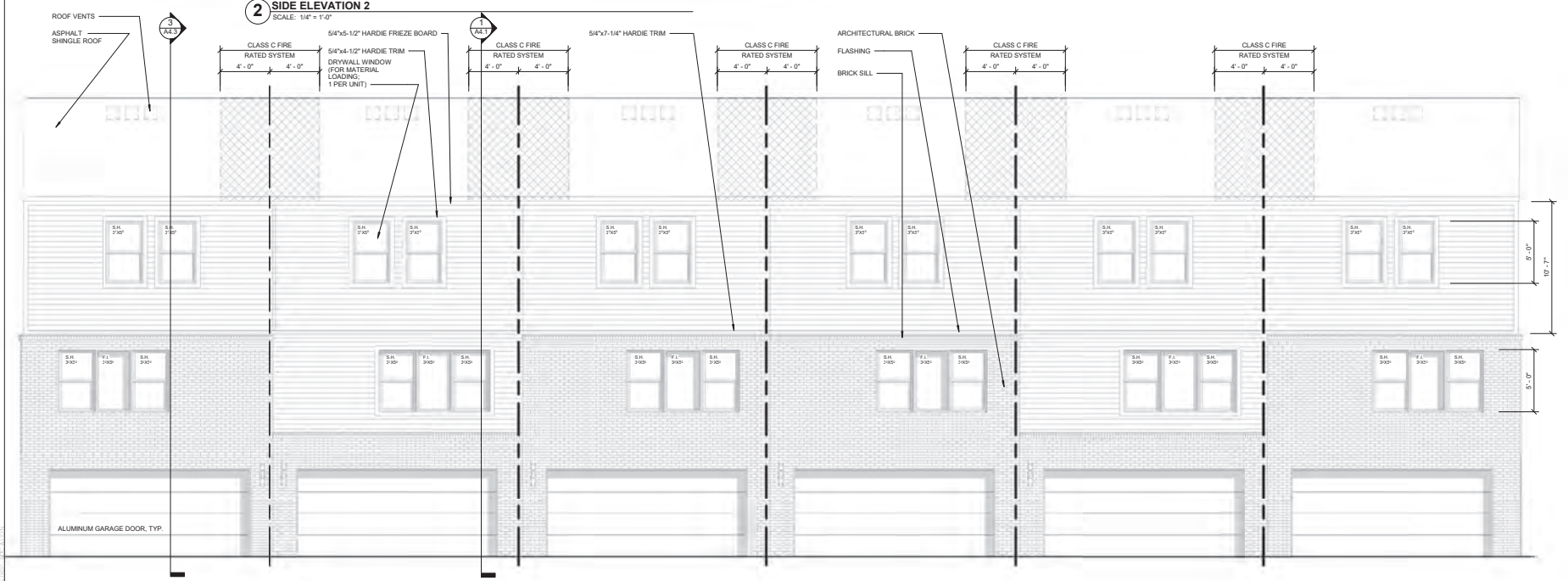
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BUILDER & TRADE CONTRACTOR



2 SIDE ELEVATION 2

SCALE: 1/4" = 1'-0"



1 6-UNIT REAR ELEVATION

SCALE: 1/4" = 1'-0"

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NOTE: ALL WOOD TRIM IS TO BE WRAPPED IN ALUMINUM

ELEVATION MATERIAL BREAKDOWN

SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

6-UNIT BUILDING REAR ELEVATION

TOTAL AREA:	3,326 SQFT	
BRICK AREA:	998 SQFT	30%
HARDIE LAP SIDING AREA:	1,221 SQFT	37%
TRIM:	163 SQFT	5%
ASPHALT SHINGLE AREA:	944 SQFT	28%

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CONSULTANT:

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REGISTERED ARCHITECT

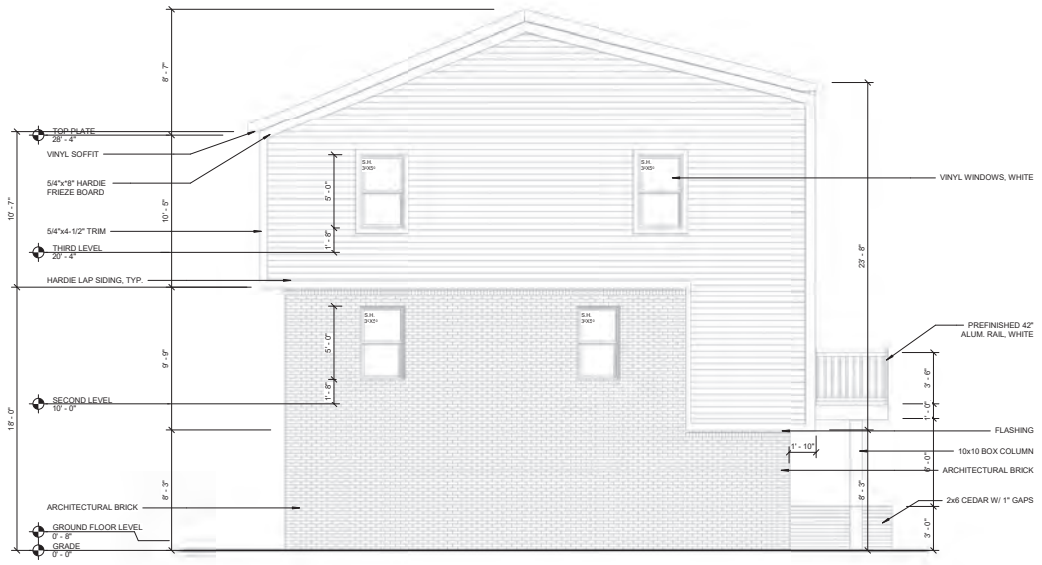
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ANJ
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ANJ

Sheet Title :
6-UNIT BUILDING
EXTERIOR
ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.2-6

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2 SIDE ELEVATION 2
SCALE: 1/4" = 1'-0"

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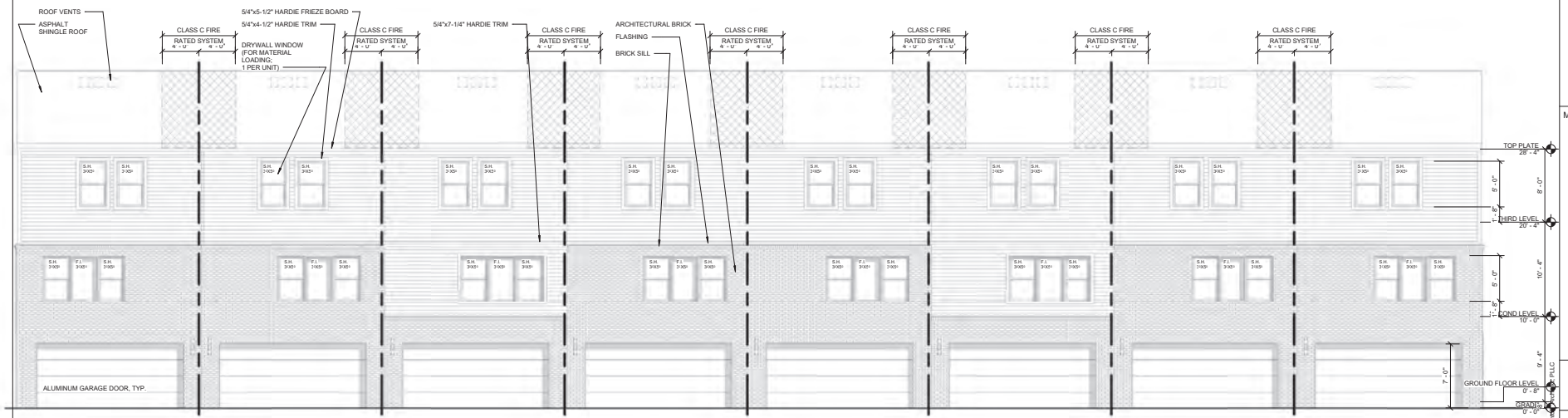
SIDE ELEVATION

TOTAL AREA:	1,173 SQFT	
BRICK AREA:	518 SQFT	44%
HARDIE SIDING AREA:	559 SQFT	48%
TRIM:	96 SQFT	8%

ELEVATION MATERIAL BREAKDOWN

8-UNIT BUILDING REAR ELEVATION

TOTAL AREA:	4,429 SQFT	
BRICK AREA:	1,402 SQFT	32%
HARDIE LAP SIDING AREA:	1,565 SQFT	35%
TRIM:	208 SQFT	5%
ASPHALT SHINGLE AREA:	1,254 SQFT	28%



1 8-UNIT REAR ELEVATION
SCALE: 3/16" = 1'-0"

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REGISTERED ARCHITECT

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JRM
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JRM

Sheet Title :
8-UNIT BUILDING
EXTERIOR
ELEVATIONS

Project No. :
2025046

Sheet No. :
A3.2-8

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BUILDER & DEVELOPER CORPORATION

PROJECT NARRATIVE

October 31, 2025

City of Novi
Planning Department

Re: **Providence Meadows** (Formerly Providence Park West) Concept PRO Site Plan Narrative Resubmittal
Property south of Grand River west of Providence Parkway
Parcel Numbers 22-17-101-012 and 22-17-101-010
Novi, MI

Dear Ms. Bell,

Thank you for your Plan Review Center Report dated August 21st, 2025. This Submittal Response Package focuses on the items necessary to advance our proposal to the Planning Commission for their review.

Whitehall Real Estate Interests and Robertson Brothers Homes are excited to present a site plan for concept PRO review, envisioning a vibrant residential community on property south of Grand River and west of Providence Parkway. This proposed development is thoughtfully designed as an extension of the Henry Ford Providence Hospital campus, providing much-needed housing while fostering a sense of community. Spanning approximately 31 acres, the site is planned as a high-quality, for-sale “missing middle” residential townhome community, offering convenient access to an adjacent employment center.

We received staff comments on August 21, 2025, and have since revised the plan in response. The feedback primarily focused on landscaping, buffering, and setbacks adjacent to the I-2 zoned properties to the northwest. Additionally, we have minimized impacts to the neighboring residential property to the south by modifying the wetland mitigation area. To address the industrial buffer, Phase 2 of the development has been reconfigured to provide a minimum 75-foot setback along the northern property line, with several buildings now oriented at a 90-degree angle to the adjacent I-2 uses. Buildings 22 and 23, located in the northwestern corner of the site, will maintain a 50-foot setback along the west property line. As a result of the building layout adjustments and the realignment of Harborfield Drive, both pocket parks within Phase 2 have increased in size. All

planning review comments have been addressed in a detailed response letter, along with separate response letters to the engineering and landscape reviews.

We held a neighborhood meeting on September 17th at Novi Middle School, with approximately 40 residents in attendance. Much of the discussion focused on the wetland mitigation on the southern perimeter. Due to the feedback from the neighbors most affected by the removal of existing trees in order to construct the wetland mitigation, the mitigation plan has been revised to pull a minimum of 60 feet away from the property line to provide a significant buffer to these homes. For information, Robertson and Whitehall have informed the attendees of this neighbor meeting that we will be meeting with them again on October 28th at the library.

The proposed development introduces 161 thoughtfully designed townhomes, transforming a site once intended for industrial use into a welcoming residential neighborhood that aligns seamlessly with the community's character. This represents a reduction of 2 units, as a result of the efforts to increase and improve the buffer along the northwestern perimeter.

By adding new residents, we intend to further support the retail and employment infrastructure that the City of Novi has worked hard to cultivate and provide an important residential component to the Henry Ford Providence Hospital campus and knit into the surrounding uses.

Zoning Justification

We are requesting the rezoning of the subject property (parcels 50-22-17-101-012 & 50-22-17-101-010) from I-1 (Light Industrial) to RM-2 (High-Density Mid-Rise Multiple-Family District) under a Planned Rezoning Overlay (PRO). While the 2017 Master Plan designates this area for research/office development, the current market conditions, surrounding land uses, and community housing needs strongly support a residential use on this site.

As stated in the 2025 Draft Master Plan, under the Housing Diversity section:

It is evident that the city is actively diversifying the housing typologies to further improve affordability and accessibility. It will be critical to adapt and match the current and upcoming housing stock with demand.

Furthermore, the Market Analysis section highlights the importance of Missing Middle Housing, including townhomes, duplexes, and other medium-density

options, to enhance both housing diversity and attainability. The master plan encourages directing new investment toward mid-size, well-designed housing types that integrate into existing neighborhoods while offering more attainable ownership opportunities. It also calls for incentivizing attainable infill development and supporting projects that provide affordable-rate units alongside higher-end housing to create a balanced and inclusive housing supply.

This proposal directly aligns with those objectives by transforming an underutilized industrial property into a thoughtfully planned, for-sale townhome community. The development will deliver attainable, high-quality housing options for Novi's growing workforce and advance the City's long-term vision for a more inclusive and sustainable residential market. In addition, there has been no meaningful market interest in industrial or office development on this site since its initial marketing in 2009, due in part to its limited frontage and visibility from Grand River Avenue. Conversely, demand for residential options, particularly attainable, for-sale housing, has increased significantly.

The proposed RM-2 zoning for the development of 161 for-sale townhomes provides a density of 6.54 dwelling units per net acre, well below the maximum permitted density of 15.6 dwelling units per net acre under RM-2. While RM-2 zoning permits more intense multi-family development than what is proposed, this plan is intentionally designed to be less dense and more compatible with surrounding land uses than typical RM-2 or I-1 projects. The proposed building height of 35 feet is less than the 40-foot maximum allowed under the current I1 zoning. As currently zoned, the site could support a variety of research, office, and light industrial uses, including wholesale operations, warehousing, and other industrial activities, all of which would be more intrusive to the site and surrounding areas than the proposed residential development.

To reinforce this lower-impact approach and meet the building requirements for RM-2, the PRO Agreement will propose conditions and design parameters that reduce intensity and establish high-quality standards for site layout, architectural design, and integration with the surrounding context.

Compatibility With Surrounding Land Use

The Planning Review of August 21, 2025 recognized that our proposed development "Would be consistent with the open space to the west and the existing Villas at Stonebrook development to the south. The use would be compatible with the adjacent hospital complex." Potential concerns were raised

regarding two parcels to the north which are currently zoned I-2 which would be adjacent to this residential development. However, a review of the recent rezonings and nearby land uses in this particular section of the city, including directly adjacent to the property, as well as other areas of the city, and a detailed review of the zoning ordinance itself, reveals that such concerns have not prevented other residential rezonings and can be adequately assuaged.

It must initially be recognized that these exact adjacency concerns did not prevent the residential use of the property to the immediate south of us from I-2 to Residential with a Planned Suburban Low-Rise (PSLR) overlay, which is now known as The Villas at Stonebrook. The Planning Review of our request points out that to rezone our parcel to Residential would thereafter place limits on the future development of the I-2 parcels to the north by limiting building structure height from 60 feet to 25 feet, prohibiting outside storage, and creating potential impacts on the residential use of noise and unsightly views. However, the approval of The Villas at Stonebrook's PSLR had the same impact to our property. Upon granting the PSLR development option to The Villas at Stonebrook, that rendered our I-1 parcel adjacent to Residential, and under the provisions of zoning ordinance building height on our parcel is now limited to 25 feet, setbacks were greatly increased, and the residents of The Villas at Stonebrook would be exposed to any negative impacts of noise/odor and unsightly views from future industrial development of our property. No buffers were required of the The Villas at Stonebrook development, unlike the significant buffering proposed by the Providence Meadows plan. It hardly seems fair to grant the residential PSLR development option to an I-2 zoned property, thereby limiting the development potential of our parcel as zoned, and now prohibit a rezoning of our parcel to Residential on the basis of those very same potential negative impacts.

Similarly, the approval of the rezoning to Residential of the Sakura development resulted in residential rezoning adjacent to existing I-1 property.

Indeed, the zoning ordinance itself recognizes that certain aspects of a particular development remove such concerns. Zoning ordinance section 3.14.5, regarding I-1 zoning districts (as applicable to I-2 zoning district pursuant to section 3.15.2) contains certain exceptions. Regarding building height, section 3.14.5.C provides "The maximum heights of any building constructed on a lot or site adjacent to a residential district shall be twenty-five (25) feet, except where there is a street, road, highway or freeway between said lot or site and the abutting residential district." We have revised the plan to reorient the buildings that previously fronted

onto the I-2 parcels and included a street between our development and the properties. A “street” is defined in the City of Novi Zoning Ordinance section 2.2 as “A dedicated public right-of-way other than an alley which affords the principle means of access to abutting property”. Therefore, our proposed development would include such a “street” which therefore removes the limitation of 25 feet in building height for the I-2 properties to the north.

We also propose to include adjacent to that street an 8’ to 10’ high earthen berm with a **double-row** of evergreen trees on top. Please note, such a berm is not required under the zoning ordinance as section 3.14.5.E provides “For I-1 districts, adjacent to any residential district, and earth berm and plantings are required, except that no additional berm shall be required along a street, road, highway or freeway that lies between said use and an abutting residential district.” Notwithstanding that a berm is not required we fully intend to construct such a berm which further minimizes and mitigates any sound and views of the I-2 properties to the north.

Section 3.6.2.H of the zoning ordinance provides that for I-2 districts a yard setback of 100 feet is required “Where a use abuts any residential district and is not separated therefrom by a thoroughfare as designated in the City’s Master Plan for Land Use. . .”. Again, we intend to develop a street between our development and the I-2 properties to the north. The City of Novi “Thoroughfare Master Plan” classifies a “thoroughfare” to include Local Roads. Moreover, the City of Novi 2025 Master Plan includes a map on page 66 which depicts the “roads” within the The Villas at Stonebrook development to the south of our parcel as a “local road”. Thus, the road to be developed is part of our parcel would be a “road” and thus a “thoroughfare” as designated in the city’s Master Plan for Land Use and thus the 100-foot setback set forth in zoning ordinance 3.6.2.H would not apply to the I-2 properties to the north.

Housing Need

This community is envisioned as a high-quality, for-sale residential neighborhood that addresses Novi’s clear shortage of attainable housing. It is designed to meet the growing demand for missing middle housing, especially amid rising costs and higher interest rates, by offering an attractive option for hospital associates and young professionals looking for convenient, well-located housing near major employment centers.

Situated adjacent to the Henry Ford Medical Campus and near key regional corridors, the development promotes sustainability by reducing commuting

distances and supporting a more balanced land use pattern within the city. Henry Ford Health supports the proposal, recognizing its mutual benefits: the project delivers essential housing for hospital employees, while future residents benefit from walkable access to nearby medical, retail, and commercial services. A letter of support from Henry Ford Health has been included to affirm their endorsement. With over 2,000 employees at the hospital, this housing option will serve a meaningful portion of the workforce. Following conversations with representatives from Henry Ford Health, the organization expressed its support for establishing a primary entrance off Providence Parkway. They view the project as a valuable addition to the campus, providing much-needed housing for nurses, physicians, and staff, and contributing to the long-term vitality of the area.

The development has also been thoughtfully designed to complement the character of Providence Parkway. Residential buildings are set back from the road to create a welcoming streetscape, while new green spaces and expanded paved walking trails enhance connectivity and promote wellness. In addition, the project will assume responsibility for a share of maintenance and upkeep along Providence Parkway, reinforcing its role as a collaborative, community-oriented extension of the medical campus.

The proposed Public Benefits we intend to provide are:

- **Public Trail Access Through the Site:** A pedestrian pathway will be constructed to provide public access from the future sidewalk paralleling Grand River Avenue through the development to Providence Parkway. This pathway will feature landscape plantings and offer scenic views of the site's natural features. Together, the sidewalk and pathway will create a vital connection between the Grand River corridor and the Henry Ford and ITC trail systems.
- **Trailhead Connection and Signage:** Development of a new trailhead that links to the larger Henry Ford and ITC trail system.
- **Attainable Housing option:** The development will offer 161 for-sale townhomes specifically designed to meet the demand for attainable housing in Novi. These homes will offer a more accessible price point for young professionals, first-time buyers, and essential workers, including nurses, doctors, and administrative staff employed at the adjacent Henry Ford Health campus.

- **Preservation of Wetlands and Woodlands:** The site has been carefully planned to minimize impacts on its natural features, including wetlands and woodlands, creating a balanced integration of residential living and nature. These areas will be permanently protected through a conservation easement, ensuring their preservation and ecological value for future residents and the broader community. Further, through meetings with adjacent homeowners, we have revised the plans to provide a 60' minimum natural buffer along the southern property line.

Proposed Deviations

Schedule of Regulations and Modifications Providence Meadows- Attached 2-Car Townhomes			
	RM-2 (RM-1 Supercedes per Section 3.8.1.B of the Zoning Ordinance)	Providence Meadows	Deviations
Principal Building Height to Midpoint	35'	34.2'	In Compliance
Max. Building Coverage	25%	10.3%	In Compliance
Usable Open Space	32,200 SF	50,764 SF	In Compliance
Min. Parking Spaces	403	403	In Compliance
Building Orientation (Sec. 3.8.2.D)	45 degrees	90 degrees	Requested Deviation
Min. Building Setbacks to West Boundary Line (Sec. 3.31.7.D)	75'	50'	Requested Deviation
Distance Between Buildings (Sec. 3.8.2.H)	Determined by Distance Formula	15'	Requested Deviations
Total number of rooms (Sec. 3.8.1. A & B)	536	644	Requested Deviation
Parking on Major and Minor Drives Parking Stall Setback (Sec. 5.10.1.B.iv-vi)	25'	15'	Requested Deviation
Parking along Curves (Sec. 5.10)	Parking on curves with more than a 230' radius	Parking on curves with less than 230' radius	Requested Deviation
Covered Bike Parking (Sec. 5.16.4)	When 20 or more bike parking spaces are required, 25% shall be covered spaces.	None	Requested Deviation
Parking Distance to Buildings (Sec. 3.8.2.F)	25'	<25'	Requested Deviation
Pedestrian Connectivity (Sec. 3.8.2.G)	5' sidewalks on both sides or private drive	Varying	Requested Deviation
Parking Lot Lighting (Sec. 5.7.3.J)	providing the minimum illumination necessary to ensure adequate vision and comfort.	Varying	Requested Deviation
Residential Developments (Sec. 5.7.3.O)	providing sufficient illumination at each entrance from major thoroughfare.	Varying	Requested Deviation

Landscape Deviations

1. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation for the lack of required 3-foot berm along Grand River Avenue and Providence Parkway due to the existing natural areas to be preserved, and the presence of the ITC easement.
2. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation to allow a deficiency in street trees along Grand River Avenue.
3. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation to allow a deficiency in greenbelt landscaping along Grand River Avenue.
4. Right-of-Way Landscaping (Sec. 5.5.3.B.iii) Deviation to allow the use of existing trees as street trees along Providence Parkway access easement.
5. Right-of-Way Landscaping (Sec. 5.5.3.B.iii) Deviation to allow a deficiency in street trees along Harborfield Drive within the ITC easement.
6. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation for the lack of greenbelt plantings along Providence Parkway.
7. Multi-Family Landscaping (Sec. 5.5.3.F.iii) Requested deviation for multi-family unit trees and foundation landscaping

The development is well-suited to its surroundings, benefiting from a context that supports residential use while maintaining appropriate buffers from neighboring properties. To the south, a recently constructed Pulte Homes community is separated from the proposed development by over 200 feet of protected wooded wetlands, ensuring privacy and a natural landscape transition. To the west, extensive wetlands and dense tree cover provide more than 1,200 feet of separation from the nearest commercial building, which is a Target store located off Wixom Road. To the northwest, two industrially zoned (I-2) properties fronting Grand River Avenue border the site; the proposed plan includes effective buffering to minimize visual and noise impacts from these uses. North of the site lies Grand River Avenue, located more than 500 feet from the nearest planned residential units, providing a substantial setback that minimizes exposure to road traffic. From within the development, a secondary access point will extend to Grand River Avenue, serving both as an emergency vehicle route and a pedestrian walkway. This connection will link directly to the existing sidewalk along Grand River, reinforcing the project's integration with the surrounding mixed-use corridor and extending pedestrian connections toward Novi's Town Center. To the northeast, a small office building accessed from Providence Parkway is separated from the site by existing wetlands, foliage, and the ITC easement, providing a substantial buffer between uses.

To the east, an existing north–south ITC utility corridor separates the site from Providence Parkway. Further east, across Providence Parkway, is the Henry

Ford Providence Hospital, our largest neighbor and a supporter of the development, recognizing the benefit of attainable housing for campus staff. To the southeast, a network of existing walking trails, including the ITC Corridor Trail and the Henry Ford trail system, connects the site to the greater Novi community, promoting active lifestyles and enhancing regional connectivity.

Site Constraints

Currently zoned I-1, the site was previously envisioned as a future business park. However, due to limited visibility from less than 200 feet of frontage on Grand River and its orientation toward Providence Parkway, the land naturally functions as an extension of the health campus. Moreover, there are many alternative sites along Grand River better suited for new build-to-suit light industrial properties with more advantageous locations and “pad-ready” status.

Despite professional marketing efforts by CBRE dating back to 2009, the site has attracted no serious interest for non-residential uses. In a letter addressed to Whitehall Real Estate Interests, the property’s current owner, CBRE details the site’s competitive disadvantages within the new-build light industrial market. Additionally, the office market remains under prolonged pressure due to long-term shifts in workplace trends following the pandemic. While some employees have returned to traditional office spaces, the overall market remains oversaturated. According to Cushman & Wakefield, Southeast Michigan’s office vacancy rate has climbed to 21%, as businesses continue to reimagine or downsize their office footprints. These broader market trends further demonstrate that an office or industrial use on this site is no longer viable (see the CBRE letter included).

Residential development remains the most compatible use, aligning well with the adjacent Pulte neighborhood and the nearby Rose senior housing community. This development represents a logical mixed-use extension of the Henry Ford/Providence master plan.

The plan has been thoughtfully designed to respond to a variety of physical and regulatory site constraints while enhancing natural features and creating an attractive living environment. A primary goal of the design has been to minimize impacts on the site’s regulated wetlands and wooded areas, preserving green space and ecological value for future residents to enjoy. Buildings have been strategically placed outside of wetland and wooded areas, and natural buffers are maintained throughout the site to support environmental integrity and

compatibility with surrounding uses. In particular, the buildings in the northwest portion of the site, adjacent to I-2 zoned industrial properties, are carefully sited away from wetlands and will be screened from the industrial uses with a substantial 8 to 10-foot-tall berm, planted with a double row of evergreen trees at the crest to provide year-round buffering. To further enhance screening, we have engaged with the owners of the Southeastern Equipment Company Inc. to establish a 25-foot landscape easement along the shared property line. They have conceptually agreed to the easement, which will result in a 75-foot building setback from the property line and an 100-foot setback to the edge of the proposed landscape easement.

The previously approved development included 0.74 acres of EGLE-regulated wetland impact; in comparison, the current plan requires only a fraction of that permitted impact, with no new EGLE disturbance beyond what has already been approved. The total impact to both City and EGLE-regulated wetlands is just 0.48 acres and is currently permitted by EGLE for this impact. In addition to wetlands, several additional site constraints have influenced the development layout. The site has less than 200 feet of frontage along Grand River Avenue, which severely restricts visibility and access, diminishing its viability for industrial or commercial use. This limitation reinforces the site's transition to residential use and supports the use of Providence Parkway as the primary point of access. As a private roadway serving the adjacent medical campus, access to Providence Parkway required coordination with Henry Ford Health. Fortunately, the hospital has confirmed its support for the proposed entrance, recognizing that the addition of residential units will have a minimal impact on traffic, as supported by the Fleis & Vandenbrink traffic study.

A north-south ITC utility corridor runs along the eastern edge of the site, limiting building placement and tree planting within the easement. Rather than viewing this as a constraint, the plan incorporates the corridor as a natural buffer and a location for an inviting landscaped entrance, including a pedestrian connection. Portions of the site also contain areas of historic fill, as documented in third-party environmental assessments. These subsurface conditions have been carefully evaluated, and the grading plan accounts for proper soil stability and drainage. Additional compatibility considerations were taken into account in the northwest area of the site, where adjacent I-2 zoning exists. Residential buildings in this area are intentionally set back and screened by existing vegetation to reduce potential land use conflicts.

Product Design





The home elevations are designed to create a high-quality aesthetic that establishes a distinct sense of place and community identity. We view the elevation design as an iterative process in collaboration with Staff and the Planning Commission and welcome ongoing discussions about this vision. The homes feature three-bedroom floor plans, each with a two-car attached garage. Designed as three-story attached townhomes. The units are approximately 1,600 square feet in size and are not stacked, which is highly preferred by homebuyers. Exteriors are finished with brick and Hardie Board siding, in a desirable earthy color scheme, representing a modern and attractive housing option. The

elevations have been slightly modified to meet the materiality requirements of Novi.

Trash collection will be managed similarly to a single-family neighborhood, with individual bins stored within the enclosed garages and set out for weekly City curbside pickup. All mechanical equipment will be ground-mounted and screened from view to maintain the community's clean and cohesive appearance.

Whitehall currently owns the property, and the development will be a joint venture between the organizations. Whitehall is a full-service commercial real estate firm engaged in the development, acquisition, and management of properties throughout the region. Robertson Homes has been building both condominium and single-family home developments in Southeastern Michigan since 1945. As an accredited new home builder, the company strives to create houses that not only meet standards for building excellence but also serve as places neighbors are proud to call home.

This development represents a unique opportunity to enhance the City's economic vitality by increasing property tax revenue, attracting new residents, and bolstering local businesses. It transforms underutilized land into a thriving community, aligning with the City of Novi's vision for sustainable growth and providing a needed housing element for hospital associates. By transforming an I-1 site that has faced significant development and competitive challenges, along with limited market demand over nearly two decades despite vigorous marketing efforts, this development represents a valuable addition to the City of Novi.

Please don't hesitate to reach out if any additional information is needed.

Thank you.

Respectfully,



Tim Loughrin | VP of Land Acquisition
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CC Gary Jonna, Whitehall Real Estate Interests
CC David Landry

PLANNING REVIEW

PLAN REVIEW CENTER REPORT

Planning Review

December 3, 2025

JZ25-24 Providence Meadows

Zoning Map Amendment No. 18.752

PETITIONER

Robertson Brothers Co., LLC

REVIEW TYPE

Revised PRO Concept Plan: Consideration of Eligibility
Rezoning Request from I-1 Light Industrial to RM-2 High-Density Multiple Family with a Planned Rezoning Overlay

PROPERTY CHARACTERISTICS

Section	17	
Site Location	South side of Grand River Avenue, west of Providence Pkwy;	
Site School District	Novi Community School District	
Current Site Zoning	I-1, Light Industrial	
Proposed Site Zoning	RM-2, High-Density Multiple Family	
Adjoining Zoning	North	I-2 General Industrial and B-3 General Business
	East	OST, Office Service Commercial
	West	I-1, Light Industrial
	South	PSLR Planned Suburban Low Rise, RA Residential Acreage
Current Site Use	Vacant	
Adjoining Uses	North	Heavy Machinery Sales/Rental (I-2), Vacant (B-3)
	East	Henry Ford Hospital/Medical Campus
	West	Vacant/Wetland Complex
	South	Attached Single Family Development
Site Size	Gross: 31.32 Acres; Net: 24.61 acres (Wetlands > 2: 6.71)	
Parcel ID's	22-17-101-010 and 22-17-101-012	
Plan Date	October 17, 2025	

PROJECT SUMMARY

The subject property is located on the south side of Grand River Avenue, west of Providence Parkway in Section 17 of the City of Novi. The property to be rezoned totals about 31.32 acres and contains a significant amount of regulated woodlands and wetland areas. The applicant is proposing to develop 161-units of for-sale townhomes. The development consists of two phases: Phase 1, with 88 units in 15 buildings; and Phase 2 with 73 units in 13 buildings. The development utilizes a private street network with one entrance off Providence Parkway, and one emergency-only access to Grand River Avenue. The applicant is requesting to rezone the site from Light Industrial (I-1) to High-Density Multiple Family (RM-2) with a Planned Rezoning Overlay.

PRO OPTION

The PRO option creates a "floating district" with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from I-1 to RM-2), and the applicant submits a conceptual plan for development of the site, along with site-

specific conditions relating to the proposed improvements. After Staff and consultant review, the proposed request goes through initial consideration by the Planning Commission and City Council to review and comment on whether the project meets the requirements of eligibility for a PRO. The applicant can then make any changes to the Concept Plan based on the feedback received, and resubmit for formal review. The Planning Commission holds a public hearing and makes a recommendation to City Council. The City Council reviews the Concept Plan, and if the plan receives tentative approval, it directs the preparation of an agreement between the City and the applicant, which also requires City Council approval. Following final approval of the PRO Plan and Agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. If development is not commenced within two years from the effective date of the PRO Agreement it will expire, unless otherwise agreed to by the parties.

RECOMMENDATION

Staff notes concerns about the proposed residential uses' compatibility with the adjacent industrial uses, landscape deficiencies, and façade design issues. The identified benefits of rezoning are the provision of a public pathway through the property, creation of a trailhead on the Henry Ford Health property, and providing "attainable" housing within the City. The preservation of larger wetland and woodland areas could be considered a benefit to the public if they are permanently protected. The applicant should consider additional or modified benefits to the overall public.

REVIEW CONCERNS

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

1. Supporting Documentation: The applicant has provided the following studies as part of their application packet
   a. **Narrative (10/21/25):** The statement provided states that "current market conditions, surrounding land uses, and community housing needs strongly support a residential use on this site." The applicant notes that there has not been interest from the industrial and office market in this location, due to factors such as limited frontage and visibility from Grand River Avenue. Their proposed community "is envisioned as a high-quality, for-sale residential neighborhood that addresses Novi's clear shortage of attainable housing." The applicant notes that Henry Ford Health supports the use of their private roadway, Providence Parkway, to serve as the main entrance of the new community.
   b. The statement also notes the conditions and deviations proposed, as well as public benefits. Those are detailed later in this review.
   c. **Traffic Impact Study (Fleis & Vandenbrink, 7/22/2025, rev. 9/5/25):** The City's review of the revised study notes that the change of use should result in significantly fewer vehicle trips on the traffic system compared to development as a medical office under I-1 standards (proposed use: 1,192 vehicles per day; Medical office: 2,574 vpd). A signal appears to be warranted at the intersection of Grand River Avenue and Providence Parkway. Because Providence Parkway is a private road it would be the responsibility of the road owner to provide this signal, with coordination with RCOC. See AECOM's review of the TIS for further comments.
   d. **Community Impact Statement (10/21/2025):** This document describes the property and its relationship to adjacent land uses. It also discusses the environmental features on the site, as well as open space and stormwater disposal strategies. Economic benefits, community and social impacts are mentioned. Finally, the impacts on City services and utilities are covered, including police and fire demand, utilities, and traffic/mobility networks. The permanent population estimate for the project is 326 people. **The statement has been revised to**

compare the proposed project with a potential Light Industrial development as it pertains to the demand on City utilities and services, as well as wetland/woodland impacts.

e. **Industrial Market Letter (CBRE, INC. undated):** The letter states that after more than 12 years of marketing the property for an office/light industrial user, there has not been any serious interest from this sector. They point out that there are several other sites in Novi that have lower land costs, more readily available utilities, and more visibility.
f. **Henry Ford Health Letter (dated 5/8/25):** The letter expresses support for the concept plan, stating that it would provide "viable, high-quality living options" for hospital associates wanting to live close to their workplace.
g. **EGLE Wetland Permit (Issued 4/11/23):** The applicant has provided a copy of the approved Wetland Permit for the site. Although the permit was issued in connection with a previous development proposal, the area of impact approved (0.74 acres) is for a larger disturbance area than the current plan proposes (0.48). Under the terms of the permit, 1.11 acre of wetland mitigation is to be provided. **EGLE will determine whether a new or revised permit is required.**
h. **Rezoning Sign Location Plan:** Wording and size of the required rezoning signage is indicated on sheet S-1 and meets the requirements. The location indicated on Grand River Avenue is approved. An additional sign is now shown along the Providence Parkway frontage, near where the proposed entrance to the community is proposed.

2. Future Land Use Map: The most recent adopted Master Plan (2025) and Future Land Use map indicates this area is planned for Industrial/Office use. **The applicant's request to allow multiple-family development in this area would be a significant departure from the future envisioned for this part of the City, with two immediately adjacent sites being used as general industrial with extensive outside storage. However, there is another residential development to the south (Villas at Stonebrook), so this would not be the only residential development in the area.**

3. Usable Open Space: Sheet C7 indicates areas of Usable Open Space Plan. The plan shows phase 1 would have 22,620 square feet and phase 2 would have 28,144 square feet. **These areas exceed the requirement by 29% and 93% respectively, which represents an enhancement of the project area beyond what could otherwise be required.**

4. Parking (Sec. *5.2.12.A & B)*: The number and size of the units proposed requires 403 parking spaces to be provided. The applicant has proposed 403 spaces over the two phases. The in-unit garages have 322 spaces, or 80% of the total parking. There are 14 spaces available on the garage aprons and the remaining spaces 18% of spaces are in small bays of guest parking placed around the site.

5. Wetland Mitigation: Chapter 12 of the City Code (Section 12-174(b)), indicates that any wetland in the City that meets one or more of the 10 criteria listed in that section would be considered essential, and therefore would be regulated. As described in the Wetland Review, each of the delineated wetlands on the site meet the criteria of providing wildlife habitat as well as flood and storm control. Wetland review notes that the proposed development appears to result in a total permanent wetland impact area of 0.53 acres out of the total 6.79 acres present on site. **Approximately 1.25 acres of on-site mitigation area is noted on the plan, which exceeds the 0.89 acre required according to City Code. The applicant states that EGLE's wetland permit required 1.23 acres of mitigation. The applicant should confirm with EGLE that they can continue to use the previous permit for a new proposed development. If the excess mitigation causes impacts to regulated woodlands, it may be desirable to scale back to preserve more woodlands. See detailed comments in the Wetland review letter.**

6. Buffer from Industrial Sites: The applicant proposes an 8-to10-foot tall berm with landscaping and a fence to provide the required buffer to the I-2 properties to the north. The grading plan shows a portions of the proposed berm would be on a neighboring property. A letter from

Southeastern Equipment Company is included, which states they support granting a 25-foot landscape easement on their property (22-17-101-015) to accommodate the berm slope. An 8-foot vinyl fence is also proposed on the north side of the berm, as well as along the western side of the property's panhandle. The landscape plan proposes a double row of large evergreen trees to be planted on the top of the berm, with additional deciduous trees on the slope of the berm. **It appears that the proposed plan could provide the 80-90% opacity screening between the uses, buffering each property from the negative impacts from the adjacency.**

7. Plan Review Chart: **The attached chart provides additional comments on many of the Ordinance review standards. Identified deviations from ordinance standards are listed in detail on pages 12-14 of this review letter.**

8. Summary of Other Reviews:
   a. **Engineering:** Engineering does not have an objection to the PRO Plan at this time. Negative impacts to public utilities are not expected with the requested change to residential use, however additional information on REUs will be needed to confirm this in the Formal PRO submittal.
   b. **Landscape: Landscape Review does not recommend approval of the rezoning and PRO Plan at this time.** Five deviations from landscape ordinance standards are needed for the current design – some supported by staff in due to conflicts with the ITC corridor easement. However, significant deficiencies in multi-family landscaping are *not supported by staff.* Modifications to the layout may be required to address this concern in the next submittal.
   c. **Traffic:** Traffic review recommends approval. Traffic review notes that the applicant would need a deviation for the parking areas on roads with a centerline radius less than 230-feet.
   d. **Traffic Study Review: The traffic study is recommended for conditional approval at this time**. Please see the review letter for additional comments to be addressed in subsequent submittals.
   e. **Woodlands: Woodland review does not recommend approval at this time.** Although the site is not shown on the Woodland Map, it has been determined areas of the site contain regulated woodlands. See review letter for detailed comments.
   f. **Wetlands:** Wetland review notes that the proposed development appears to result in a total permanent wetland impact area of 0.53 acres out of the total 6.79 acres present on site (~8%). The amount of required wetland mitigation is 0.88 acre, the plans propose to construct 1.24 acres of on-site mitigation.
   g. **Façade:** Façade notes that the elevations provided are now compliant with ordinance standards. **However, the designs do not achieve the PRO standard of resulting in an enhancement of the community. Additional high-quality materials and architectural features could be added to meet that higher standard.**
   h. **Fire**: Fire review does not have objections to the rezoning and general PRO Plan layout. Stated standards will be reviewed for conformance in the site plan submittal.

LAND USE AND ZONING: FOR SUBJECT PROPERTY AND ADJACENT PROPERTIES

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

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	I-1: Light Industrial	Vacant	Industrial/Office
Northern Parcels	B-3 General Business; I-2 General Industrial	Court House Construction Equipment Yards	Public/Quasi-Public

Eastern Parcels	OSC: Office Service Commercial	Medical Campus: Hospital, Offices and Hotel	Office, Service, Commercial
Western Parcels	I-1: Light Industrial	Towing facility/undeveloped wetland area	Industrial/Office
Southern Parcels	PSLR (Planned Suburban Low-Rise)	Attached Single Family	Suburban Low Rise

Figure 1: Current Zoning

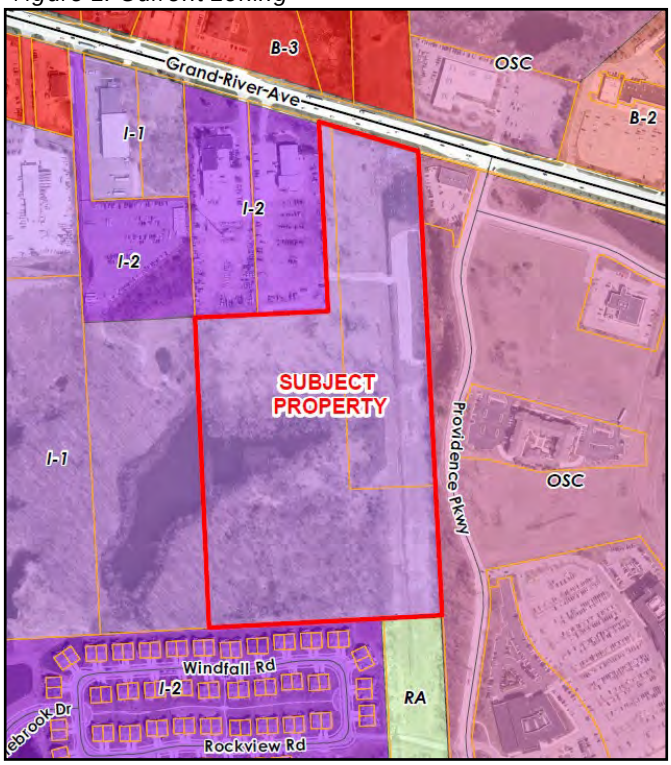
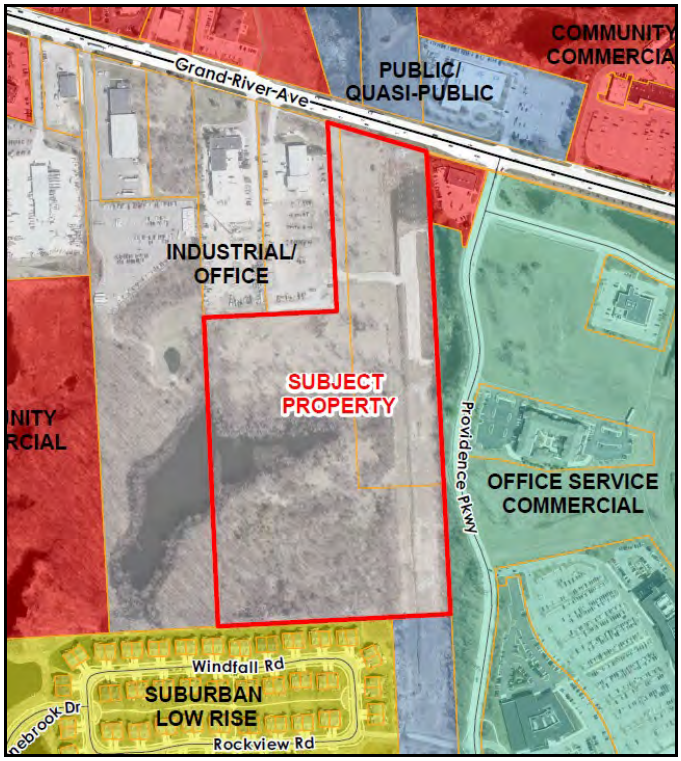


Figure 2: Future Land Use



Compatibility with Surrounding Land Use

The subject property is located along the west side of Providence Parkway, south of Grand River Avenue. The Henry Ford Health campus, zoned OSC, is adjacent to the east that contains Providence Hospital, multiple medical office buildings, a hotel, and other clinic buildings. Adjacent to the south is the Villas at Stonebrook community of duplex homes. The area to the west/northwest is zoned I-1 and I-2. The I-1 portion is an extension of the wetland complex that is undeveloped, while the I-2 area contains large heavy machinery yards for sales or rentals.

Potential negative impacts from noise and odors may be experienced by future residents, as well as unsightly views of the storage yards. In addition, the I-2 uses will become non-conforming uses, because in that district outside storage of any materials and equipment is prohibited when it abuts a residential district (Section 3.14.5). A berm with a minimum height of 10 feet is required between the residential and I-2 district, and all off-street parking, vehicular repair, delivery, loading/unloading and transport are to be no closer than 100 feet from the residential district. The maximum building height for the I-2 properties will be reduced to 25-feet, whereas currently they must not exceed 60 feet. While the current users will not be forced to change their current operations, if they seek to expand their building, or make other changes to their site, or if a new user purchases the property, they may be considered non-conforming and be restricted from expansion or redevelopment under the terms of Section 7.1 of the Zoning Ordinance.



Figure 3: Outside storage of heavy machinery on adjacent I-2 lots

To the northeast across Grand River Avenue is the Oakland County District Court. To the north is the ITC corridor and an undeveloped wetland area. The proposed use is not consistent with the surrounding existing uses to the northwest based on current Zoning requirements. However, it would be consistent with the open space to the west and the existing Villas at Stonebrook development to the south. The use would be compatible with the adjacent hospital complex. The setback between the proposed units and Grand River Avenue is a significant distance, so it is possible they won't be visible from the road.

The applicant's narrative notes that the target market of the proposed development is the workforce associated with the adjacent medical campus. The concept plan proposes a development of 161 units (density of 6.62 dwellings per net acre) for a mid-density multifamily development which is below the 15.6 maximum density allowed for three-bedroom units in the RM-2 zoning district. The buildings are grouped in 2 different clusters, arranged to allow for the preservation of extensive wetland and woodland areas on the site. The applicant is proposing a deviation to allow 50-foot setbacks along the western property line, which adjoins an undeveloped area. This area is not likely to be developed as it contains Hadley Towing's stormwater pond and significant wetland and woodland areas. The northern portion of this property is the subject of a PRO Agreement, so any additional development of the parcel may require City approval of an Amendment to that PRO Agreement. The plan has been revised to comply with the 75-foot setback requirement in all other locations.

The applicant proposes a 10-foot tall berm with landscaping to provide the required buffer to the I-2 properties to the north. An 8-foot vinyl fence is also proposed on the north side of the berm and along the western side of the panhandle of the property to buffer from the open storage use. The landscape plan proposes double rows of large evergreen trees to be planted on the top of the

berm, with additional deciduous trees on the slope of the berm. A letter from Southeastern Equipment Company is included that states they support granting a 25-foot landscape easement on their property (22-17-101-015) to accommodate some of the grading of the berm as well as the fence and some plantings.



Figure 3: Names of surrounding developments and businesses

The natural buffers in place will buffer the residential units from Villas at Stonebrook to the south, although wetland mitigation proposed there will remove some of the mature trees. The mitigation plan has been revised to leave a minimum 66-foot wide strip undisturbed adjacent to that community. The undisturbed woodland and wetland areas on the site, as well as the 200-foot ITC easement provides a wide buffer from other uses, as well as provide natural spaces contiguous with adjacent greenspace areas.

Comparison of Zoning Districts

The following table provides a comparison of the current (I-1) and proposed (RM-2) zoning classifications. It is not a direct comparison between the two uses, given that the two uses are clearly distinct from each other. It is a change of use from Office/Industrial to Residential. The requirements for building setbacks, buffering and lot coverage are also different between the two districts.

	I-1 (EXISTING)	RM-2 (PROPOSED)
Intent	The I-1 district is designed so as to primarily accommodate research, office, and light industrial uses, including wholesale activities, warehouses, and industrial operations whose external, physical effects are restricted to the area of the district and in no manner negatively affect any of the surrounding districts.	
Principal Permitted Uses	Professional office, office sales and service, medical offices; Publicly owned and operated parks, parkways and outdoor recreational facilities; Public or private health and fitness facilities and clubs; Research & Development, technical training and design of pilot/experimental products; Data processing & computer centers; Warehousing & wholesale establishments; Manufacturing; Industrial office sales, service and industrial office related uses; Trade or industrial schools; Laboratories experimental, film or testing; Greenhouses; Public utility, telephone exchange, electrical transformer stations and substations, etc. Public or private indoor, private outdoor recreation facilities; Pet boarding facilities; Veterinary hospitals and clinics; Motion picture, television, ratio and photographic production facilities; **See attached copy of Section 3.1.18.B for full list	Multiple-family dwellings; Independent and congregate elderly living facilities; Two-family dwellings; Shared elderly housing; One-family dwellings; Farms & greenhouses; Public parks, parkways, and outdoor recreation; Cemeteries; Home occupations; Family day care homes Keeping of horses and ponies (See Sec. 3.1.8.B for additional details)
Special Land Uses	See attached copy of Section 3.1.18.C, which would not be permitted on the subject property as it is adjacent to residential	Retail commercial services and office uses
Lot Size	Except where otherwise provided in this Ordinance, the minimum lot area and width, and the maximum percent of lot coverage shall be determined on the basis of off-street parking, loading, greenbelt screening, yard setback or usable open space requirements as set forth in this Ordinance.	See Section 3.8.1
Lot Coverage		45%
Usable Open Space	Not applicable	200 sf per unit
Building Height	40 feet	65 ft or 5 stories, whichever is less
Building Setbacks	Front: 40 feet Side: 20 feet Rear: 20 feet **Setback increased to 100-feet where adjacent to residential district	Front: 75 feet Rear: 75 feet Side: 75 feet Exterior side yard setbacks same as front yard
Parking Setbacks	Front: 20 feet	Front and exterior side: 75 feet

	I-1 (EXISTING)	RM-2 (PROPOSED)
See 3.6.2. for additional conditions	Rear: 10 feet Side: 10 feet Exterior side yard setbacks same as front **Setback increased to 100-feet where adjacent to residential district	Interior side/Rear: 20 feet

INFRASTRUCTURE & SERVICES

Engineering

The Staff Engineer has reviewed the rezoning request and expressed no concerns regarding sanitary sewer capacity and available water capacity. The impacts of RM-2 land use on the utilities in this area compared to development under the existing zoning will be evaluated when the applicant provides Residential Equivalent Units for both scenarios.

Traffic

City Traffic consultants reviewed the Traffic Study provided by the applicant, including the vehicle trips of the proposed use compared to the existing zoning. The proposed development is expected to result in 1,192 vehicles per day (VPD). Compared to a potential medical office/clinic under I-1 zoning, the proposed residential development would have 1,382 fewer trips per day. The TIS concludes that existing conditions indicate a traffic signal is warranted at the Grand River/Providence Parkway intersection with delays on Providence Parkway exceeding 4 minutes. Because the delay is on the private roadway, the property owner would be responsible for **The Traffic consultant's review of the TIS recommends coordination with the property owner (Henry Ford Health) to provide the signal installation, with coordination with RCOC for approvals.** See the TIS review letter for additional information.

Police & Fire

In the Community Impact Statement, the applicant has estimated police and fire responses based on comparable developments. In both cases, they estimate that a Medical Office Use would generate roughly double the number of calls compared to the proposed residential use.

NATURAL FEATURES

Wetlands: The survey shows 12 wetlands, ranging in size from 0.01 – 2.45 acres, with a total of 6.79 acres on-site. Chapter 12 of the City Code (Section 12-174(b)), indicates that any wetland in the City that meets one or more of the 10 criteria listed in that section would be considered essential, and therefore would be regulated. As described in the Wetland Review, each of the delineated wetlands on the site meet the criteria of providing wildlife habitat as well as flood and storm control. Wetland review notes that the proposed development appears to result in a total permanent wetland impact area of 0.53 acres out of the total present on site (~8%). **Approximately 1.24 acres of on-site mitigation area is noted on the plan, which exceeds the 0.89 acre required according to City Code. See detailed comments in the Wetland review letter.**

The applicant notes that approximately 6.71 acres of wetlands are regulated by the State of Michigan (EGLE). EGLE had previously approved a permit for the impact to 0.74 acres of wetland, for which 1.11 acres of wetland mitigation was being constructed on-site. The applicant states that EGLE's wetland permit required 1.23 acres of mitigation. The applicant should confirm with EGLE that they can continue to use the previous permit for a new proposed development with a different use and layout. If the excess mitigation causes impacts to regulated woodlands, it may be desirable to scale back to preserve more woodlands. See detailed comments in the Wetland review letter.

Woodlands: As noted in the plan set the site contains several heavily wooded areas. As noted in the Woodland Review, this parcel does not show any regulated areas on the City's Woodland map. The Woodland Map disclaims "Map information depicted is not intended to replace or substitute for any official or primary source. Specific determination of the limits of a regulated

woodland are made on a site-specific basis by the City's woodland consultant or Community Development staff." The City's Woodland Consultant "has determined that the majority of the trees on site should be considered regulated woodland due to the stand density and connectivity to other regulated woodland areas -- specifically, connection to regulated woodland areas west of the project parcel." The tree survey indicates there are a wide variety of species listed, including Pignut, Shagbark and Bitternut Hickory, Eastern Cottonwood, Bigtooth Aspen, Red and White Oak, Black Cherry, Black locust, Black walnut, Slippery and American Elm, Basswood, Silver, Sugar and Red Maple, and Pear. **The plans will need to be revised to calculate replacement credits under the Woodland Protection Ordinance. See Woodland review for a full list of comments to be addressed.**

Contamination History: The applicant states in the CIS that a Phase 1 Environmental Assessment was conducted in 2022, and found "a significant portion of the property was filled in the 1970s and 1980s with fill material which contained plastic, brick, glass, asphalt, metal, clay tile, and concrete. Filling activities appear to have ceased between 1987 and 1993." A Phase II ESA was conducted in July 2025, in which no elevated levels of contamination were found on the property.

DEVELOPMENT POTENTIAL

Like much of the City of Novi, this area was formerly agricultural land until at least 1950. Based on aerial imagery, the land was cleared in the 1970s which impacted the woodland and wetlands previously present. According to the Community Impact Statement, the property was used to dispose of construction debris in the 1970s-80s, as noted above. This activity ceased in the early 1990s, and since then the property appears to have been inactive, allowing trees and wetlands to reestablish themselves.

Development under the current I-1 zoning could result in a substantial amount of Office or Research & Development building space being constructed on this relatively large parcel. However, the entire eastern side of the property is encumbered with a 200-foot wide easement containing the International Transmission Company's (ITC) high voltage wires. No conceptual layouts or building sizes were included with the submittal for an I-1 development.

There have been a few conceptual development proposals submitted for the subject property in the last 30 years, but they never proceeded to a formal submittal. The most recent concept included approximately 75,000 square feet of medical office in two buildings. A development of this size required 426 parking spaces. The City is not aware of why the applicant did not move forward, but the height of one of the buildings would have exceeded the 25-foot height limit adjacent to the residential use to the south.

As indicated in the CBRE letter provided, there has been a lack of development interest for I-1-type uses on this site due to the lack of visibility from a major throughfare, more attractive locations, and the environmental factors on the subject property. The extensive presence of both woodland and wetland areas on this particular site are not attractive to OST development because of the development limitations and high costs associated with this site.

The site is adjacent to heavy industrial developments to the northwest, where the zoning will remain I-2. Some potential conflicts with the adjacent users could be the noise and disruption of truck traffic, including loading and unloading functions, on the future residents. The adjacent I-2 property owners may be affected in the future being adjacent to a residential zoning district. The I-2 uses will become non-conforming uses, because in that district outside storage of any materials and equipment is prohibited when it abuts a residential district (Section 3.14.5). All off-street parking, vehicular repair, delivery, loading/unloading and transport are to be no closer than 100 feet from the residential district. The maximum building height for the I-2 properties will be reduced to 25 feet, whereas currently they must not exceed 60 feet. While the current users will not be forced to change their operations, if they seek to expand their building, or make other changes to their site,

or if a new user purchases the property, they may be considered non-conforming and be restricted from expansion or redevelopment under the terms of Section 7.1 of the Zoning Ordinance.

The applicant has redesigned the site plan to place "roads" between the residential units and the I-2 uses. They state that the presence of this road removes the obligation of the I-2 land owners to comply with certain requirements presented when I-2 uses are adjacent to a residential district, including limitations on building height and greater setbacks. Section 3.14.5.C. states "The maximum heights of any building constructed on a lot or site adjacent to a residential district shall be 25 feet, except where there is a street, road, highway or freeway *between said lot or site and the abutting residential district* (emphasis added)." The "road" they added is within the residential district, and therefore <u>not between</u> the site and the residential district. It is also proposed to be a <u>private roadway</u>, and therefore does not meet the Ordinance definition of a street: "A dedicated public right-of-way other than an alley which affords the principle means of access to abutting property." In fact, Section 5.10 classifies these types of roads within a development as Major or Minor drives, which are to be built to "local street standards." It is clear the applicant does not want to cause negative impacts to the adjacent properties. However, staff does not see these small private drives as an effective solution to the compatibility issue.

To demonstrate a "worst case scenario": the Southeastern Equipment Company could repurpose or sell their I-2 zoned property to one of the more intensive uses permitted in that district, such as "Central Dry Cleaning Plant", or "Metal Plating, Buffing, Polishing & Molded Rubber Products," or even "Ready-mix or transit mix concrete operations." These uses do not have guidelines that prohibit their existence next to residential districts, or even require greater minimum distances from residential districts. From the perspective of the future residents investing in this development, the existing adjacency restrictions on height and distance would protect them from the worst of possible negative impacts. If the small roadways on the residential parcel were to exempt these uses from the adjacency protections, a 60-foot concrete silo could be built with a setback of just 50 feet from the property line. High-bay storage warehouses could be another use that would take advantage of being able to exceed the 25-foot height limit and locate at the 50-foot setback line. If this proposal is to be approved, the homeowners investing in this development should be afforded the protections of the Ordinance in locating next these potential future uses. In making the decision to rezone the property, City Council will need to weigh the impacts of locating residential uses there and the costs of that change on the I-2 property owners.

The applicant's narrative also lays out an argument that the approval of the Villas of Stonebrook project created the same negative impacts on this property that they will create on the I-2 properties. It is true that approving the use of the PSLR to develop residential uses created certain limitations on the eventual development of the I-1 subject property to the north in terms of building height, berm screening, setbacks and use limitations. However, as this property was not developed it did not render the property non-conforming.

<u>The applicant provides some reasonable justification for the change of use to residential to meet demand for housing with a site that appears unsuitable to larger office-type uses. However, staff has concerns about the significant impact on surrounding properties, as well as the potential negative impacts to those families that choose to invest in these units</u>.

<u>Based on the feedback provided in the staff and consultant review letters, and any additional comments from the Planning Commission and City Council, the applicant should consider addressing those comments and revise the drawings accordingly before the formal PRO Concept submittal.</u>

2025 MASTER PLAN FOR LAND USE: GOALS AND OBJECTIVES

The City has recently adopted the 2025 Master Plan. A map titled "Potential Opportunities" (page 94) indicates the subject site for new development.

The Future Land Use map designates the subject area and those to the north and west as Industrial/Office.

LIGHT INDUSTRIAL/OFFICE		
Purpose	This Industrial land use category designates property that is, or will be, used for research or light industrial uses including warehousing and wholesale activities. Industrial activities, such as processing, packaging, assembly, or treatment of finished or semi-finished products are found within this category.	
Regulated Uses	Non-Residential » Research and Development » Warehousing and Wholesale Establishments » Manufacturing » Laboratories » Data and Information Processing Centers » Medical Offices	Residential » None
Built Form	Buildings are typically single-site developments with support facilities, such as loading and unloading areas and docks. Often located along the CSX Rail corridor with access to major arterials and the Interstate. Buildings vary in size with maximum heights regulated to 40 feet.	

The Master Plan for Land Use does not anticipate residential uses of this property, so no density guidelines are provided on the plan.

The following Action Plan items (underlined) as listed in the Master Plan are applicable to the proposed development. **Please refer to staff comments in bold and revisions recommended in bold and underline.**

1. **General Goal A: Quality and Variety of Housing.** *The City of Novi is known for its high-quality residential neighborhoods. It should strive to ensure the availability of a wide range of attractive housing choices 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.*
    a. Amend the zoning ordinance to encourage "age-in-place" housing types, considering experts' recommendations, to include affordable options such as low-maintenance detached single-family homes, attached single-family homes and townhouses.
    b. Explore opportunities to increase housing density in the proposed mixed-use planned unit development area to create "walkable density" environments (A6). **The development proposes an 8-foot sidewalks along one side of the major private street, as well as utilizing the emergency access route to allow pedestrians and bikes to get to/from Grand River Avenue.**
2. **General Goal B: 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 its historic resources and expanding its cultural opportunities. New development of land should continue to be of high-quality design and materials.*

a. Encourage the use of high-quality right-of-way plantings, site landscaping, and building materials to enhance the appearance of the community. **The proposed elevations are compliant with Façade Ordinance, however they do not meet the PRO definition of an enhancement to the community. The landscaping has been improved to comply with standards, however additional work should be done to further address all unsupported deviations.**
b. As development and redevelopment occur, incentivize the use of LEED-certified buildings, water resources, and energy-efficient best practices, and green infrastructure techniques through zoning and permit bonuses.

3. **General Goal C: 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 using low-impact development techniques.*
   a. Utilize a general Planned Unit Development ordinance provision to encourage the preservation of natural features, such as woodlands, wetlands, and wildlife habitats. **While the City does not currently have a PUD ordinance, the PRO ordinance provides a similar mechanism for the City to authorize a master-planned development tied to a rezoning. The applicant is proposing as a condition of the PRO protection of a significant portion of existing and mitigated woodland and wetland areas. One difference between the PRO, which requires an actual rezoning of the property to a residential district, and a traditional PUD, which doesn't necessarily change the underlying zoning like a PRO, is that its use here would not have the same negative effects on the adjacent I-2 parcels.**
   b. Implement the Active Mobility Plan's Near-Term Network recommendations to create continuous walking and biking networks to reach key destinations. **The Concept plan proposes to provide public pedestrian access from Grand River through the site to Providence Parkway. The existing pathway on Providence Parkway connects into the pedestrian network on the medical campus, which in turn connects to the City's ITC Trail and Beck Road. In addition, the applicant offers to build a new trailhead on the Henry Ford Health property. The conceptual details, shown on sheet L-15 of the plan set, include landscaping, a pergola with picnic table, a bike repair station, a dog waste bag station and trash receptacle. It is unclear who would take responsibility for ongoing maintenance of the trail head.**
   c. Implement the recommendations of the Active Mobility Plan with a focus on reducing vehicle miles traveled (VMT) and providing residents with alternative modes of transportation. **The 305 and 740 SMART bus lines have a stop just east of Providence Parkway on Grand River Avenue. This stop could be enhanced by having sheltered seating and bike racks to allow riders a more comfortable place to wait for the bus.**

4. **General Goal D: Infrastructure.** *Invest wisely in the ongoing maintenance and improvements to existing infrastructure, including utilities and the transportation network. Ensure that new development appropriately relates to the City's existing and planned infrastructure. Support the entire transportation network through the development and enhancement of non-motorized transportation facilities and amenities***.**
   a. Apply the Active Mobility Plan's Long-Term Network recommendations to public and private development projects to continue to enhance safety and connectivity of the non-motorized network. **The 305 and 740 SMART bus lines have a stop just east of Providence Parkway on Grand River Avenue.**

5. **General Goal E: 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.

2023 ACTIVE MOBILITY PLAN (AMP)

Grand River Avenue is classified as a multi-modal thoroughfare in the AMP. With the presence SMART bus routes along Grand River, one of the major objectives is connecting people to transit stops. With shopping and dining opportunities on the north side of Grand River, improving access to these destination is also a priority.

The applicant is proposing to construct the 402-foot missing pathway gap along their Grand River Avenue frontage, which is a *Near-term priority* in the AMP. To the west, there are two smaller gaps on the south side of Grand River, measuring 188-feet and 186-feet in length, which are also near-term priorities. Existing pathway to the east would connect this area to the Westmarket Square and Beck Road commercial areas. Another near-term priority in this area is a crosswalk treatment at the Providence Parkway and Grand River Avenue intersection. The recommendation for a Pedestrian Hybrid Beacon with Island would help get pedestrians across Grand River to access the SMART bus stops on either side of the road.

As identified priorities of the AMP, these recommendations should be considered by the applicant as potential public benefits.

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

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

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

The applicant could consider the following conditions to be included in the PRO Agreement:

1. Preservation of _____ acres of City regulated woodlands
2. Preservation of _____acres of City regulated wetlands
3. Density shall not exceed 6.62 dwelling units per acre (More limiting than the dwelling units per acre allowed in the RM-2 District)
4. Providing the community amenities shown in the PRO Plan
5. Dedication of ____ linear feet (or acres) of Right of Way
6. Building height will be limited to _____ feet.
7. The landscape plan will exceed the required 50% native species.
8. Specifying uses of land that will not be permitted (which are otherwise allowed in the RM-2 District.
9. Improvements or other measures to improve traffic congestion or vehicular movement with regard to existing conditions or conditions anticipated to result from the development.
10. Creation or preservation of public parkland or open space.

Additional conditions to be included in the PRO Agreement, if it should be approved, will likely be added during the review process.

APPLICANT'S BURDEN UNDER PRO ORDINANCE

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

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

The following benefits are suggested by the applicant as listed in their narrative **(Staff comments in Bold)**:

1. Public Trail Access Through the Site: A pedestrian pathway will be constructed to provide public access from the future sidewalk paralleling Grand River Avenue through the development to Providence Parkway. This pathway will feature landscape plantings and offer scenic views of the site's natural features. Together, the sidewalk and pathway will create a vital connection between the Grand River corridor and the Henry Ford and ITC trail systems. **The proposed pedestrian pathway will be parallel, and in very close proximity, to the existing sidewalk on Providence Parkway. Future homeowners may object to the public being able to walk or bike through their community and attempt to limit public access. The applicant should provide more details for how public access to this pathway would be protected in the long term. Alternatively, since the pathway does not offer a significant enhancement over the one on Providence Parkway, alternative benefits to the public could be considered such as those recommended in the Active Mobility Plan.**

2. Trailhead Connection and Signage: Development of a new trailhead that links to the larger Henry Ford and ITC trail system. **Staff agrees this would be an enhancement that would benefit the greater public. It may require a public access easement be granted by Henry Ford Health and indication of which party will be responsible for the maintenance of the improvements.**

3. Attainable Housing Option: The development will offer 163 for-sale townhomes specifically designed to meet the demand for attainable housing in Novi. These homes will offer a more accessible price point for young professionals, first-time buyers, and essential workers, including nurses, doctors, and administrative staff employed at the adjacent Henry Ford Health campus. **The applicant should provide more details about how attainability will be**

measured. Will a condition be offered in the PRO Agreement stating the units will not be sold above a certain price point, or some similar limitation to achieve "attainability"? If not, what assurance does the City have these would be anything other than fully market rate units, not necessarily fulfilling this representation?

4. Preservation of Wetlands and Woodlands: The site has been carefully planned to minimize impacts on its natural features, including wetlands and woodlands, creating a balanced integration of residential living and nature. These areas will be permanently protected through a conservation easement, ensuring their preservation and ecological value for future residents and the broader community. Further, through meetings with adjacent homeowners, we have revised the plans to provide a 60' minimum natural buffer along the southern property line. **The preservation of natural features and mitigated areas are considered a benefit to the public at large. However, the applicant should be sure to address regulated woodland comments in subsequent submittals.**

This is a PRO in which the applicant seeks both a rezoning and a number of ordinance deviations. In Staff's opinion the "overall benefit" to the community at large and the public are relatively minor while the detriments of the rezoning (in this case: impact to existing woodlands and wetlands, compatibility concerns with adjacent existing non-residential uses, and lack of required multifamily landscaping) seem significant. Nor does the proposal offer significant site-specific limitations that clearly deliver an overall enhancement of the area with this project that couldn't be achieved otherwise.

ORDINANCE DEVIATIONS

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

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

The following are Ordinance deviations that have been requested by the applicant. **Staff comments are in bold.**

1. **Building Setbacks** *(Sec 3.1.7.D):* A Zoning Ordinance deviation is requested to reduce the building setbacks from 75 feet to 50 feet along the west property line. **Along the west side, it appears that many of the existing trees will be preserved to provide a buffer from the adjacent property. That portion of the abutting property contains a stormwater management pond, but is otherwise undeveloped.**

2. **Total Number of Rooms** (Sec. 3.8.1.A): A Zoning Ordinance deviation is requested to allow a greater number of rooms than the RM-2 District permits for buildings less than 4-stories (644 rooms proposed, 536 permitted). **The RM-2 district allows a greater number of rooms for buildings 4 stories or taller, with corresponding higher units. This deviation has been permitted previously, as the overall density permitted by the district is not exceeded.**

3. **Building Orientation** *(Sec. 3.8.2.D):* A Zoning Ordinance deviation is requested to revise the required orientation of the buildings from a minimum of 45 degrees in certain locations. This allows for a more uniform site layout, and the buildings parallel to the property lines are not immediately adjacent to other uses. **All buildings are either parallel or perpendicular to property lines abutting non-residential districts. This deviation has been requested and granted for many residential projects in the City in the last 5 years.**

4. **Distance between Buildings** *(Sec 3.8.2.H): A Zoning Ordinance deviation is requested to reduce the building separation distance from the calculated formula as shown on sheet C7 to a minimum of 15 feet.* **This deviation enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.**

5. **Parking along Major Drives** *(Sec. 5.10):* A Zoning Ordinance deviation is requested to allow for perpendicular parking on a major drive. **Perpendicular parking for guests is proposed toward the end of Harborfield Drive where traffic speeds should be low. The parking spaces will not cause any more disruption on the roadway than cars that will be backing out of the driveways.**

6. **Parking along Curves** (Sec. 5.10): A Zoning Ordinance deviation may be required to allow on-street parking on curves with less than a 230-foot centerline radius. **The applicant should review the areas where parking is in such curves and consider moving the spaces, or review to ensure a safe and adequate sight distance is provided.**

7. **Covered Bike Parking** (Sec. 5.16.4): When 20 or more bike parking spaces are required, 25% of the spaces shall be covered. The applicant requests a deviation**. Without a justification this deviation is not supported. Other developments have met this requirement by providing bike storage within the garages of the units, or providing a structure over one of the parking areas.**

8. **Parking Distance to Buildings** (Sec. 3.8.2.F): In some locations, off-street parking spaces are within 15 feet of the adjacent building. The ordinance requires 25-feet between parking spaces and a dwelling structure that contains openings involving living areas. **These locations generally occur near the sides of buildings. The elevations show there are no windows or openings on these side facades.**

9. **Pedestrian Connectivity** (Sec. 3.8.2.G): Five-foot sidewalks are required on both sides of private drives. It appears that an 8-foot sidewalk is proposed on only one side of Harborfield Drive. Other roadways have sidewalks at the "front" of the buildings. **Please provide the required sidewalks, or provide a justification for the deviation.**

10. **Parking Lot Lighting** (Section 5.7.3.J./5.7.3.O): Parking areas should be lit at a minimum 0.2 fc in residential districts for safety. The applicant requests a deviation from the requirement to provide lighting in the parking areas. **No justification is noted for the deviation. Staff suggests that bollard lighting could provide necessary lighting without being intrusive to residents.**

11. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A deviation for the lack of required 3-foot berm along Grand River Avenue and Providence Parkway due to the existing natural areas to be preserved, and the presence of the ITC easement. **This is supported by staff because the buildings and parking areas will not be close to the frontages.**

12. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A landscape deviation to allow a deficiency in street trees along Grand River Avenue. **This is supported by staff because of the presence of utility conflicts.**

13. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A landscape deviation to allow a deficiency in greenbelt landscaping on Grand River Avenue. **This is supported by staff for the area that falls within the ITC Easement.**

14. **Right-of-Way Landscaping** (Sec. 5.5.3.B.iii.): A landscape deviation to allow a deficiency in street trees along Providence Parkway access easement. **This may be supported by staff. Please add trees where possible and/or explain the need for the deviation if the required trees cannot be provided.**

15. **Right-of-Way Landscaping** (Sec. 5.5.3.B.iii.): A landscape deviation to allow a deficiency in street trees along Harborfield Drive within the ITC easement. **This is supported by staff.**

16. **Right-of-Way Landscaping** (Sec. 5.5.3.B.ii): A deviation for the lack of greenbelt plantings Providence Parkway. **This may be supported by staff. The applicant is asked to clearly identify the existing trees to remain and count toward the required tree count on the plan view and in the calculations, and add trees to remove any remaining deficiencies.**

17. **Multi-Family Landscaping** (Sec. 5.5.3.F.iii): A landscape deviation for the deficiency multi-family unit trees and foundation landscaping. **This deviation is not supported by staff as there are opportunities to more closely comply with the ordinance standards.**

See other review letters for deviations that have been identified other reviewers. Deviations from Ordinance standards may continue to be identified during the PRO Review process. All deviations from the ordinance requirements shall be identified and included in PRO Agreement. Any additional deviations identified during Site Plan Review (after the Concept Plan and PRO Agreement is approved), will require amendment of the PRO Agreement.

NEXT STEP: PLANNING COMMISSION CONSIDERATION OF ELIGIBILITY

The Planning Commission will have an opportunity to discuss the initial submittal and eligibility of the rezoning request from I-1 (Light Industrial) to RM-2 (Multiple Family Low Rise Residential) with a Planned Rezoning Overlay.

As stated in the newly amended PRO Ordinance,

> *In order to be eligible for the proposal and review of a rezoning with PRO, an applicant must propose a rezoning of property to a new zoning district classification, and must, as part of such proposal, propose clearly-identified site-specific conditions relating to the proposed improvements that,*
>
> *(1) are in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district, including such regulations or conditions as set forth in Subsection C below; and*
>
> *(2) constitute an overall benefit to the public that outweighs any material detriments or that could not otherwise be accomplished without the proposed rezoning.*

(Full text of the PRO ordinance, including Subsection C, is available here)

This item will be scheduled for initial review and comment on the PRO Plan as early as Wednesday, January 14, 2025. **Please advise staff whether this date is acceptable, and if so, ensure that the rezoning signage, as shown on the Rezoning Sign Detail (S-1), are posted in the appropriate**

locations indicated on the map no later than December 24, 2025, to give proper notice prior to the public hearing before the Planning Commission.

CITY COUNCIL CONSIDERATION OF ELIGIBILITY

Following the Planning Commission's initial review of the proposed project, the City Council will likewise have the opportunity to review the PRO proposal and comment on whether the project is eligible for the PRO process.

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

Lindsay Bell

_____

Lindsay Bell, *AICP*, Senior Planner

PLANNING REVIEW CHART: RM-2

Review Date: November 13, 2025
Review Type: Rev. Initial PRO Concept Plan
Project Name: **JZ25-24 Providence Meadows**
Location: S of Grand River, West of Providence Pkwy
Plan Date: October 17, 2025
Prepared by: Lindsay Bell, *AICP*, Senior Planner
E-mail: lbell@cityofnovi.org; **Phone:** (248) 347-0484

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

Item	Required Code	Proposed	Meets Code	Comments
Zoning and Use Requirements				
Master Plan *(adopted June 25, 2025)*	Office research development and technology	Multiple Family Residential (RM-2)	**No**	- **The proposed rezoning is not supported by the 2025 Master Plan in this location.** - Planning Commission recommendation & City Council approval of PRO Plan - City Council approval PRO agreement - Site Plan/Site Condo normal approval process
Area Study	The site does not fall under any special category	NA	NA	
Zoning *(Effective January 8, 2015)*	I-1 Light Industrial	RM-2 High-density Multiple Family with a PRO	**No**	
Uses Permitted (Sec 3.1.18.B & C)	Light Industrial Uses Sec. 3.1.18.B. - Principal Uses Permitted. Sec. 3.1.18.C. – Special Land Uses Permitted.	Sec. 3.1.8. Multi-Family Residential	**No**	*The proposed rezoning category would allow Multi-family uses.*
Phasing	If proposed, show proposed phasing lines on the plan. Each phase should be able to stand on its own with regards to utilities, open space, parking, etc	Plans show 2 phases	**TBD**	**Phasing proposed – each phase will need to be able to stand on its own as if developed independently**
Planned Rezoning Overlay Document Requirements (SDM link: *Site Plan & Development Manual)*				
Written Statement *(Site Plan & Development manual)* *The statement should describe the following*	Potential development under the proposed zoning and current zoning	Provided	**TBD**	**See Planning Review for discussion**
	Identified benefit(s) of the development	Proposed	**TBD**	**See Planning Review for discussion**
	Conditions proposed for inclusion in the PRO Agreement (i.e., Zoning Ordinance deviations, limitation on total units, etc)	Proposed	**TBD**	Any deviations identified, conditions that would be more limiting than typical RM-2 development

Item	Required Code	Proposed	Meets Code	Comments
Sign Location Plan *(Page 23,SDM)*	Installed within 15 days prior to public hearing Located along all road frontages	Provided	Yes	Location of signs is approved – see Planning Review for deadline to post **NOTE: the proposed Zoning District is RM-2 – please correct on sign mock-up**
Traffic Impact Study *(Site Plan & Development manual)*	A Traffic Impact Study as required by the City of Novi Site Plan and Development Manual.	Provided	Yes	**Refer to Traffic review letter for related comments**
Community Impact Statement *(Sec. 2.2)*	- Over 30 acres for permitted non-residential projects - Over 10 acres in size for a special land use - All residential projects with more than 150 units - A mixed-use development, staff shall determine	Provided	Yes	**See Planning Review for discussion**
Market Study	Optional: a Market study to provide a market demand analysis for the proposed project.	Letter from CBRE's Edward Wujek – not dated	**TBD**	**See Planning Review for discussion**
Height, bulk, density and area limitations *(Sec 3.1.8.D)*				
Frontage on a Public Street. *(Sec. 5.12)*	Frontage on a Public Street is required	The site has frontage on Grand River Ave, where an emergency access connection is proposed	Yes	
Minimum Zoning Lot Size for each Unit: in Acres *(Sec 3.8.1)*	RM-1 and RM-2 Required Conditions	31.32 acres gross 24.61 acres net	Yes	
Minimum Zoning Lot Size for each Unit: Width in Feet *(Sec 3.8.1)*			NA	
Usable Open Space Area *(Sec 3.1.8.D)* *Article 2: Definitions*	200 sf of Minimum usable open space per dwelling unit For a total of 161 dwelling units, required Open Space: 32,200 SF (0.74 acre) Refer to definitions for Usable Open Space and Open Space	**Phase 1: 22,620 sf** Decks: 4,400 sf Pocket Parks: 18,220 sf **Phase 2: 28,144 sf** Decks: 3,650 sf Pocket Parks: 24,494 sf	Yes	**Proposed area exceeds requirement by 58% - this could be a condition of the PRO Agreement that is an enhancement**

Item	Required Code		Proposed	Meets Code	Comments
Maximum % of Lot Area Covered (By All Buildings)	*45%*		10.5%	Yes	**This could be a condition more limiting than requirements**
Building Height *(Sec. 3.20)*	65 ft. or 5 stories whichever is less		34.2 feet	Yes	**This could be a condition more limiting than requirements**
Minimum Floor Area per Unit *(Sec. 3.1.8.D)*	Efficiency	400 sq. ft.		NA	All units are 3-bedroom
	1 bedroom	500 sq. ft.		NA	
	2 bedroom	750 sq. ft.		NA	
	3 bedroom	900 sq. ft.	1,600 sf	Yes	
	4 bedroom	1,000 sq. ft.		NA	
Maximum Dwelling Unit Density/Net Site Area *(Sec. 3.1.8.D)* ***Per Sec. 3.8.2.B, all buildings less than four stories should comply with RM-1 regulations for limits on percent of 1-bedroom units and number of rooms.***	Efficiency	Max 5%		Yes	*See Sec. 3.8.1.A; in RM-2 District buildings less than 4 stories must meet RM-1 standards for room count and unit mix*
	1 bedroom	Max 20% 31.1du/ac			
	2 bedroom	20.7 du/ac			
	3+ bedroom	15.8 du/ac	6.54 du/ac proposed		
Residential Building Setbacks *(Sec 3.1.8.D)*					
Front @ Grand River	75 ft. (Sec. 3.6.B)		Exceeds	Yes	**Label minimum setbacks on plan**
Exterior Side at Providence Pkwy	75 ft.		~227 ft	Yes	
Side – North (abutting I-2)	75 ft.		75 ft	Yes	**Applicant requests a deviation for building setbacks from I-1 on west**
Side - West	75 ft.		50 ft	**No**	
Side - South	75 ft.		~227 ft	Yes	
Parking Setback *(Sec 3.1.8.D) (Sec 3.1.12.D)Refer to applicable notes in Sec 3.6.2*					
Front *(3.6.2.B)*	75 ft.		Exceeds	Yes	
Exterior side	75 ft.		Exceeds	Yes	
Side abutting I-2	20 ft.		Not labeled (~34 ft)	Yes	
Rear *(3.6.2.B)*	20 ft.		Exceeds	Yes	
Side *(3.6.2.B)*	20 ft.		Exceeds	Yes	
Note To District Standards *(Sec 3.6.2)*					
Exterior Side Yard Abutting a Street *(Sec 3.6.2.C)*	All exterior side yards abutting a street shall be provided with a setback equal to front yard.		Providence Pkwy	Yes	
Wetland/Waterco	A setback of 25ft from		Extensive wetland areas	**TBD**	**Refer to wetland review**

Item	Required Code	Proposed	Meets Code	Comments
urse Setback *(Sec 3.6.2.M)*	wetlands and from high watermark course shall be maintained	exist – some buffer impacts likely		**letter for more detail**
RM-1 and RM-2 Required Conditions *(Sec 3.8)*				
Total number of rooms *(Sec. 3.8.1.A & B)*	For RM-2 building less than four stories, RM-1 regulations apply; Total No. of rooms < Net site area in SF/2000 For RM-2 buildings, four stories or more: Total No. of rooms < Net site area in SF/700 *(1,531 rooms could be approved)*	1,072,011 sf/2000 = **536 rooms allowed** **Total number of rooms Proposed: 644**	**No**	*See Sec. 3.8.1.A; in RM-2 District buildings less than 4 stories must meet RM-1 standards for room count and unit mix* **Applicant requests a deviation for room count, increase of 20%.**
Public Utilities *(Sec. 3.8.1)*	All public utilities should be available	All public utilities are available	Yes	**Refer to Engineering review for more details**
Maximum Number of Units *(Sec. 3.8.1.A.ii)* *Applicable for RM-1 building and RM-2 buildings less than four stories*	Efficiency < 5 percent of the units	None	NA	
	1 bedroom units < 20 percent of the units	None	NA	
	Balance should be at least 2 bedroom units	Proposed	Yes	
Room Count per Dwelling Unit Size *(Sec. 3.8.1.C)* **An extra room such as den count towards an extra room*	**Dwelling Unit Size** / **Room Count ***			*Floorplans show 2-bd units with flex room and 3-bd units with flex room* *All units appear to be 4-room units as described below: 4x161 = 644*
	Efficiency / 1			
	1 bedroom / 2			
	2 bedroom / 3			
	3 or more bedrooms / 4	4		
For the purpose of determining lot area requirements and density in a multiple-family district, a room is a living room, dining room or bedroom, equal to at least eighty (80) square feet in area. A room shall not include the area in kitchen, sanitary facilities, utility provisions, corridors, hallways, and storage. Plans presented showing one (1), two (2), or three (3) bedroom units and including a "den," "library," or other extra room shall count such extra room as a bedroom for the purpose of computing density.				
Setback along natural shore line *(Sec. 3.8.2.A)*	A minimum of 150 feet along natural lake shore line is required.	No natural lake shore line exists within the property	NA	
Structure frontage *(Sec. 3.8.2.B)*	Each structure in the dwelling group shall front either on a dedicated public street or approved private drive.	Proposed Private Drive	Yes	**Subject to City Council approval**
Maximum length of the buildings *(Sec. 3.8.2.C)*	A single building or a group of attached buildings cannot exceed 180 ft.	8-unit buildings are ~161 feet	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Modification of maximum length *(Sec. 3.8.2.C)*	Planning Commission may modify the extra length up to 360 ft. if		NA	
	Common areas with a minimum capacity of 50 persons for recreation or social purposes			
	Additional setback of 1 ft. for every 3 ft. in excess of 180 ft. from all property lines abutting a residential district or major thoroughfare			
Building Orientation *(Sec. 3.8.2.D)*	Where any multiple dwelling structure and/ or accessory structure is located along an outer perimeter property line adjacent to another residential or nonresidential district, said structure shall be oriented at a minimum angle of forty-five (45) degrees to said property line.	Some Buildings do not meet the minimum requirement for 45-degree orientation – Buildings 6, 15, 16, 22 and 23 appear to not meet the minimum	**No**	**Applicant requests a deviation for building orientation for buildings noted.**
Yard setback restrictions *(Sec. 3.8.2.E)*	Within any front, side or rear yard, off-street parking, maneuvering lanes, service drives or loading areas cannot exceed 30% of yard area	Parking areas and drive aisles are mostly internal to the site North side bordering I-2 not clear	Yes	**Please provide a calculation of the amount of drive aisle/parking on north boundary with I-2**
Off-Street Parking or related drives *(Sec. 3.8.2.F)* Off-street parking and related drives shall be	No closer than 25 ft. to any wall of a dwelling structure that contains openings involving living areas or	15 feet proposed	**No**	**Applicant requests a deviation for distance from off-street parking to building.**
	No closer than 8 ft. for other walls or	Complies	Yes	
	No closer than 20 ft. from ROW and property line	Minimum of 20 ft. is maintained	Yes	**Provide measurements to verify compliance**
Pedestrian Connectivity *(Sec. 3.8.2.G)*	5 feet sidewalks on both sides of the Private drive are required to permit safe and convenient pedestrian access.	8-foot sidewalk on one side of Harborfield Dr, Other sidewalks from parking to front of units are 5 feet	**No**	**Applicant requests a deviation to provide sidewalk on only one side of private drive**
	Where feasible sidewalks shall be connected to other pedestrian features abutting the site.	Connects to sidewalk on Grand River Avenue and HFH campus pathway system	Yes	
	All sidewalks shall comply with barrier free design standards		**TBD**	Will be verified at Final Site Plan

Item	Required Code	Proposed	Meets Code	Comments
Minimum Distance between the buildings *(Sec. 3.8.2.H)*	**(**Total length of building A **+** total length of building B **+** 2(height of building **+** height of building B)**)/**6	Provided – sheet C7	**No**	**Applicant requests a deviation for min distances between buildings as shown**
Minimum Distance between the buildings *(Sec. 3.8.2.H)*	In no instance shall this distance be less than thirty (30) feet unless there is a corner-to-corner relationship in which case the minimum distance shall be fifteen (15) feet.	15 ft indicated as minimum distance with corner to corner relationship	**No**	**Applicant requests a deviation for min distances between buildings**
Relationship between Streets *(Sec. 3.8.3.A)*	Proper relationship between local streets and any proposed service roads, driveways and parking areas to encourage pedestrian and vehicle safety	Appears to comply	Yes	
Architectural design and materials *(Sec. 3.8.3.B)*	All Development features of buildings and any accessory buildings (architectural design & façade materials) shall be clearly shown and identified	Elevations provided	Yes	**See Façade review for comments on materials and design**
Interrelated Streets *(Sec. 3.8.3.C)*	All roads, driveways, parking areas and open spaces shall be located and interrelated so as to minimize any adverse effects upon adjacent streets and properties	Appears to comply	Yes?	
Relationship between Buildings and uses *(Sec. 3.8.3.D)*	All buildings or building groupings shall be located so as to properly related one to the other and to uses on adjacent properties.	"Rear" of building oriented to streets does not offer an attractive street view, but is done in most townhome communities		
5.10 Additional Road Design, Building Setback, And Parking Setback Requirements, Multiple-Family Uses				
Road standards *(Sec. 5.10)*	A private drive network within a cluster, two -family, multiple-family, or non-residential uses and developments shall be built to City of Novi Design and Construction Standards for local street standards (twenty-eight (28) feet back-to-back width	Major and minor drive network shown	Yes	
Major Drives	- Width: 28 feet	Access drive from Providence Pkwy – Harborfield Drive 28-ft	Yes	

Item	Required Code	Proposed	Meets Code	Comments
		width		
Minor Drive	- Cannot exceed 600 feet - Width: 24 feet with no on-street parking - Width: 28 feet with parking on one side - Parking on two sides is not allowed - Needs turn-around if longer than 150 feet	Drives around buildings – all appear to be 24-ft	Yes	**Havencrest Circle and Laurelwood Lane exceed 600 ft – deviation required**
Parking on Major and Minor Drives	- Angled and perpendicular parking, permitted on minor drive, but not from a major drive; - minimum centerline radius: 100 feet - Adjacent parking and on-street parking shall be limited near curves with less than two-hundred thirty (230) feet of centerline radius	**Parking on minor drives and at end of Major drive** **Centerline radius**		**Perpendicular Parking on Major drive will require a deviation**
Driveways, Parking, Loading and Dumpster Requirements				
Number of Parking Spaces *(Sec.5.2.12.A & B)*	For 3 or more bedroom units: 2 ½ spaces each 161- 3 bedroom units: 408 spaces **TOTAL:** 403 spaces	Attached Garages, guest parking Phase 1: 220 Phase 2: 183 **TOTAL PROPOSED: 403**	Yes	**Clarify parking calculation that states "Parking = 14 x .5;"**
Landbank Parking *(Sec. 5. 2.14)*	Maximum number of Landbank spaces: 25% of required parking	Not proposed	NA	
Parking Space Dimensions and Maneuvering Lanes *(Sec. 5.3.2)*	- 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives - 9 ft. x 17 ft. parking spaces allowed along 7 ft. wide interior sidewalks as long as detail indicates a 4" curb at these locations and along landscaping	- 17' x 9' proposed adjacent to 4" curbs - 24-foot min drive aisles	Yes	
Parking stall located adjacent to a parking lot entrance(public or private) *(Sec. 5.3.13)*	- shall not be located closer than twenty-five (25) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer	Not applicable	NA	

Item	Required Code	Proposed	Meets Code	Comments
End Islands *(Sec. 5.3.12)*	- End islands with landscaping and raised curbs are required at the end of all parking bays that abut traffic circulation aisles. - The end islands shall generally be at least 8 feet wide, have an outside radius of 15 feet, and be constructed 3' shorter than the adjacent parking stall as illustrated in the Zoning Ordinance	Not applicable	NA	**Refer to Traffic comments.**
Barrier Free Spaces *Barrier Free Code*	To be determined once minimum required spaces determined	2 provided in each phase	**TBD**	**Refer to Building Code requirements to identify how many ADA accessible units are required and provide necessary Handicap spaces in those locations**
Barrier Free Space Dimensions *Barrier Free Code*	- 8' wide with an 8' wide access aisle for van accessible spaces - 8' wide with a 5' wide access aisle for regular accessible spaces	8' shown with 8' access aisle	Yes	
Barrier Free Signs *Barrier Free Code*	One sign for each accessible parking space.		**TBD**	Signage will be verified during site plan review
Minimum number of Bicycle Parking *(Sec. 5.16.1)*	One (1) space for each five (5) dwelling units For 161 units, 32 bike spaces are required	Phase 1 – 18 shown Phase 2 – 16 shown	Yes	
Bicycle Parking General requirements *(Sec. 5.16)*	No farther than 120 ft. from the entrance being served			
	When 4 or more spaces are required for a building with multiple entrances, the spaces shall be provided in multiple locations			
	Spaces to be paved and the bike rack shall be inverted "U" design Shall be accessible via 6 ft. paved sidewalk	U-rack shown 7 ft shown, but 2-foot car overhang would make 5-ft clear	Yes **No**	**Show width of sidewalk at rack locations – must be 6 ft clear of any car overhangs**
Bicycle Parking Lot layout *(Sec 5.16.6)*	Parking space width: 7 ft. One tier width: 11 ft. Two tier width: 18 ft. Maneuvering width: 4 ft.	Layout Detail shows 8 ft pad width, but dimension on Plan shows 6 ft	**No**	**Correct the dimensions shown on the plan to match the detail**

Item	Required Code	Proposed	Meets Code	Comments
	Parking space depth: 32 in			
Covered bike parking *(Sec 5.16.4)*	When 20 or more bike parking spaces are required, 25% shall be covered spaces	Not shown	**No**	**Applicant requests a deviation, Provide a min 7 spaces in covered locations – can be in unit garages**
Loading Spaces *Sec. 5.4.1*	- Every building involving receipt or distribution of vehicles or materials or merchandise there shall be provided and maintained adequate space for standing, loading and unloading to avoid undue interference with public use of ROW	None proposed	NA	
Accessory Use (Sec. 4.19)				
Accessory Buildings *Sec. 2.2. Definitions*	Any structure, either temporary or permanent, having a roof supported by columns or walls, and intended for the shelter, or enclosure of persons, animals, chattels, or property of any kind.	Not shown	NA	
Location: Accessory Building *Sec. 4.19.1.B*	They shall not be erected in any required front yard or in any required exterior side yard.	Not shown	NA	
Setbacks: Detached Accessory Building *Sec. 4.19.1.G*	- It shall not be located closer than ten (10) feet to any main building - It shall not be located closer than six (6) feet to any interior side lot or rear lot line.	Not shown	NA	
Height: Detached Accessory Building *Sec. 4.19.1.G*	The height equal to the maximum permitted height of the district; provided, if the accessory building exceeds one (1) story or fourteen (14) feet in height, the building shall be set back one (1) foot for each foot the building exceeds fourteen (14) feet in height.	Not shown	**TBD**	
Façade requirements for Carport Canopies *Sec. 5.15.12.b*	- Not greater than 12' tall - <40 ft width - Powder coated steel or aluminum material, neutral in color to	Not proposed	NA	

Item	Required Code	Proposed	Meets Code	Comments
	harmonize with primary buildings - Solar photo voltaic and EV charging integration strongly encouraged			
Canopies and Carports *Sec. 4.19.2.C*	Two or more carports permitted on any lot greater than 2 acres, provided they comply with accessory building setback and height	Not proposed	NA	
Maximum number of Accessory buildings *Sec. 4.19.1.J*	Lots less than 21,780 SF: 1 Lots more than 21,780 SF: 2		**TBD**	
Dumpster *Sec 4.19.2.F*	- Located in rear yard - Attached to the building or - No closer than 10 ft. from building if not attached - Not located in parking setback - If no setback, then it cannot be any closer than 10 ft, from property line. - Away from Barrier free Spaces	Not proposed	NA	
Dumpster Enclosure *Sec. 21-145. (c) Chapter 21 of City Code of Ordinances*	- Screened from public view - A wall or fence 1 ft. higher than height of refuse bin - And no less than 5 ft. on three sides - Posts or bumpers to protect the screening - Hard surface pad. - Screening Materials: Masonry, wood or evergreen shrubbery	Individual trash pick-up proposed	NA	
Roof top equipment and wall mounted utility equipment *Sec. 4.19.2.E.ii*	All roof top equipment must be screened and all wall mounted utility equipment must be enclosed and integrated into the design and color of the building	Unable to determine.	**TBD**	If information is not provided with PRO Plan, it is expected to comply at the time of Preliminary site plan review.
Roof top appurtenances screening	Roof top appurtenances shall be screened in accordance with applicable facade	Unable to determine.	**TBD**	If information is not provided with PRO Plan, it is expected to comply at the time of Preliminary

Item	Required Code	Proposed	Meets Code	Comments
	regulations, and shall not be visible from any street, road or adjacent property.			site plan review.
Accessory Structures *(Sec. 4.19.2)*	Anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground. Flagpoles, solar structures, transformers and utility boxes	The plan does not appear to propose any other accessory structures	NA	Any future proposed structures are expected to comply with the requirements if not approved as part of the PRO plan
Sidewalks				
Active Mobility Plan	Complete sidewalk/pathway gaps on Grand River Ave, Crosswalk recommended at Providence Pkwy/Grand River, Bus stops on Grand River Ave	Required pathway at GRA would fill ~400 ft gap (8-ft min. width)	**TBD**	**See new Active Mobility Plan for other guidelines/recommendations, especially for Grand River Avenue**
Internal Sidewalks *Sec. 3.8.2.G*	Five foot sidewalks required on both sides of internal public or private drives	Sidewalk provided on one side of roads for most part.		**Deviation required for lack of sidewalk on one side of road**
Public Sidewalks *(Chapter 11, Sec.11-276(b))*	An 8-foot sidewalk is required along Grand River	Sidewalk proposed along Grand River Ave	Yes?	**Label the width of the sidewalks.**
Other Requirements				
Design and Construction Standards Manual	Land description, Sidwell number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).	Legal description provided		**Will be verified**
General layout and dimension of proposed physical improvements	Location of all existing and proposed buildings, proposed building heights, building layouts, (floor area in square feet), location of proposed parking and parking layout, streets and drives, and indicate square footage of pavement area (indicate public or private).			**Please provide additional information as requested in this and other review letters**
Economic Impact	- Total cost of the proposed building & site improvements - Number of anticipated jobs created (during construction & after building is occupied, if known)	Provided in Community Impact Statement	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Other Permits and Approvals				
Development/ Business Sign *(City Code Sec 28.3)*	Signage if proposed requires a permit.			For sign permit information contact Ordinance Division at **248-735-5678.**
Development and Street Names	Development and street names must be approved by the Street Naming Committee before Preliminary Site Plan approval	Application received		**Project and Street Name application; Contact Stacey Choi at 248-347-0475 to schedule consideration by the Committee**
Property Split or Combination	The proposed property split must be submitted to the Assessing Department for approval.		**TBD**	**Clarify if 2 parcels will be combined.** If proposed, the parcel combination should be completed prior to final stamping set approval.
Other Legal Requirements				
PRO Agreement *(Sec. 7.13.2.D(3)*	A PRO Agreement shall be prepared by the City Attorney and the applicant (or designee) and approved by the City Council, and which shall incorporate the PRO Plan and set forth the PRO Conditions and conditions imposed	Not applicable at this moment	NA	PRO Agreement would need to be approved by the City Council if the Formal PRO Plan is tentatively approved
Master Deed/Covenants and Restrictions	Applicant is required to submit this information for review with the Final Site Plan submittal	Not applicable at this moment	NA	If one is proposed, then a Master Deed draft shall be submitted prior to site plan Stamping Set approval.
Conservation easements	Conservation easements may be required for woodland/wetlands	Not applicable at this moment	NA	Documents may be required during Site Plan review process after the Concept PRO approval
Lighting and Photometric Plan (Sec. 5.7)				
Intent *(Sec. 5.7.1)*	Establish appropriate minimum levels, prevent unnecessary glare, reduce spillover onto adjacent properties & reduce unnecessary transmission of light into the night sky	Provided	Yes	
Lighting Plan *(Sec. 5.7.A.i)*	Site plan showing location of all existing & proposed buildings, landscaping, streets, drives, parking areas & exterior lighting fixtures	Provided – 3 community entry lights; lights on rear elevations	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Residential Entryway lighting *Sec. 5.7*	One street light is required per entrance.	3 shown – one at Providence Pkwy entrance	Yes	
Building Lighting *(Sec. 5.7.2.A.iii)*	Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming points of any remote fixtures.	Provided	Yes	
Lighting Plan Elements *(Sec.5.7.2.A.ii)*	Specifications for all proposed & existing lighting fixtures	Provided	Yes	
	Photometric data	Provided	Yes	
	Fixture height	Provided	Yes	
	Mounting & design	Provided	Yes	
	Glare control devices *(Also see Sec. 5.7.3.D)*	Provided	Yes	
	Type & color rendition of lamps	Not shown for C1 fixtures	No	
	Hours of operation		NA	
Maximum Height *(Sec. 5.7.3.A)*	Height not to exceed maximum height of zoning district (or 25 ft. where adjacent to residential districts or uses.	14' max	Yes	
Required Conditions *(Sec. 5.7.3.B)*	- Electrical service to light fixtures shall be placed underground - Flashing light shall not be permitted - Only necessary lighting for security purposes & limited operations shall be permitted after a site's hours of operation			**Notes shall be added to the plan prior to site plan approval**
Indoor Lighting *(Sec. 5.7.3.H)*	- Indoor lighting shall not be the source of exterior glare or spillover			
Security Lighting *(Sec. 5.7.3.I)*	- All fixtures shall be located, shielded and aimed at the areas to be secured. - Fixtures mounted on the building and designed to illuminate the facade are preferred			
Color Spectrum Management *(Sec. 5.7.3.F)*	Non-Res and Multifamily: For all permanent lighting installations - minimum Color Rendering Index of 70 and Correlated Color Temperature of no greater	3000K shown	Yes	

Item	Required Code	Proposed	Meets Code	Comments
	than 3000 Kelvin			
Parking Lot Lighting *(Sec. 5.7.3.J)*	- Provide the minimum illumination necessary to ensure adequate vision and comfort. - Full cut-off fixtures shall be used to prevent glare and spillover.		**TBD**	**Deviation requested - Parking areas are not to be lit. This would cause a safety concern.**
Min. Illumination *(Sec. 5.7.3.L)*	Parking areas: 0.2 min	None		
	Loading & unloading areas: 0.4 min	None		
	Walkways: 0.2 min	None		
	Building entrances, frequent use: 1.0 min			
	Building entrances, infrequent use: 0.2 min			
Average Light Level *(Sec.5.7.3.L)*	Average light level of the surface being lit to the lowest light of the surface being lit shall not exceed 4:1		NA	
Max. Illumination adjacent to Non-Residential *(Sec. 5.7.3.L)*	When site abuts a non-residential district, maximum illumination at the property line shall not exceed 1 foot candle	0 fc shown	Yes	
Max. Illumination adjacent to Residential *(Sec. 5.7.3.M)*	- Fixture height not to exceed 25 feet - Cut off angle of 90 degrees or less - No direct light source shall be visible at the property line adjacent to residential at ground level - Maximum illumination at the prop line not to exceed 0.5 fc.	Complies	Yes	
Residential Developments *(Sec. 5.7.3.O)*	- Provide sufficient illumination (0.2 fc min) at each entrance from major thoroughfare - Residential projects may deviate from the min. illumination levels and uniformity requirements of 5.7.3.L so long as site lighting for parking lots, property lines and security lighting is provided		**TBD**	**Deviation requested by applicant. The parking areas and walkways throughout the site are unlit – this could create unsafe conditions, especially in winter months when it gets dark early.**

Item	Required Code	Proposed	Meets Code	Comments

NOTES:

1. This table is a working summary chart and not intended to substitute for any Ordinance or City of Novi requirements or standards.
2. The section of the applicable ordinance or standard is indicated in parenthesis. Please refer to those sections in Article 3, 4 and 5 of the zoning ordinance for further details
3. Please include a written response to any points requiring clarification or for any corresponding site plan modifications to the City of Novi Planning Department with future submittals.

ENGINEERING REVIEW

PLAN REVIEW CENTER REPORT

November 10, 2025

Engineering Review

Providence Meadows
JZ25-0024

APPLICANT

Robertson Brothers

REVIEW TYPE

Revised Initial PRO

PROPERTY CHARACTERISTICS

- Site Location: West of Providence Parkway, South of Grand River Avenue
- Site Size: 31.32 acres
- Plan Date: 10/17/2025
- Design Engineer: SKE Group

PROJECT SUMMARY

- Proposed rezoning from I-1 to RM-2 under a PRO.
- Construction of approximately 161 residential townhomes spanning 28 buildings and associated parking. Site access would be provided via Providence Parkway (primary entrance) and Grand River Avenue (emergency access only).
- Water service would be provided by an 8-inch extension from the existing 8-inch water main stub at the proposed entrance off Providence Parkway and looped to the 12-inch water main on the north side of Grand River Avenue.
- Sanitary sewer service would be provided to phase 1 by an extension from the existing 10-inch sanitary sewer along the east side of Providence Parkway. Sanitary sewer service would be provided to phase 2 by an extension from the existing 15-inch sanitary sewer along the south side of Grand River Avenue.
- Storm water would be collected by a single storm sewer collection system and discharged to an on-site detention basin.

RECOMMENDATION

No objections regarding the applicant moving forward with the rezoning process.

Items that must be addressed at time of Formal PRO submittal:

1. Provide approximate REU's based on the **existing zoning versus the proposed zoning.** Update the sanitary sewer basis of design to reflect the proposed number of units. The unit factor for a 3-bedroom multifamily townhome should be1.0.
2. A detention basin calculation note on sheet C17 states that the site is all clay soil and no infiltration is feasible. However, the soil survey on the cover sheet shows that there is sandy loam throughout most of the site. If the soil survey is correct, consider on-site infiltration per Oakland County's standards. If soil borings indicate a different prominent soil type, provide borings for review.
3. Approval from RCOC for discharge of the detention basin to the RCOC right-of-way is required **prior to Formal PRO approval**. A ROW permit is not required until the site plan review process, but the applicant must have RCOC review and approve of the detention basin discharge point.
4. Approvals from DTE for encroaching on their 200-foot-wide easement and ITC for construction under their overhead wires are required **prior to Formal PRO approval**.

Items that must be addressed at time of site plan submittal:

COMMENTS

1. The City of Novi Survey Benchmarks Arch Map has recently been updated and benchmark 1714 no longer exists. Update this benchmark.
2. The site survey labels Providence Parkway as a public road, when it should be labeled as private.
3. Some of the traffic sign symbols on the plan do not match what is shown in the traffic control sign table. Revise as necessary.
4. Relocate any light poles within existing or proposed utility easements. Any permanent structures within public utility easements will require a license agreement.
5. Traffic signs in the Road Commission for Oakland County (RCOC) right-of-way will be installed by RCOC.
6. Provide a traffic control plan for the proposed road work activity.
7. Provide a construction materials table on the utility plan listing the quantity and material type for each utility (water, sanitary and storm) being proposed.
8. Provide a utility crossing table indicating that at least 18-inch vertical clearance will be provided, or that additional bedding measures will be utilized at points of conflict where adequate clearance cannot be maintained.
9. Provide a note stating if dewatering is anticipated or encountered during construction, then a dewatering plan must be submitted to the Engineering Division for review.
10. Generally, all proposed trees shall remain outside utility easements. Where proposed trees are required within a utility easement, the trees shall maintain a minimum 5-foot horizontal separation from water main and storm sewer and 10-foot horizontal separation from sanitary sewer.

11. The dedication of the master-planned right-of-way is requested for the frontage along Grand River Avenue. Label the additional right-of-way width (to meet 60-foot half-width right-of-way) to be dedicated as "proposed" right-of-way.
12. A Right-of-Way Permit will be required from the City of Novi and Oakland County.
13. **Only at the time of the printed Stamping Set submittal,** provide the City's standard detail sheets for water main (5 sheets), sanitary sewer (3 sheets), storm sewer (2 sheets), and paving (2 sheets). The most updated details can be found on the City's website under Engineering Standards and Construction Details.

WATER MAIN

14. Provide a profile for all proposed public water main 8-inch or larger.
15. Provide water main basis of design. Indicate material of main where connection is proposed.
16. Water Systems must have the ability to serve at least three thousand (3,000) gallons per minute in multi-family residential developments.
17. A tapping sleeve, valve and well is required at the connection to the existing water main.
18. In the general notes and on the profile, add the following note: "Per the Ten States Standards Article 8.8.3, one full 20-foot pipe length of water main shall be used whenever storm sewer or sanitary sewer is crossed, and the pipe shall be centered on the crossing, in order to ensure 10-foot separation between water main and sewers." Additionally, show the 20-foot pipe lengths on the profile.
19. A sealed set of utility plans along with the Michigan Department of Environment, Great Lakes & Energy (EGLE) permit application for water main construction, the Streamlined Water Main Permit Checklist, Contaminated Site Evaluation Checklist, Basis of Design, and an electronic version of the utility plan should be submitted to the Engineering Division for review, assuming no further design changes are anticipated. Utility plan sets shall include only the cover sheet, any applicable utility sheets, and the standard detail sheets.

IRRIGATION

20. If a common irrigation system is proposed, irrigation plans must be approved with site plan review process.

SANITARY SEWER

21. Specify what the 10-foot public utility easement is for on the easement plan (sheet C18).
22. Note on the construction materials table that 6-inch sanitary leads shall be a minimum SDR 23.5, and mains shall be SDR 26.
23. An electronic copy of the utility plans along with the Michigan Department of Environment, Great Lakes & Energy (EGLE) permit application, and the Streamlined Sanitary Sewer Permit Certification Checklist should be submitted to the Engineering Division for review, assuming no further design changes are anticipated. Utility plan sets shall include only the cover sheet, any applicable

utility sheets, and the standard detail sheets. It should be indicated with the application if an expedited EGLE review is requested. EGLE will charge a fee that can be paid directly to the State.

STORM SEWER

24. Provide a four-foot-deep sump and an oil/gas separator in the last storm structure prior to discharge to the storm water basin.
25. Provide profiles for all storm sewer 12-inch and larger. All storm pipes accepting surface drainage shall be 12-inch or larger.
26. Provide a storm sewer basis of design table.
27. Label the 10-year HGL on the storm sewer profiles and ensure the HGL remains at least 1-foot below the rim of each structure.
28. Illustrate all pipes intersecting storm structures on the storm profiles.
29. Provide a schedule listing the casting type, rim elevation, diameter, and invert sizes/elevations for each proposed, adjusted, or modified storm structure on the utility plan. Round castings shall be provided on all catch basins except curb inlet structures.
30. Show and label all roof conductors and show where they tie into the storm sewer.

STORM WATER MANAGEMENT PLAN

31. The Storm Water Management Plan (SWMP) for this development shall be designed in accordance with the Storm Water Ordinance and Chapter 5 of the **Engineering Design Manual** **(updated Jan 31, 2024).**
32. A detention basin calculation note on sheet C17 states that the site is all clay soil and no infiltration is feasible. However, the soil classifications map on the cover sheet shows that there is sandy loam throughout most of the site. If the soil survey is correct and infiltration test pits verify infiltration is possible, consider on-site infiltration per Oakland County's standards. If soil borings have already been completed, please provide this information.
33. Provide a soil boring in the vicinity of the storm water basin to determine soil conditions and to establish the high-water elevation of the groundwater table. Note the bottom of the detention facility must be a minimum of **three (3) feet** above the groundwater elevation. If soil borings have already been completed, please provide this information.
34. Provide calculations verifying the post-development runoff rate directed to the proposed receiving drainage course does not exceed the pre-development runoff rate for the site.
35. The SWMP must address the discharge of storm water off-site, and evidence of its adequacy must be provided. This should be done by comparing pre- and post-development discharge rates.
36. Rather than a sediment forebay, a permanent water surface and storage volume are preferred. Refer to section 5.6.1 A. of the Engineering Design Manual for depth and volume requirements for wet detention basins.

37. An adequate maintenance access route to the basin outlet structure and any other pretreatment structures shall be provided (15 feet wide, maximum running slope of 1V:5H, maximum cross slope of 3%, and able to withstand the passage of heavy equipment). Verify the access route does not conflict with proposed landscaping.
38. Provide a 5-foot-wide stone bridge/access route allowing direct access to the standpipe from the bank of the basin during high-water conditions (i.e. stone 6-inches above high water elevation). Provide a detail and/or note as necessary.
39. As part of the Storm Drainage Facility Maintenance Easement Agreement, provide an access easement for maintenance over the storm water detention system. Also, include an access easement to the detention area from the public road right-of-way.
40. A 4-foot-wide safety shelf is required one foot below the permanent water surface elevation within the basin.
41. A 25-foot vegetated buffer shall be provided around the perimeter of the storm water basin. This buffer cannot encroach onto adjacent lots or property.

PAVING & GRADING

42. Proposed bridge plans will need to be reviewed by city consultants at time of site plan submittal.
    a. Provide the manufacture's specifications and load calculations for the proposed bridge on Harborfield Drive prior to Final Site Plan approval.
43. A sidewalk is required on both sides of the private road. A Design and Construction Variance will be required if a sidewalk is only provided on one side.
44. The pathway along Grand River Avenue shall be 10 feet wide per the Active Mobility Plan.
45. Consider connecting the sidewalk along the front of the townhomes on Laurelwood Lane to the sidewalk along the northside of Gracewood Trail.
46. Consider finding ways to connect sidewalks where sidewalk ramps currently lead nowhere.
47. Provide a construction materials table on the Paving Plan listing the quantity and material type for each pavement cross-section being proposed.
48. Detectable warning plates are required at all barrier free ramps, hazardous vehicular crossings and other areas where the sidewalk is flush with the adjacent drive or parking pavement. The barrier-free ramps shall comply with current MDOT specifications for ADA Sidewalk Ramps. Provide the latest version of the MDOT standard detail for detectable surfaces.
49. Verify the slopes along the ingress/egress routing to the building from the barrier-free stalls. All barrier-free stalls shall comply with Michigan Barrier-Free regulations.
50. Provide at least 3-foot buffer distance between the sidewalk and any fixed objects, including hydrants, irrigation backflow devices, and light poles. Include a note on the plan where the 3-foot separation cannot be provided.
51. Per MDOT Special Provision for Crushed Concrete; the use of crushed concrete is prohibited on the project within 100 feet of any water course (stream, river,

county drain, etc.) and lake, regardless of the application of location of the water course or lake relative to the project limits. Add note to use 21AA crushed limestone base for any pavement within 100 feet of a water course.

52. Provide additional spot grades as necessary to demonstrate that a minimum 5-percent slope away from the building is provided for a minimum distance of ten feet around the perimeter of the building. The garage floor elevation for a few buildings appears to be lower than the pavement outside the building.
53. Move the street name labels on the grading sheets to make the spot grades more readable.
54. Provide an emergency access gate at the secondary access driveway's intersection with Grand River Avenue. The City's break-away gate detail (Figure VIII-K) can be found in Section 11-194 of the Code of Ordinances.
55. The minimum easement width for secondary access driveways shall be 25 feet.
56. Provide a note on the plan stating that the emergency access gate is to be installed and closed prior to the issuance of the first building permit in the subdivision.
57. Show proposed grades for all adjusted sanitary, water, and storm structures.
58. Site grading shall be limited to 1V:4H (25-percent), excluding landscaping berms.
59. The end islands shall conform to the City standard island design, or variations of the standard design, while still conforming to the standards as outlined in Section 5-18 Figure 5.3.12 of the Zoning ordinance (See Figure 5.3.12, i.e. 2' minor radius, 15' major radius, minimum 10' wide, 3' shorter than adjacent 19' stall).
60. Curbing and walks adjacent to the end of 17-foot stalls shall be reduced to 4-inches high (rather than the standard 6-inch height to be provided adjacent to 19-foot stalls). Additionally, 2-foot overhang should be provided adjacent to 17-foot parking stalls (show 2-foot overhang on paving sheets).
61. Provide the standard MDOT detail 'M' approach at the intersection of Harborfield Drive and Providence Parkway.
62. Provide top of wall and bottom of wall elevations for the proposed retaining walls.
    a. Retaining walls that are 48-inches or larger shall need a permit from Building Department.
    b. A retaining wall that has a grade change of 30" or more within a 3' horizontal distance from a walkway will require a guardrail.
63. Soil borings along Harborfield Drive will be required at 500-foot intervals per Section 11-195(d) of the Design and Construction Standards.
64. Per Section 26.5-35(h), a statement is required on any plan containing a private street with the following language: "City of Novi has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this [plan/plat]".

SOIL EROSION & SEDIMENT CONTROL

65. A SESC permit will be required at the time of site plan submittal.

OFF-SITE EASEMENTS

66. Any off-site utility easements anticipated must be executed **prior to Stamping Set Approval**. If you have not already done so, drafts of the easements and a recent title search shall be submitted to the Community Development Department as soon as possible for review and shall be approved by the Engineering Division and the City Attorney prior to executing the easements.
    a. Off-Site Title Policy
    b. Off-Site Sidewalk Easement (on property to the west)
    c. Off-Site Temporary Grading Easement (on property to the west)
67. Approval from the neighboring property owner for the work associated with the off-site sidewalk easement shall be forwarded to the Engineering Division **prior to Stamping Set approval**.

REQUIRED LEGAL DOCUMENTS

The following must be submitted with the Stamping Set during the site plan review process.

68. A draft copy of the Storm Drainage Facility Maintenance Easement Agreement (SDFMEA), as outlined in the Storm Water Management Ordinance, must be submitted to the Community Development Department. Once the agreement is approved by the City's Legal Counsel, this agreement will then be sent to City Council for approval/acceptance. The SDFMEA will then be recorded at the office of the Oakland County Register of Deeds. This document is available on our website.
69. A draft copy of the Emergency Access Easement for the proposed emergency access drive must be submitted to the Community Development Department.
70. A draft copy of the 20-foot-wide Watermain System Easement onsite must be submitted to the Community Development Department.
71. A draft copy of the 20-foot-wide Sanitary Sewer Easement onsite must be submitted to the Community Development Department.
72. A draft of the License Agreement will be required for any permanent structures within water or sanitary sewer easements.
73. A draft copy of the Warranty Deed for the additional proposed right-of-way along Grand River Avenue must be submitted for review and acceptance by the City.
74. Executed copies of approved off-site utility easements must be submitted.

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

Please contact Kate Purpura at (248) 735-5643 or email at kpurpura@cityofnovi.org with any questions.

Kate Purpura

Kate Purpura,
Project Engineer

cc: Lindsay Bell, Community Development
Humna Anjum, Engineering
Milad Alesmail, Engineering
Ben Croy, City Engineer

LANDSCAPE REVIEW

PLAN REVIEW CENTER REPORT

October 24, 2025

Providence Meadows

Revised Initial PRO Concept Plan - Landscape

Review Type | **Job #**
Initial PRO Concept Plan Landscape Review | JZ25-24

Property Characteristics

- Site Location: SE Corner of Grand River Ave and Beck Road
- Site Acreage: 31.32 ac.
- Site Zoning: I-1 – Proposed to be RM-2 with PRO
- Adjacent Zoning: North: I-1/Grand River, East: OSC, South: I-2 with PRO, West: I-1 (undeveloped wetland/woodland)
- Plan Date: 10/17/2025

Recommendation:

This project is **not recommended for approval** for the initial PRO plan.

LANDSCAPE DEVIATIONS REQUIRED FOR THE PROPOSED LAYOUT AND LANDSCAPING:

- Lack of greenbelt berms along Grand River and Providence Parkway – *supported by staff*
- Lack of street trees for Grand River and Providence Parkway – ***would be supported by staff for Grand River and possibly Providence Parkway if room for the required trees is not available.***
- Lack of greenbelt berm and landscaping in ITC easement along Grand River – *supported by staff*
- Significant deficiencies in multi-family landscaping – unit trees, interior drive trees and foundation landscaping – ***not supported by staff***
- Lack of street trees within the 220-foot frontage of Harborfield Drive within the ITC easement – *supported by staff*

Please revise the layout/design so the foundation landscaping is at the side of the building facing the drive. See the landscape chart for a more detailed comment regarding the layout.

Ordinance Considerations

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

1. Tree survey and chart are provided.
2. Woodland replacement calculations are provided but are incorrect. The woodland map does not show regulated woodlands on the site but that appears to be an error. An inspection by our environmental consultant determined the boundaries of the regulated woodland on the site and was referred to in their review but their suggestions were not followed. **Please revise the calculations based on their woodland boundary determination.**
3. Landscape credits for preserved trees outside of woodlands and wetlands may only be applied to required woodland replacements, not other landscape requirements.
4. Wetland impacts and proposed on-site mitigation are shown.
5. **See the Merjent letter for detailed reviews of the natural features on the property.**

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

1. The property is adjacent to industrial property north of the site.
2. An 8-10 foot berm is provided, along with a double line of evergreen trees at the top of the berm and deciduous canopy trees at its base.
3. **Please add variation to the height of the berm, with the minimum height 10 feet.**

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

1. The required greenbelt width is provided for both frontages.
2. The required greenbelt plantings for the Grand River frontage outside of the ITC easement are provided.
3. The required berm is not provided along either frontage. **This requires a landscape deviation.** *As the developed portion of the site is far from the greenbelts the deviation would be supported by staff***.**
4. No berm or greenbelt landscaping is proposed along the Grand River frontage within the ITC easement**. This requires a landscape deviation.** *This would be supported by staff as the berm would serve no useful purpose and ITC does not allow the taller greenbelt plantings in the greenbelt.*
5. No street trees are proposed along Grand River due to utility conflicts in the right-of-way. **This requires a landscape deviation**. *It is supported by staff.*
6. The required greenbelt subcanopy trees are provided in the Providence Parkway access easement and it appears that existing trees to remain will meet the requirement for canopy trees. **This <u>may</u> require a landscape deviation**. *It would not be supported by staff.* **Please clearly identify the existing trees to remain and count toward the required tree count on the plan view and in the calculations and add trees to remove any remaining deficiencies.**
7. No street trees are provided in the Providence Parkway access easement. **A landscape deviation would be required**. *If it can be shown that there is insufficient room for the trees due to spatial constraints, utility conflicts or existing trees, it could be supported by staff.* **Please add trees where possible and/or explain the need for the deviation if the required trees can't be provided.**

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

1. All utilities and light posts are included on the landscape plan.
2. There are some areas within the site where the utility layout prevents the planting of some of the required interior drive trees. This is not acceptable. **Please revise the utility layout so all of the trees can be planted.**
3. Please add a note detailing the required spacing for trees from utility structures and utility lines to the plans – at least on L-1.

Parking Lot Landscaping

1. There are no parking lots on the site, only parking bays along one side of the street so the parking lot requirements can be met with interior drive trees.
2. **Please use Interior drive trees along the edges of the parking bays to help meet the interior drive requirements.**

Multi-family Residential Development Landscaping (*Zoning Sec. 5.5.3.F.iii*)

Multi-family Unit Trees (subsection (1))

1. There are 161 units so 483 trees are required.
2. A deduction of 65 trees appears to have been taken for landscape credits earned for preserved non-regulated trees – this is not allowed as woodland replacement credits can only be used against the woodland replacement requirement.
3. 62 trees are shown as being provided in the wetland mitigation areas. Please note that the multifamily unit trees can only be used to exceed the wetland mitigation landscaping requirements.

4. 356 trees are shown on the plan, including trees along the access drive and interior drives. **A landscape deviation is required for the deficiency.** *It would not be supported by staff.*
5. 66 shrubs are also shown on the plan but it is unclear if they are being used for credit. They may not be. Special consideration was given for the Sakura East project, but it is not a normal allowance.

Interior Drive Trees (subsection (2))

1. Only 45 of 85 trees required within the two sections are provided. **This requires a landscape deviation.** *It would not be supported by staff*.
2. No interior drive trees are shown along the east side of Harborfield Drive, outside of the ITC easement. Trees need to be provided along that section of road, but subcanopy trees should be used at a rate of 1.5 trees per canopy tree required since there are overhead wires there. **A landscape deviation would be required for the proposed deficiency.** *It would not be supported by staff.*
3. 2 interior drive canopy trees are also required along the north 70 lf of the west side of Harborfield Drive. Only multifamily unit trees are provided there. **Please change 2 of those multifamily unit trees to interior drive trees.**
4. **A landscape deviation is required to not provide street trees within the ITC easement (220lf of frontage).** *This deviation would be supported by staff as ITC wouldn't allow them*.
5. Please consider adding some sort of landscaping such as shrubs allowable by ITC along that frontage as an aesthetic improvement. An equivalent such as 6 shrubs per required multifamily unit tree would be allowed by staff to add this landscaping.
6. **There should be at least one street tree in front of buildings with 1-4 units and 2 in front of buildings longer than that to help provide shading of the site and create a more appealing streetscape.**

Building Foundation Landscaping (subsection (3))

1. 35% of the building frontage facing the interior drive must be landscaped.
2. None of the buildings have any landscaping proposed on the drive side of the buildings - it is all on the side of the buildings where no one but pedestrians walking around the buildings will see. This will not be attractive, especially when the buildings are 5 units or longer. **This configuration requires a landscape deviation**. *It will not be supported by staff.*
3. While it may not remove the need for a deviation, adding landscaping of some sort, preferably with some height, between units' garages, such as that shown on the image on the landscape chart, would improve the appearance of the site. **Please consider doing this**.

Plant List (LDM 4)

1. No plant list is provided or is required at this point in the process.
2. When plant identifications are assigned, please use species native to Michigan for at least 50% of the non-woodland replacement species used, and meet the required tree diversity requirements of the Landscape Design Manual (section 4).
3. When woodland replacement species are selected, they should be weighted heavily toward species that are removed.

Planting Notations and Details (LDM)

Provided

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

The required landscaping is provided.

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

1. The proposed landscaping must be provided with sufficient water to become established and survive over the long term.
2. Please provide an irrigation plan or note how this will be accomplished if an irrigation plan is not provided on Final Site Plans.

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

Thank you for your consideration.



_____

Rick Meader – Landscape Architect

LANDSCAPE REVIEW SUMMARY CHART – Revised Initial PRO Site Plan

Review Date: October 24, 2025
Project Name: PREAPP25-05: Providence Meadows
Plan Date: October 17, 2025
Prepared by: Rick Meader, Landscape Architect E-mail: rmeader@cityofnovi.org; Phone: (248) 735-5621

Items in **Bold** need to be addressed by the applicant on the Preliminary Site Plan. Underlined items need to be addressed on the Final Site Plan.

LANDSCAPE DEVIATIONS REQUIRED FOR THE PROPOSED LAYOUT AND LANDSCAPING:

- Lack of greenbelt berms along Grand River and Providence Parkway – *supported by staff*
- Lack of street trees for Grand River and Providence Parkway – *would be supported by staff for Grand River and possibly Providence Parkway if room for the required trees is not available.*
- Lack of greenbelt berm and landscaping in ITC easement along Grand River – *supported by staff*
- Significant deficiencies in multi-family landscaping – *unit trees, interior drive trees and foundation landscaping – not supported by staff*
- Lack of street trees within the 220lf of Harborfield Drive frontage within the ITC easement – *supported by staff*

General Note: The layout is not desirable aesthetically. Most of the interior drives have no landscaping due to the structure of the buildings and lack of landscaping along the sides of the buildings which are most visible to residents and visitors. The requirement is for 35% of the buildings to have foundation landscaping on the sides of the buildings facing the drives. None of the buildings have any landscaping facing the drives. This creates a stark tunnel effect, especially where buildings are on both sides of the drive, similar to what was built in the residential sections of Sakura Novi. **Please work to correct this.**

Item	Required	Proposed	Meets Code	Comments
Landscape Plan Requirements – Basic Information (LDM (2))				
Landscape Plan *(Zoning Sec 5.5.2, LDM 2.e)*	• New commercial or residential developments • Addition to existing building greater than 25% increase in overall footage or 400 SF whichever is less. • 1"-20' minimum with proper North. Variations from this scale can be approved by LA	• Overall plan: 1"=80' • North/South plans: 1"=40' • Amenity plans: 1"=10' • Building foundation landscaping plan: 1"=10'	• Yes • Yes • Yes • Yes	
Owner/Developer Contact Information *(LDM 2.a.)*	Name, address and telephone number of the owner and developer or association	On title block	Yes	
Project Information *(LDM 2.d.)*	Name and Address	• On title block • Location map on L-1	Yes	

Item	Required	Proposed	Meets Code	Comments
Survey information *(LDM 2.c.)*	Legal description or boundary line survey	Alta and Topographic Survey Sheets C2-C6	Yes	
Landscape Architect contact information *(LDM 2.b.)*	Name, Address and telephone number of RLA/PLA/LLA who created the plan	William T. Krear – Land Design Studio	Yes	
Sealed by LA. *(LDM 2.g.)*	Requires original signature	Copy of seal and signature on the title block	Yes	
Miss Dig Note (800) 482-7171 *(LDM.3.a.(8))*	Show on all plan sheets	On landscape plans' title block	Yes	
EXISTING CONDITIONS				
Existing plant material Existing woodlands or wetlands *(LDM 2.e.(2), Sec 12, 37))*	• Show location type and size. • Label to be saved or removed. • Plan shall state if none exists.	• Tree Survey on Topographic Sheets C4-C6 • Tree charts are on Sheets L10-L14 • Woodland replacement calculations on Sheet L-1 • Regulated wetlands are shown on C2 • Wetland impacts are shown on C19	• Yes • Yes • Yes • Yes • Yes • Yes	**1. Although the City Woodland Map doesn't show any regulated woodlands on the site, the aerial view indicates that there are woodlands so there are likely many more regulated trees that require replacements and fewer trees that can be saved for credit than the calculations indicate.** **2. See Merjent letter for complete review of woodlands and wetlands.** 3. When woodland replacements are proposed, the species should be heavily weighted toward species that are removed. 4. Please add a note to the tree protection fence legend stating that the fence is to be installed at the critical root zone, not the edge of the tree symbol and draw the fencing on the plan showing that.

Item	Required	Proposed	Meets Code	Comments
Soil type *(LDM.2.r.)*	As determined by Soils survey of Oakland County	Soils are shown on Cover Sheet	Yes	
Zoning *(LDM 2.f.)*	Show site zoning and zoning of all adjacent parcels on the plans	**Proposed RM-2 with PRO** Zoning Map on Cover Sheet • Site: I-1 • North: I-2 • East: OSC • South: I-2 with PRO • West: I-1	Yes	
PROPOSED IMPROVEMENTS				
Existing and proposed improvements *(LDM 2.e.(4))*	Existing and proposed buildings, easements, parking spaces, vehicular use areas, and R.O.W	Site dimensions are shown on Sheets C8-C10	Yes	All site elements are included on the landscape plans.
Existing and proposed utilities *(LDM 2.e.(4))*	• Overhead and underground utilities, including hydrants • Show all light posts on the landscape plan	• Utilities shown on Sheets C11-C13 • Utilities are shown on the landscape plans. • Overhead lines are indicated within ITC easement.	Yes	**1. If there will be any overhead lines within the development area, please show them clearly.** **2. If there will not be, please add a note on L-1 stating so.**
Proposed topography - 2' contour minimum *(LDM 2.e.(1))*	Provide proposed contours at 2' interval	• Proposed grades shown on Sheets C14-C16 • The same proposed contours are shown on the landscape plans	Yes	
Clear Zones *(LDM 2.e.(5))*	25 ft. corner clearance required. Refer to Zoning Sec 5.5.9	• A clear vision zone at Providence Parkway is shown on Sheet L-2 • A clear vision zone is also shown for Gracefield Lane at Harborfield Drive • No clear vision zones are shown for Havencrest Circle at Harborfield Drive.	No	1. **Please show the Providence Parkway right-of-way line.** 2. **Please reorient the clear vision zones to the right-of-way line per the Section 5.9 requirement that it be oriented at the right-of-way line, not back of curb.** 3. **All plantings taller than 30" should be outside of the clear vision zones**

Item	Required	Proposed	Meets Code	Comments
LANDSCAPING REQUIREMENTS				
Berms and ROW Planting				
• All berms shall have a maximum slope of 33%. Gradual slopes are encouraged. Show 1ft. contours • Berm should be located on lot line except in conflict with utilities. • Berms should be constructed with 6" of topsoil.				
Residential Adjacent to Non-residential (Sec 5.5.3.A) & (LDM 1.a)				
Berm requirements *(Zoning Sec 5.5.A)*	Multi-family Residential adjacent to Industrial property residential requires: • 10-15-foot-high landscaped berm with 6-foot-wide crest. • Opacity 80% winter, 90% summer.	An 8-10 foot berm is proposed between the development and the industrial properties to the north	No	**Please add variation to the height of the berm and keep the minimum height at 10 feet.**
Planting requirements *(LDM 1.a.)*	LDM Novi Street Tree List	A double row of large evergreen trees is proposed on top of the berm and deciduous trees are provided on the development side of the berm, toward the bottom.	Yes	
Adjacent to Public Rights-of-Way (Sec 5.5.B) and (LDM 1.b)				
ROW Landscape Screening Requirements Chart *(Sec 5.5.3.B ii)* ***(RM-2 with PRO)***				
Greenbelt width (2)(3) (5)	• Adj to parking: 20 ft • Not adj to parking: 34 ft	• Grand River: 540' • Providence Pkwy: 224'	• Yes • Yes	
Min. berm crest width	2 ft	• Grand River: 0' • Providence Pkwy: 0'	No	1. **A landscape waiver is required for the lack of berms.** 2. *As the buildings are well away from Providence Parkway and Grand River, the waiver would be supported by staff.* 3. **Another landscape deviation is requested for the lack of the required greenbelt berm or plantings within the ITC easement along Grand River.** *This deviation is supported by staff.*

Item	Required	Proposed	Meets Code	Comments
Min. berm height	3 ft	• Grand River: 0' • Providence Pkwy: 0'	No	**See above**
3' wall	(4)(7)	No wall is proposed		
Canopy deciduous or large evergreen trees (8, 9, 10)	1 tree per 35 lf **Grand River Ave:** (195-20)/35 = 5 trees **Providence Parkway:** (180-28)/35 = 4 trees	**Grand River Ave**: 5 trees **Providence Parkway:** 4 existing trees	Yes	**1.** Landscape credits may not be used toward greenbelt landscaping, but healthy existing trees within the greenbelt may count toward the requirement. It appears there are sufficient canopy trees at the Providence Parkway entrance to meet the requirement. **2. Please keep the tree numbers of the trees to count toward the requirement on Sheet L-2.**
Sub-canopy deciduous trees Notes (2)(10)	1 tree per 25 lf **Grand River Ave:** (195-20)/25 = 7 trees **Providence Parkway:** (180-28)/25 = 6 trees	**Grand River Ave**: 7 trees **Providence Parkway:** 6 trees	Yes	
Canopy deciduous trees in area between sidewalk and curb	1 tree per 35 lf **Grand River Ave:** (195-20)/35 = 5 trees **Providence Parkway:** (180-28)/35 = 4 trees	**Grand River Ave**: 0 trees **Providence Parkway:** 0 trees Existing trees may be used toward the requirement.	TBD	**1.** It appears there are utility conflicts in the Grand River ROW that would prevent the planting of the street trees**.** If the RCOC does not allow some or all of the required Grand River street trees, they do not need to be planted, but a copy of their decision must be provided to staff. **2.** It also appears that there is no room for street trees at the Providence Parkway entry, due to visibility conflicts or existing trees remaining in

Item	Required	Proposed	Meets Code	Comments
				areas where street trees could be planted. **A landscape deviation may be required for any deficiency in street trees in that area.** *If there is room for any of the required trees, it would not be supported by staff.*
Multi-Family Residential (Sec 5.5.3.F.iii)				
Multi-family Unit Trees *(Zoning Sec 5.5.3.E.ii.)*	• 3 deciduous canopy trees or large evergreen trees per dwelling unit on the first floor. • 161 units * 3 = 483 trees • Up to 25% of requirement can be subcanopy trees Multifamily unit trees can be used to meet parking lot requirements, but not interior drive requirements	• 356 trees on site • 62 trees in wetland mitigation areas per plan (not shown) • 66 shrubs presumably shown for credit • 195 tree credit from saved trees	No	**1.** Per the landscape design manual section 11.b(1)(f), the credits for preserved trees may only be used to offset woodland replacement credits, not multifamily unit trees. **2.** Multifamily unit trees may only be used in the wetland mitigation areas if they exceed the requirements for wetland mitigation. **3.** Multifamily unit trees may not be used to meet the detention pond tree requirement but woodland replacement trees may **4. A deficiency in the number of trees provided would require a landscape deviation.** *It would not be supported by staff.* **5.** Shrubs were only allowed for credit previous developments where room was not available for all of the trees required.

Item	Required	Proposed	Meets Code	Comments
				As there is room on the site, the shrubs shown cannot be used for unit tree credit. **6. Please add at least 65 more multifamily unit trees on the site.** **7.** Please show the 62 trees on the wetland plans.
Interior Street Landscaping	1 deciduous canopy tree along interior roads for every 35 lf (both sides), excluding driveways, interior roads adjacent to public rights-of-way and parking entry drives. • North section: 1620lf/35 = 46 trees • South section: 1380lf/35 = 39 trees • Harborfield Drive o East side, not in ITC easement: 780lf/35 = 22 trees o West side, not in ITC easement: 430lf/35 = 12 trees A landscape deviation would be supported to not plant the required street trees for the 220lf of Harborfield Drive within the ITC easement.	• North section: 15 trees • South section: 30 trees • Harborfield Drive: o East side: 0 trees o West side: 7 trees o ITC easement: 0 trees	• No • No • No	**1. Multifamily unit trees can't be used to meet the interior drive tree requirement.** **2. Trees must be within 15 feet of the curb to count as a street tree.** **3. All interior street trees must be deciduous canopy trees.** **4. A landscape deviation is required for the lack of street trees within the ITC easement.** *It would be supported by staff. While not required, adding some sort of landscaping acceptable to ITC along that frontage would be appreciated.* **5. There should be no less than 1 street tree in front of each building (preferably 2 in front of buildings with 5 units or more) – currently there are none.** **6. Subcanopy trees at a rate of 1.5 per required canopy tree should be planted along the east side of Harborside Drive outside of the ITC**

Item	Required	Proposed	Meets Code	Comments
				easement since there is an overhead wire there. **7. A landscape deviation would be required for the other shortages.** *It would not be supported by staff.*
Foundation Landscaping	35% of building façades facing the road must be landscaped (Note, for this calculation there is no deduction for doors or other entry points)	• No building has any foundation landscaping on the drive side of the buildings, as is required by the ordinance. • The foundation landscaping provided would only be seen by people walking on the paths in front of the buildings, which is not the intent of the ordinance.	No	**1. Please add the required foundation landscaping** **2. A landscape deviation is required for the proposed scheme**. *It would not be supported by staff.* **3. While the deviation would likely still be required, the elevations indicate that there is 4 feet between unit garage doors where some landscaping could be proposed, such as the image below. At a bare minimum, such landscaping needs to be provided.**
Parking Area Landscape Requirements (Zoning Sec 5.5.3.C & LDM 5)				
General requirements *(LDM 1.c)*	• Clear sight distance within parking islands • No evergreen trees	There are no parking lots on the plan, only one-sided bays along the drives with endcap islands – no blocking vegetation is indicated	TBD	Please do not plant anything taller than 24" in parking lot islands, except canopy trees.
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	No	TBD	Please indicate groundcovers for entire site with labels or hatching.
General *(Zoning Sec 5.5.3.C)*				
Parking lot Islands *(a, b. i)*	• A minimum of 200 SF to qualify • 200sf landscape space per tree	• There are no parking lots, only single-sided bays • No dimensions or	TBD	**Please widen any islands not 10 feet wide as measured at the backs of curb to 10 feet**

Item	Required	Proposed	Meets Code	Comments
	planted on the island. • 6" curbs • Islands minimum width 10' BOC to BOC	area labels are provided to show whether the islands are sufficiently sized but it appears that the islands with trees are.		**so trees can be planted in them.**
Curbs and Parking stall reduction *(c)*	Parking stall can be reduced to 17' with 4" curb adjacent to a sidewalk of minimum 7 ft.	It appears all spaces are 17' long	Yes	
Contiguous space limit *(i)*	Maximum of 15 contiguous spaces	No bay is more than 12 spaces	Yes	
Category 1: For OS-1, OS-2, OSC, OST, B-1, B-2, B-3, NCC, EXPO, FS, TC, TC-1, RC, Special Land Use or non-residential use in any R district *(Zoning Sec 5.5.3.C.iii)*				
A = Total square footage of vehicular use areas x 7.5%	A = x SF x 7.5% = A sf	• Only single-sided parking areas are proposed • Interior drive trees may be used along the edges of the bays instead of parking lot perimeter trees	Yes	
B = Total square footage of additional paved vehicular use areas over 50,000 SF x 1 %	B = x SF x 1% = B sf	NA		**See above**
All Categories				
C = A+B Total square footage of landscaped islands	A + B = C SF	NA		**See above**
D = C/200 Number of canopy trees required	C/200 = D Trees	NA		**See above**
Parking Lot Perimeter Trees	• 1 Canopy tree per 35 lf • Sub-canopy trees can be used under overhead utility lines. • Perimeter within 20 feet of a building does not need to be included in the basis	• Only single-sided parking areas are proposed • Interior drive trees may be used along the edges of the bays instead of parking lot perimeter trees	Yes	
Parking land banked	NA	None		
Miscellaneous Landscaping Requirements				
Plantings around Fire	• No plantings with	• There don't	• Yes	**Please adjust the utility**

Item	Required	Proposed	Meets Code	Comments
Hydrant *(d)*	matured height greater than 12' within 10 ft. of fire hydrants, manholes, catch basins other utility structures or sanitary lines. • Trees should not be planted within 5 feet of other underground lines.	appear to be any trees planted too close to utility structures, including fire hydrants. • There are stretches of interior drives where utility lines prevent the planting of the required trees.	• No	**layout and/or lights to remove conflicts and provide room for the required trees.**
Landscaped area *(g)*	Areas not dedicated to parking use or driveways exceeding 100 sq. ft. shall be landscaped	None indicated	TBD	Please landscape per requirement
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	None indicated except at detention ponds	TBD	Please indicate groundcovers no later than the final site plans.
Snow deposit *(LDM.2.q.)*	Show leave snow deposit areas on plan in locations where landscaping won't be damaged	Many are indicated		
Transformers/Utility boxes *(LDM 1.e from 1 through 5)*	• A minimum of 2 ft. separation between box and the plants • Ground cover below 4" is allowed up to pad. • No plant materials within 8 ft. from the doors	• No utility boxes or utility box landscaping is shown • The utility box screening detail is included on L-15.	TBD	**1.** Please show transformers and other utility boxes when their locations are determined. **2.** If box locations are not determined by final site plans, add a note to plan stating that all utility boxes are to be landscaped per the detail. **3.** Please add an allowance of 10 shrubs per box on the plant list and label as such
Detention/Retention Basin Planting requirements *(Sec. 5.5.3.E.iv)*	• Clusters of large native shrubs shall cover 70-75% of the basin rim area at 10 ft away from the permanent water line. • Canopy trees must be located at 1 per 35lf of	• 28 canopy trees • Shrubs with adequate coverage • 2 native seed mixes	Yes	

Item	Required	Proposed	Meets Code	Comments
	the pond rim 10 feet away from the permanent water level • 10” to 14” tall grass along sides of basin • Refer to wetland for basin mix • Include seed mix details on landscape plan			
Landscape Notes and Details– Utilize City of Novi Standard Notes				
Plant List (LDM 4) – Include all cost estimates				
Quantities and sizes		No plant list is given	TBD	**Provide a plant list on the landscape plans no later than Final Site Plans, but preferably sooner.**
Root type		No plant list is given	TBD	**See above**
Botanical and common names	• At least 50% of plant species used, not including seed mixes or woodland replacement trees, must be species native to Michigan. • As more than 200 trees will be planted, no more than 10% shall be of one species and no more than 15% shall be of one genus • The tree diversity requirement does not apply to woodland replacement trees	No plant list is provided	TBD	**See above**
Type and amount of lawn		No	No	Need for final site plan
Cost estimate (LDM 2.t)	For all new plantings, mulch and sod as listed on the plan	No	No	Need for final site plan
Planting Details/Info (LDM 2.i) – Utilize City of Novi Standard Details				
Canopy Deciduous Tree	Refer to LDM for detail drawings	Yes	Yes	
Evergreen Tree		Yes	Yes	
Shrub		Yes	Yes	
Multi-stem tree		Yes	Yes	
Perennial/ Ground Cover		Yes	Yes	

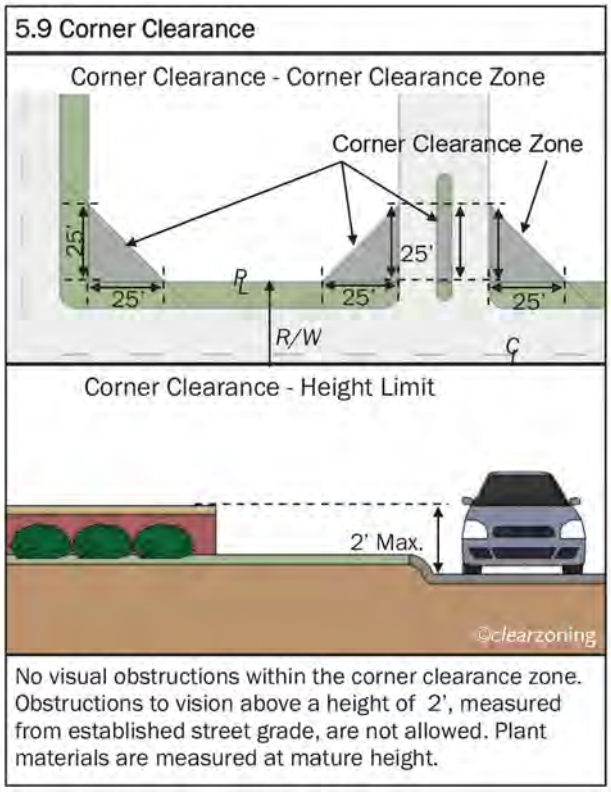
Item	Required	Proposed	Meets Code	Comments
Tree stakes and guys	Wood stakes, fabric guys.	Yes	Yes	
Cross-Section of Berms (LDM 2.j)				
Slope, height and width	• Label contour lines • Maximum 33% slope • Constructed of loam • 6" top layer of topsoil	• A large berm is proposed on the north edge of the property. • No cross section is provided.	TBD	Provide a detail on the landscape plans no later than the final site plans.
Type of Ground Cover		No	NA	Indicate on cross section
Setbacks from Utilities	Overhead utility lines and 15 ft. setback from edge of utility or 20 ft. setback from closest pole, 10 feet from structures, hydrants	No	NA	
Walls (LDM 2.k & Zoning Sec 5.5.3.vi)				
Material, height and type of construction footing	Freestanding walls should have brick or stone exterior with masonry or concrete interior	• No retaining walls are proposed • Entry walls are proposed at the Providence Parkway entrance.	TBD	Provide dimensioned wall details for the signs in the final site plans.
Walls greater than 3 ½ ft. should be designed and sealed by an Engineer		No	No	If the walls are taller than 3 ½ feet, please have an engineer design, sign and seal.
Notes (LDM 2.i) – Utilize City of Novi Standard Details				
Installation date *(LDM 2.l. & Zoning Sec 5.5.5.B)*	• Provide intended date • Between Mar 15 – Nov 15	Yes	Yes	
Maintenance & Statement of intent *(LDM 2.m & Zoning Sec 5.5.6)*	• Include statement of intent to install and guarantee all materials for 2 years. • Include a minimum one cultivation in June, July and August for the 2-year warranty period.	Yes	Yes	
Plant source *(LDM 2.n & LDM 3.a.(2))*	Shall be northern nursery grown, No.1 grade.	Yes	Yes	

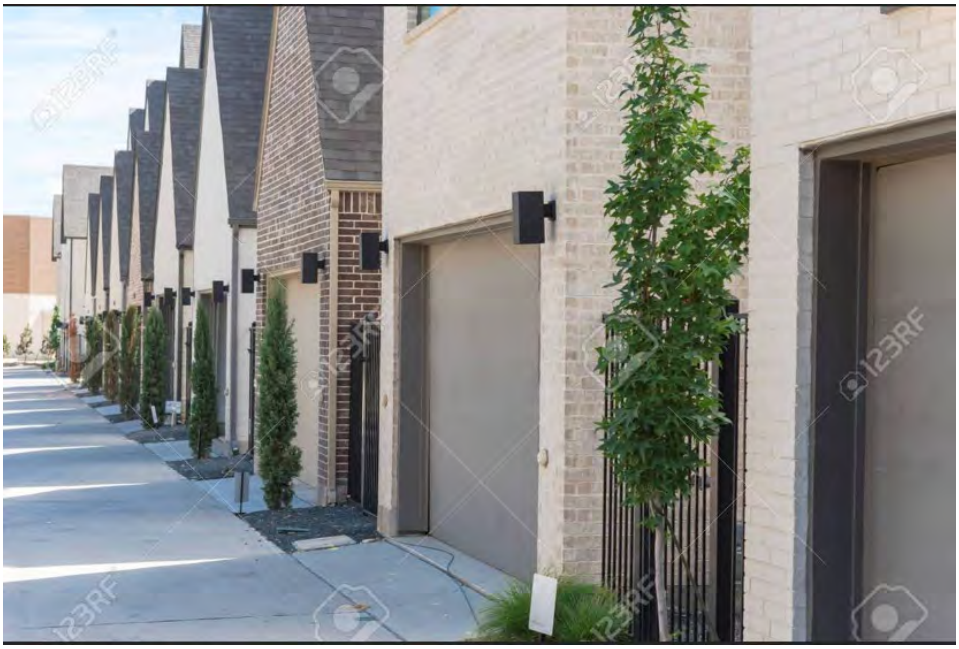
Item	Required	Proposed	Meets Code	Comments
Establishment period *(Zoning Sec 5.5.6.B)*	**2 yr. Guarantee**	Yes	Yes	
Approval of substitutions. *(Zoning Sec 5.5.5.E)*	City must approve any substitutions in writing prior to installation.	Yes	Yes	
Miscellaneous Landscape Requirements (LDM 3)				
General Conditions *(LDM 3.a)*	Plant materials shall not be planted within 4 ft. of property line	A note has been added to the plans near the property lines	Yes	
Irrigation plan *(LDM 2.s.)*	A fully automatic irrigation system and a method of draining is required with Final Site Plan	No		**1.** Please add an irrigation plan or information as to how plants will be watered sufficiently for establishment and long-term survival to the final site plans. **2.** The plan should meet the requirements listed at the end of this chart. **3.** If xeriscaping is used, please provide information about plantings included.
Other information *(LDM 2.u)*	Required by Planning Commission	NA		
Landscape tree credit *(LDM11.b.(d))*	• Substitutions to landscape standards for preserved canopy trees outside woodlands/ wetlands should be approved by LA. • Refer to Landscape tree Credit Chart in LDM	• 195 credits are shown as being earned • 6 credits are shown being used to offset woodland replacements required. • It appears that xx credits were also used for multifamily unit trees.	• TBD • TBD • No	1. Landscape tree credits may only be applied against required woodland replacement trees, not other landscape requirements. 2. As noted above, the woodland map incorrectly shows no regulated woodlands on this property, and a lot of the trees being removed are from areas that may be considered regulated woodland. **3. Please see the review by Merjent for the previous submittal and revise**

Item	Required	Proposed	Meets Code	Comments
				the chart, woodland calculations and determine what is actually regulated woodland. **4. Please revise the plans per the woodland determination and the limitation on the uses of the credits.**
Plant Sizes for ROW, Woodland replacement and others (*LDM 11.b)*	• Canopy Deciduous shall be 3" and sub-canopy deciduous shall be 2.5" caliper. • Refer to LDM section 11.b for more details	No plant list is provided	No	**Include correct sizes on plant list.**
Plant size credit *(LDM11.b)*	NA	None taken		
Prohibited Plants *(LDM 11.b)*	Do not use any plants on the Prohibited Species List	None indicated		
Recommended trees for planting under overhead utilities *(LDM 3.e)*	Label the distance from the overhead utilities	• Overhead lines are shown within the ITC easement and along the west edge of it. • No trees are proposed within the easement or along the east side of Harborfield Drive.	TBD	No trees are shown along the east side of Harborfield Drive but **subcanopy trees should be used along there.**
Collected or Transplanted trees *(LDM 3.f)*		None indicated		
Nonliving Durable Material: Mulch *(LDM 4)*	• Trees shall be mulched to 3" depth and shrubs, groundcovers to 2" depth • Specify natural color, finely shredded hardwood bark mulch. • Include in cost estimate. • Refer to section for additional information	Mulch is shown on the planting details	Yes	

NOTES:
1. This table is a working summary chart and is not intended to substitute for any Ordinance or City of Novi requirements or standards.
2. The section of the applicable ordinance or standard is indicated in parenthesis. For the landscape

Item	Required	Proposed	Meets Code	Comments
requirements, please see the Zoning Ordinance landscape section 5.5 and the Landscape Design Manual for the appropriate items under the applicable zoning classification. 3. Please include a written response to any points requiring clarification or for any corresponding site plan modifications to the City of Novi Planning Department with future submittals.				





Irrigation System Requirements

- Any booster pump installed to connect the project's irrigation system to an existing irrigation system must be downstream of the RPZ.
- The RPZ must be installed in accordance with the 2015 Michigan Plumbing Code.
- The RPZ must be installed in accordance with the manufacture installation instructions for winterization that includes drain ports and blowout ports.
- The RPZ must be installed a minimum of 12-inches above FINISHED grade.
- Attached is a handout that addresses winterization installation requirements to assist with this.
- A plumbing permit is required.
- The assembly must be tested after installation with results recorded on the City of Novi test report form.

WOODLAND & WETLAND REVIEW

merjent

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November 10, 2025

Lindsay Bell
Planner – Community Development
City of Novi
45175 Ten Mile Road
Novi, MI 48375

Submitted electronically to lbell@cityofnovi.org

Re: Providence Meadows Townhomes Revised Initial Planned Rezoning Overlay Woodland and Wetland Review (JZ25-24)

Dear Lindsay,

Merjent, Inc. (Merjent) has conducted a review of the Revised Initial Planned Rezoning Overlay (PRO) for the Providence Meadows Townhomes (Project), prepared by Seiber Keast Lehner (Applicant; date 10/17/2025). A landscape portion of the submittal was prepared by LAND Design Studio and is dated 10/17/2025. Merjent reviewed the plan for conformance with the City of Novi's (City) Woodland Protection Ordinance, Chapter 37, and Wetlands and Watercourse Protection Ordinance, Chapter 12 Article V. The Project is located southwest of the intersection of Providence Parkway and Grand River Avenue (parcels 50-22-17-101-010 and 50-22-17-101-012) in Section 17 of the City of Novi (site). The site contains City-regulated woodlands (**Figure 1**) and City-regulated wetlands (**Figure 2**).

Woodlands

Woodland Recommendation: Merjent **does not recommend approval** of the Providence Meadows revised Initial PRO. Woodland Review comments have been provided below to meet the requirements of the Woodland Protection Ordinance. The following Woodland Regulations apply to this site:

Woodland Regulation	Required
Woodland Permit (Chapter 37, Section 37-26)	Required
Tree Replacement (Chapter 37, Section 37-8)	Required
Tree Protection (Fence; Chapter 37, Section 37-9)	Required
Woodland Conservation Easement (Chapter 37-30[e])	Required

Please note – the comments below have been preserved from the August 2025 Initial PRO Review and have not been altered. The applicant should address these comments in a future submittal.

Woodland Review Comments

1. City-regulated woodlands, as identified on the City of Novi Woodlands interactive map website, are not depicted as being present onsite. However, it should be noted that both the woodlands and property limits depicted on the City map are considered approximations. Additionally, the City of Novi Woodland interactive map disclaims that "Map information depicted is not intended to replace or substitute for any

official or primary source. Specific determination of the limits of a regulated woodland are made on a site-specific basis by the City's woodland consultant or Community Development staff."

a. Merjent conducted a site visit on August 12, 2025 to review the site conditions relative to the Initial PRO submittal. Site photographs are included in **Attachment A**. The on-site conditions do no reflect the conditions listed in the City's Woodland map and the project parcels may have been missed during the initial City woodland inventory mapping. Multiple tree tags were found affixed to individual trees on-site, indicating that multiple tree surveys have occurred at the site. Additionally, pursuant to Section 37-2 and Section 37-4 of Chapter 37, Woodlands Protection, woodland areas can be identified by additional features such as soil quality, habitat quality, tree species and diversity, health and vigor of tree stand, understory species and quality, presence of wildlife, and other factors such as the value of the woodland area as a scenic asset, wind block, noise buffer, healthy environment, and the value of historic or specimen trees. Based on the site visit conducted on August 12, 2025, Merjent has determined that the majority of the trees on-site should be considered regulated woodland due to the stand density and connectivity to other regulated woodland areas – specifically, connection to regulated woodland areas west of the project parcel. Merjent has discussed this issue with the City of Novi's Landscape Architect and Geospatial Application Services Manager, and it is likely that the parcel(s) may have been missed when creating the original regulated woodland layer.
b. An updated outline of regulated woodland areas is provided in **Figure 1** and the shapefile (.shp) has been provided to the City of Novi and can be provided to the applicant upon request. The regulated woodland area on-site is relatively consistent with the "Tree Line" and "Heavily Wooded Area" provided on Sheet C2 in the Site Plan.

Pursuant to Chapter 37, Section 37-28, an accurate woodland survey should be provided and be accompanied by a separate key identifying the location of all trees eight inches at diameter at breast height (DBH) and greater, by size, common, genus and species names (i.e. Red Maple/*Acer rubrum*), and condition. Such information shall be provided by a registered landscape architect, certified arborist, or registered forester, through an onsite inspection, who must verify the contents by seal and/or registration number with signature, whichever applies. The dripline of affected trees shall be clearly indicated on the plan (see Comment 7).

2. When a proposed site plan is located within a regulated woodland, any tree proposed for removal with a diameter at breast height (DBH) greater than or equal to eight inches will require tree replacement and a Woodland Use Permit per Section 37-8. This also applies to any tree that will be preserved, but where impacts to critical root zones are proposed.

3. Regardless of the presence of regulated woodlands onsite, a Woodland Use Permit is required to perform construction on any site containing the removal of trees larger than 36 inches DBH.

4. The plan has not summarized any impacts to regulated woodlands on-site. However, to implement the proposed project, it will require the loss of forested areas, which could impact overall forest stand quality in nearby areas. A **Woodland Use Permit** is required to perform construction on any site containing regulated woodlands. **Merjent is unable to determine the number of regulated trees that are proposed for removal based on the site plan provided.**

5. **Woodland Replacement**. Based on a review of the plan, Merjent is unable to determine the number of Woodland Replacements required. The number of trees to be cut that have a DBH of eight inches or more should be summarized by replacement category (Section 37-8) on the plan, in a style similar or equivalent to the table provided below.

Tree Size (DBH, inches)	Number of Trees	Ratio Replacement/Removed Tree	Total Replacements Required
8-11	#	1	#
12-20	#	2	#
21-29	#	3	#
30+	#	4	#
Multi-stem	#	Sum of Stem DBH/8 (rounded up)	#
Total	**Sum**	**-**	**Sum**

   a. The current provided site plan listed only shows six required replacements. The number of replacements required should be revisited based on the presence of regulated woodlands on-site.

6. A replacement plan and cost estimate for the tree replacement will be necessary prior to final site plan approval by the City. Woodland replacement credits can be provided by:
   a. Planting the woodland tree replacement credits on-site.
      i. For tree replacement credits that will be planted on-site, a financial guarantee of $400/tree replacement credit is required to ensure the planting of the on-site woodland replacement credits. The financial guarantee would be released after trees have been planted and approved by the City of Novi. The financial guarantee will be released after trees have been planted and approved by the City of Novi, and applicants must request a tree planting inspection.
      ii. Woodland replacements shall be guaranteed for two growing seasons after the applicant's installation and the City's acceptance. A two-year maintenance bond in the amount of 25% of the value of the trees, but in no case less than $1,000, shall be required to ensure the continued health of the trees following acceptance.
   b. Payment to the City of Novi Tree Fund at a non-refundable rate of $400/woodland replacement credit.
   c. Combination of on-site tree planting and payment (non-refundable) into the City of Novi Tree Fund ($400/woodland replacement credit).

   The applicant has not proposed planting trees on-site for the impacts nor has proposed payment into the City of Novi Tree Fund. The applicant should clarify impacts to woodland areas (Comments 1, 5, and 6)

7. **Critical root zone**. Accurate critical root zones must be depicted on the site plan for all regulated trees within 50 feet of the proposed grading or construction activities. Section 37-2 defines a critical root zone as a circular area around a tree with a radius measured to the tree's longest dripline radius plus one foot.

a. The applicant has not accurately depicted critical root zones on the site plan. This will be necessary for Final Site Plan Approval and can be addressed in the site plan review process should this project receive a future PRO approval.

8. A **woodland fence guarantee of $6,000** ($5,000 x 120%) is required per Chapter 26.5-37. The financial guarantee shall be paid prior to issuance of the City of Novi Woodland Use Permit.
    a. Pursuant to Chapter 37, Section 37-9, the location and extent of tree protection fence should be added to the site plan prior to final site plan approval.
        i. Tree fence locations should protect critical root zones, and if not, these trees will be considered as fully impacted.
    b. Appropriate Tree Protection Details are required to be added to the site plan prior to final site plan approval.

9. **Woodland Replacement Inspection** (if tree replacements are planted on-site) – The Applicant is responsible for walking the entire site to confirm that all woodland replacement trees/shrubs have been planted on-site according to the approved site plan stamping set. If any material is missing, dead or dying, replacements should be made prior to requesting the inspection. The applicant should also provide an as-built landscape plan if the trees planted do not match the species and/or location shown on the approved site plan stamping set. Once this occurs the Applicant should contact the Bond Coordinator to schedule the inspection (Angie Sosnowski at asosnowski@cityofnovi.org; 248-347-0441) and complete the inspection request form. If additional inspections are needed, then additional inspection fees will be required to be paid by the applicant.

10. **Woodland Guarantee Inspection** (if tree replacements are planted on-site) **–** Prior to requesting the 2-year woodland guarantee inspection, the Applicant is responsible for walking the entire site to confirm that all plant material has survived and is healthy. If any material is missing, dead or dying, replacements should be made prior to requesting the inspection. Once this occurs the Applicant should contact the Bond Coordinator to schedule the 2-year guarantee inspection (Angie Sosnowski at asosnowski@cityofnovi.org / 248-347-0441) and complete the inspection request form. If additional inspections are needed, then additional inspection fees will be required to be paid by the applicant. Based upon a successful inspection for the 2-year warranty the Landscape/Woodland/Street trees financial guarantee will be returned to the Applicant.

    If the woodland replacements, street trees, or landscaping guarantee period is scheduled to end during the period when inspections are not conducted (November 15th – April 15th) the Applicant is responsible for contacting the Bond Coordinator and Woodland/Landscape Inspector in the late summer/early fall prior to the 2-year expiration to schedule an inspection.

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

Wetlands

Wetland Recommendation: Merjent **recommends approval** of the Providence Meadows Townhomes Initial PRO based on the comments provided below.

Merjent visited the Site on August 12, 2025 to observe the conditions on-site relative to the provided Initial PRO Plan. Merjent found conditions on-site consistent with the plan. Photos from the site visit are included in **Attachment A**. The City of Novi Code of Ordinances, Chapter 12, Article V defines an essential wetland as meeting one or more of the criteria listed in subsections 12-174(b)(1) through (10). It is Merjent's opinion that all wetlands on-site provide the functional characteristics of stormwater storage capacity and/or wildlife habitat. Accordingly, the wetlands on-site meet the criteria for essential wetlands as noted above.

Upon review of published resources, the Site appears to contain or immediately borders:

- ☒ City-regulated wetlands, as identified on the City of Novi interactive map website. Note that both wetland and property limits depicted on the City's map are considered approximations (**Figure 2**).
- ☒ Wetlands that are regulated by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).
- ☒ Wetlands as identified on National Wetland Inventory (NWI) and Michigan Resource Inventory System (MIRIS) maps, as identified on the EGLE Wetlands Viewer interactive map website (provided in pre-app review). NWI and MIRIS wetlands are identified by the associated governmental bodies' interpretation of topographic data and aerial photographs.
- ☒ Hydric (wetland) soil as mapped by the U.S. Department of Agriculture, Natural Resources Conservation Service, as identified on the EGLE Wetlands Viewer interactive map website (provided in pre-app review).

Permits and Regulatory Status

Due to the comments below, the following wetland-related items will be required for this project:

Item	Required/Not Required
Wetland Permit (specify Non-minor or Minor)	Required, non-minor
Wetland Mitigation	Required
Environmental Enhancement Plan	Required, mitigation plan
Wetland Buffer Authorization	Required
EGLE Wetland Permit	Required*
Wetland Conservation Easement	Required

*EGLE is the final authority over wetlands and water resources in the State of Michigan.

Wetland Review Comments

1. Impacts have been proposed to five wetlands on-site, totaling approximately 0.528 acre loss of wetland. The impacts are summarized below.

Table 1. Wetland Summary and Impact Table

Wetland ID	Classification*	Acres On-site	Wetland Impact Area (acre)	Wetland Impact Volume (cu. yd.)	Permanent Buffer Impact Area (acre)	Temporary Buffer Impact Area (acre)	Temporary Buffer Impact Volume (cu. yd.)	Permanent Buffer Impact Volume (cu. yd.)
A1	Emergent/scrub-shrub/forested	2.45	0.00	0.00	0.00	0.22	363	0.00
C2	Emergent/scrub-shrub/forested	0.03	0.00	0.00	0.00	0.00	0.00	0.00
C3/D3	Emergent/scrub-shrub/forested	1.64	0.008	27	0.00	0.52	507 (cut)	0.00
D4	Emergent/scrub-shrub/forested	0.38	0.00	0.00	0.00	0.40	605 (cut)	0.00
B5/C5	Emergent/scrub-shrub/forested	0.01	0.00	0.00	0.00	0.00	0.00	0.00
B6	Emergent/scrub-shrub/forested	0.13	0.00	0.00	0.00	0.00	0.00	0.00
B7	Emergent/scrub-shrub/forested	0.02	0.00	0.00	0.00	0.00	0.00	0.00
B8	Emergent/scrub-shrub/forested	0.12	0.00	0.00	0.00	0.00	0.00	0.00
A9/B9	Emergent/scrub-shrub	1.83	0.35	1,762	0.47	0.00	0.00	1,824
A11	Emergent/scrub-shrub/forested	0.10	0.10	484	0.26	0.00	0.00	839
A10	Emergent/scrub-shrub/forested	0.04	0.04	547 (cut)	0.06	0.00	0.00	1,410 (cut)
A13	Emergent/scrub-shrub/forested	0.04	0.03	34	0.12	0.00	0.00	193
Total	-	**6.79**	**0.528**	**1,867 (fill) 547 (cut)**	**0.91**	**1.14**	**363 (fill) 1,112 (cut)**	**2,856 (fill) 1,410 (cut)**

*Classification per Sheet C19

Requested Edit/Clarification: On Sheet C19, the symbology for wetland buffer impact and wetland mitigation in the wetland disturbance legend is reversed and should be fixed to reflect the symbology in the plan. Additionally, it is assumed that all wetland impacts are permanent. However, if any wetland impacts are temporary, please note as such in the site plan (i.e., on sheet C19 in the column headers of wetland impacts).

2. In addition to wetlands, the City of Novi regulates wetland and watercourse buffers/setbacks. Section 3.6 (2[M]) of the Zoning Ordinance, Schedule of Regulations, states: "There shall be maintained in all districts a wetland and watercourse setback, as provided herein, unless and to the extent, it is determined to be in the public interest not to maintain such a setback. The intent of this provision is to require a minimum setback from wetlands and watercourses". The established wetland and watercourse buffer/setback limit is 25 horizontal feet, regardless of grade change.
    a. Appropriate setbacks have been incorporated into the site plans. Additionally, buffer impact types should be provided for all impacts (see **Table 1**).

b. If possible, wetland buffer impacts should be reduced to the maximum extent practicable to avoid additional natural resource impacts and to allow for maintenance of a buffer area that will not be allowed to be mowed or altered by future potential residents.

3. The City of Novi requires the boundary lines of any watercourses or wetlands on the Site to be clearly flagged or staked and such flagging/staking shall remain in place throughout the conduct of permit activity. During Merjent's site visit on August 12, 2025 it was noted that no flagging from the delineation was present. The site will need to be re-flagged during the site plan review process, and prior to granting a Wetland Use Permit, the wetlands should be verified as being accurately staked or flagged.

4. The cost to perform any wetland protection and restoration shall be listed on the site plan, per Chapter 26.5, Section 26.5-7 (b) of the City of Novi Code of Ordinances. A **Wetland Financial Performance Guarantee** in the amount of 120% of the cost to perform any wetland protection, restoration, and development will be collected prior to the granting of a Wetland Use Permit.

5. When a project permanently impacts 0.25 acre or more of essential wetland, the City of Novi requires mitigation at a ratio of 2:1 for forested wetlands and 1.5:1 for emergent and scrub-shrub wetlands. Current wetland classifications in **Table 1** above reflect the classifications noted on Sheet C19. Because of the extent of mixed forested wetlands on-site, a conservative ratio of 2:1 has been used for most wetlands. The total proposed impact to City-regulated wetlands is approximately 0.528 acre. It should be noted that the emergent/scrub-shrub wetland A9/B9 can be granted a ratio of 1.5:1. The applicant has provided 1.24 acres of mitigation, which exceeds the amount of mitigation required.

6. According to the City Ordinance Section 12-176 (Mitigation), "Mitigation shall be provided onsite where practical and beneficial to the wetland resources. If onsite mitigation is not practical and beneficial, mitigation in the immediate vicinity, within the same watershed, may be considered. Mitigation at other locations within the city will only be considered when the above options are impractical."
    a. The applicant is required to provide 0.881 acre of mitigation on-site and has proposed 1.24 acres.
    b. City-regulated mitigations will follow the City of Novi Mitigation Performance Standards (**Attachment B**), which are similar to EGLE's typical Mitigation Performance Standards.
    c. During the preliminary site plan review process, the applicant will need to provide a conceptual mitigation plan. The conceptual mitigation plan should contain the following information:
        - The location of the proposed wetland mitigation site in relation to the proposed The Grove site. A location map for the mitigation site should be provided with the nearest crossroads and/or identifiable landmarks.
        - The total acreage and ecological type of the wetland that will be created and/or expanded.
        - A brief description of existing conditions at the proposed mitigation site. Existing conditions include but are not limited to, general topography, soils, vegetation, and any existing hydrology.
        - A brief description of the method with which the mitigated wetland will be created and/or expanded. A detailed engineering design is not required, but the source of water for the mitigated wetland should be identified.
    d. For final site plan approval, the applicant will need to provide all required criteria stated in Section 12-176 in the final site plan or appended to the final site plan review submission.

7. The Applicant is encouraged to provide wetland conservation easements for any areas of remaining wetland and 25-foot wetland buffer. The Applicant shall provide wetland conservation easements as directed by the City of Novi Community Development Department for any areas of proposed wetland mitigation areas (if necessary). Additionally, EGLE may request conservation easements around remaining wetlands on-site if a permit is required from EGLE. This requirement would be unrelated to the requirements of the City of Novi Wetland Use Permit. This language shall be submitted to the City Attorney for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Wetland Use Permit.
    a. An existing conservation easement is present northeast of the site associated with an off-site mitigation for the Innova Apartment Complex and south of the site associated with the Villas of Stonebrook. A map of conservation easements is provided as **Attachment C**.

8. The applicant has provided a copy of the EGLE-approved permit for the proposed project, which expires in 2028.

Should you have any questions or concerns with this review, please contact me via email at jason.demoss@merjent.com or via phone at (619) 944-3835.

Sincerely,

Merjent, Inc.

Jason DeMoss, PWS
Environmental Consultant

Enclosures:

Figure 1 – City of Novi Woodlands Map
Figure 2 – City of Novi Wetlands Map
Attachment A – Site Photos
Attachment B – City of Novi Wetland Mitigation Performance Standards
Attachment C – Conservation Easement Map

CC:
Barb McBeth, City of Novi, bmcbeth@cityofnovi.org
Rick Meader, City of Novi, rmeader@cityofnovi.org
Stacey Choi, City of Novi, schoi@cityofnovi.org
Matt Pudlo, Merjent, matt.pudlo@merjent.com

Figure 1. City of Novi Regulated Woodlands Map

City of Novi Woodlands

Providence Park West

Legend

On-site confirmed woodland



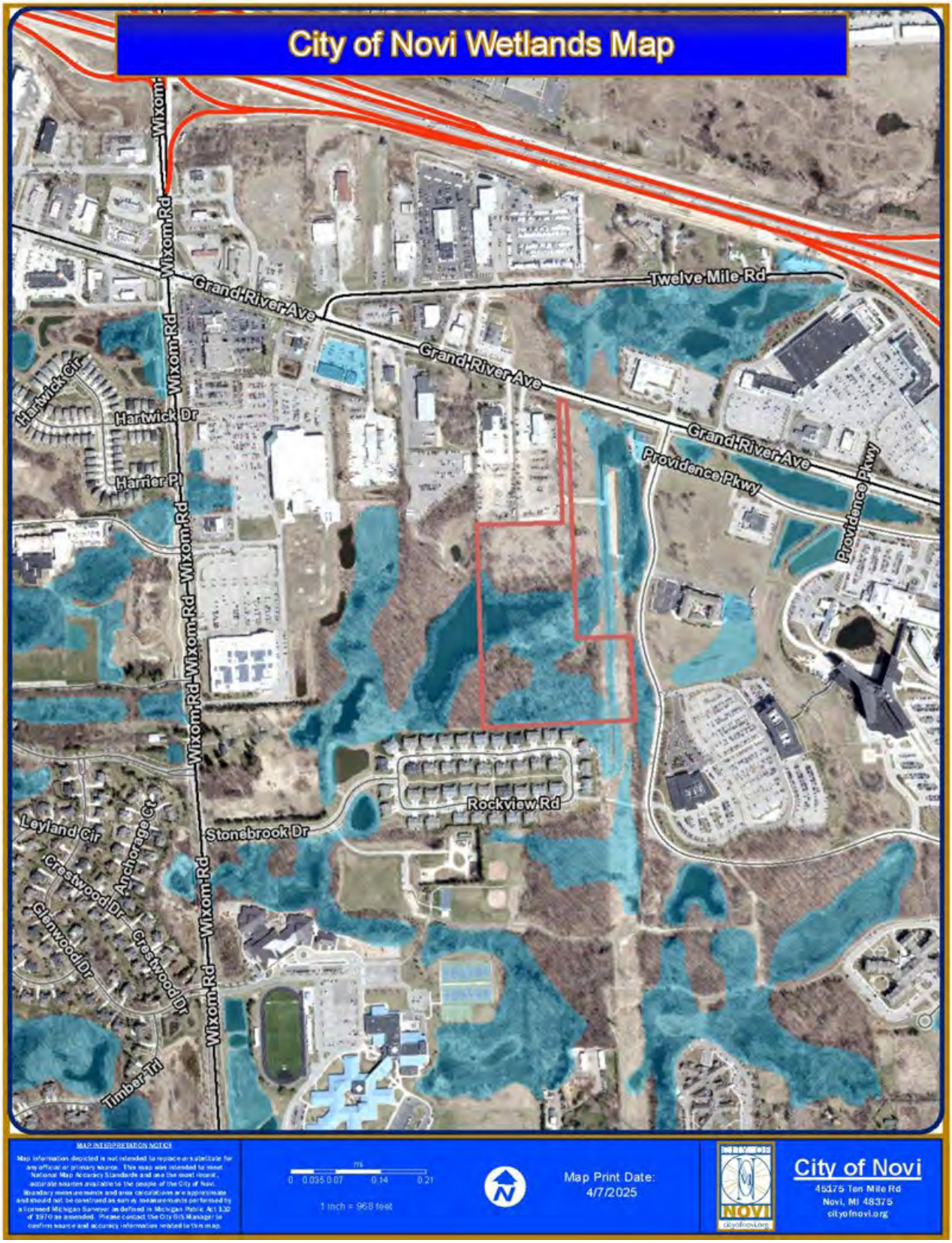
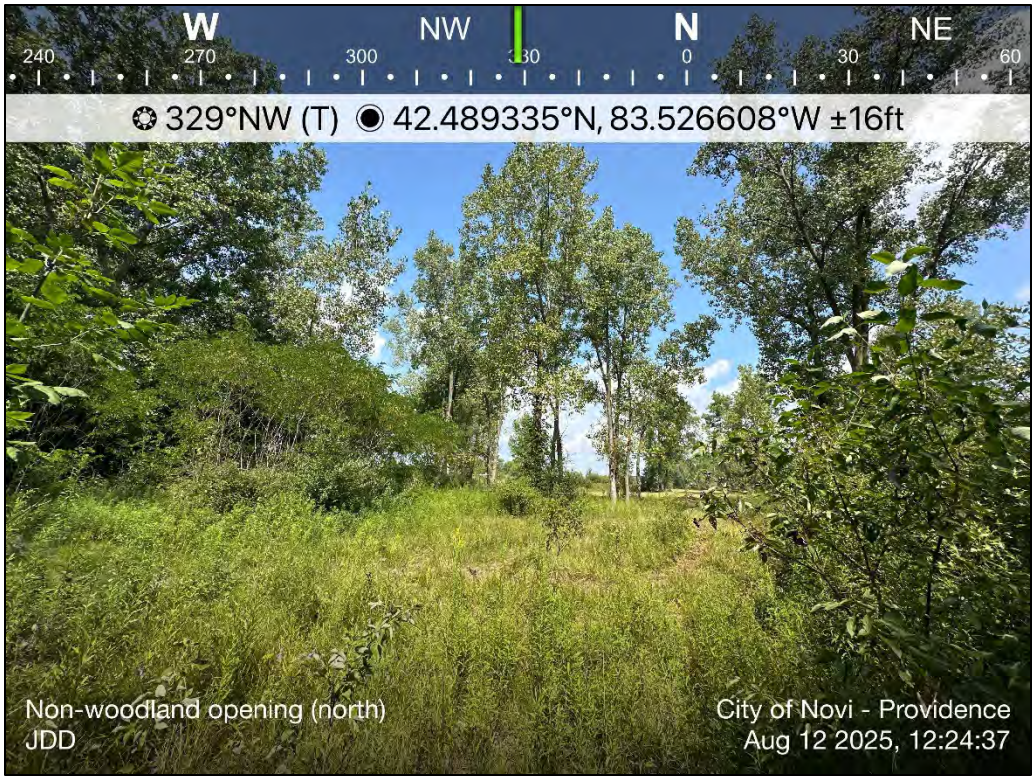


Figure 2. City of Novi Regulated Wetlands Map
Approximate Site boundary is shown in Red.
Approximate Regulated Wetland areas are shown in blue.

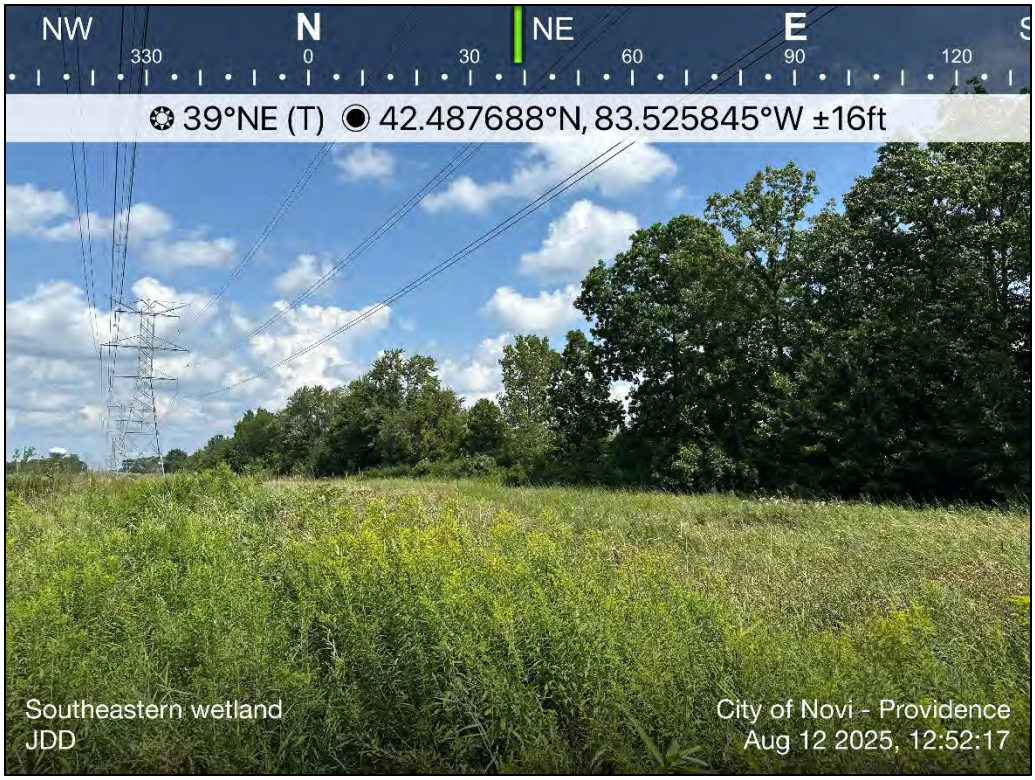
Attachment A
Site Photographs



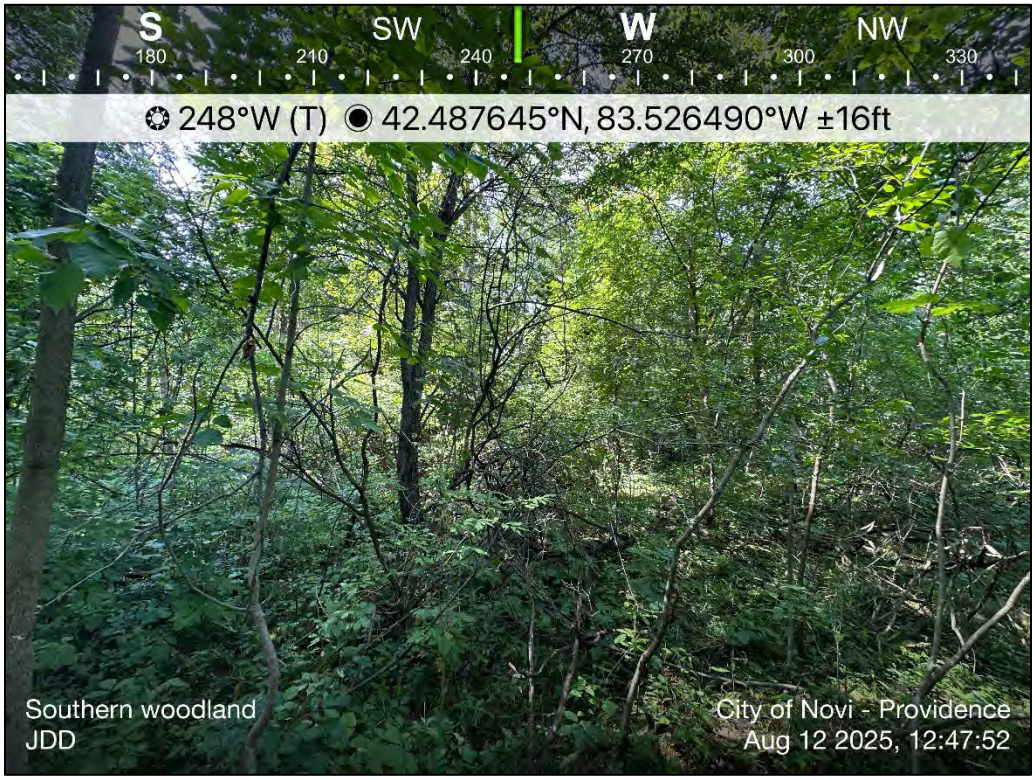
Overview of the northern non-regulated woodland opening



Overview of the north-central woodland area



Overview of southeastern wetland area (not flagged)



Overview of southern woodland area



Overview of southern woodland area



Overview of typical tree tags on-site (Tree 3621)



Overview of typical tree tags on-site (Tree 3628)



Overview of western wetland and woodland area



Overview of western wetland and woodland area



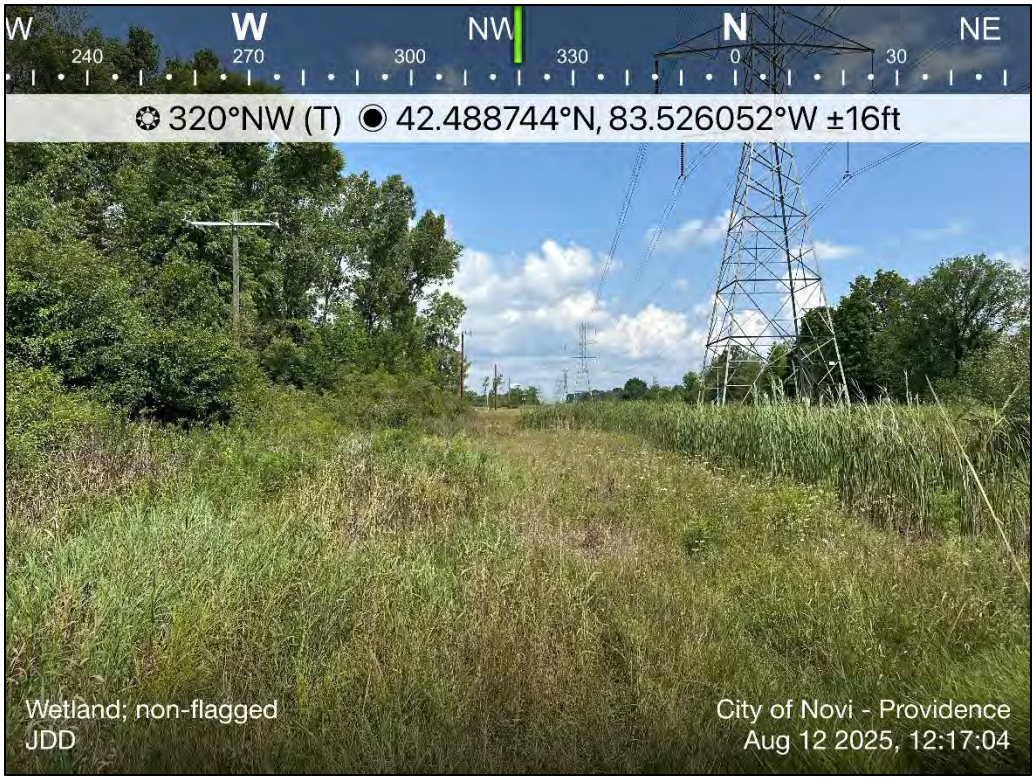
Overview of mowed and non-flagged wetland



Overview of non-flagged wetland



Overview of non-flagged wetland



Overview of non-flagged wetland



Overview of non-flagged wetland



Overview of non-flagged wetland

Attachment B
City of Novi Wetland Mitigation Performance Standards

a. Construction has been completed in accordance with the City of Novi's approved plans and specifications included in the permit and mitigation plan (and associated approved site plan).

b. The mitigation wetland is characterized by the presence of water at a frequency and duration sufficient to support a predominance of wetland vegetation and the wetland types specified at the end of the monitoring period. The monitoring period will follow the U.S. Army Corps of Engineers definition of the growing season as stated in the 1987 *Wetland Delineation Manual*:

   i. "The portion of the year when soil temperatures at 19.7 inches (50 cm) below the soil surface are higher than biological zero (5°C [41°F]). For ease of determination, this period can be approximated by the number of frost-free days."

   ii. "Estimating starting and ending dates for the growing season are based on 28°F (-2.2°C) air temperature thresholds at a frequency of five years in 10."

c. A layer of high-quality topsoil, from the A horizon of an organic or loamy surface texture soil, is placed (or exists) over the entire wetland mitigation area at a minimum thickness of six inches.

d. The mitigation wetland shall be free of oil, grease, debris, and all other contaminants.

e. A minimum of six wildlife habitat structures, consisting of at least three types, have been placed per acre of mitigation wetland. At least 50 percent of each structure shall extend above the normal water level. The types of acceptable wildlife habitat structures are:

   i. Tree stumps laid horizontally within the wetland area. Acceptable stumps shall be a minimum of six feet long (log and root ball combined) and 12 inches in diameter.

   ii. Logs laid horizontally within the wetland area. Acceptable logs shall be a minimum of 10 feet long and six inches in diameter.

   iii. Whole trees laid horizontally within the wetland area. Acceptable whole trees shall have all of their fine structure left intact (i.e., not trimmed down to major branches for installation), be a minimum of 20 feet long (tree and root ball), and a minimum of 12 inches in diameter.

   iv. Snags which include whole trees left standing that are dead or dying, or live trees that will be flooded and die, or whole trees installed upright into the wetland. A variety of tree species should be used for the creation of snag habitat. Acceptable snags shall be a minimum of 20 feet tall (above the ground surface) and a minimum of 12 inches in diameter at breast height. Snags should be grouped together to provide mutual functional support as nesting, feeding, and perching sites.

   v. Sand mounds at least 18 inches in depth and placed so that they are surrounded by a minimum of 30 feet of water measuring at least 18 inches in depth. The sand mound shall have at least a 200 square foot area that is 18 inches above the projected high-water level and oriented to receive maximum sunlight.

f. The mean percent cover of native wetland species in the herbaceous layer at the end of the monitoring period is not less than:

   i. 60 percent for emergent wetland.

   ii. 80 percent for scrub-shrub wetland.

iii. 80 percent for forested wetland.

g. Extensive areas of open water and submergent vegetation areas having no emergent and/or rooted floating vegetation shall not exceed 20 percent of the mitigation wetland area. Extensive areas of bare soil shall not exceed five percent of the mitigation wetland area. For the purposes of these performance standards, extensive refers to areas greater than 0.01 acre (436 square feet) in size.

h. The total percent cover of wetland species in each plot shall be averaged for plots taken in the same wetland type to obtain a mean percent cover value for each wetland type. For the purposes of this standard, total percent cover is the percent cover of the ground surface covered by vegetation, bare soil, and open water, when viewed from above. Total percent cover cannot exceed 100 percent. Plots within identified extensive open water and submergent areas, bare soil areas, and areas without a predominance of wetland vegetation shall not be included in this average. Wetland species refers to species listed as facultative and wetter (FAC, FACW, OBL) on the U.S. Army Corps of Engineer's 2020 Regional Plant List (version 3.5) for the Midwest Region.

i. The mitigation wetland supports a predominance of wetland (hydrophytic) vegetation (as defined in the 2010 U.S. Army Corps of Engineers “Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region [Version 2.0]”) in each vegetative layer, represented by a minimum number of native wetland species, at the end of the monitoring period. The minimum number of native wetland species per wetland type shall not be less than:

   i. 15 species within the emergent wetland.

   ii. 15 species within the scrub-shrub wetland.

   iii. 15 species within the forested wetland.

   The total number of native wetland plant species shall be determined by a sum of all species identified in sample plots of the same wetland type.

j. At the end of the monitoring period, the mitigation wetland supports a minimum of:

   i. 300 individual surviving, established, and free-to-grow trees per acre in the forested wetland that are classified as native wetland species and consisting of at least three different species.

   ii. 300 individual surviving, established, and free-to-grow shrubs per acre in the scrub-shrub wetland that are classified as native wetland species and consisting of at least four different species.

   iii. *Optional*: Eight native wetland species of grasses, sedges, or rushes per acre in the wet meadow wetland.

k. Physiognomic classification of trees and shrubs shall be in accordance with the most updated resource from the following list:

   i. The Michigan Floristic Quality Assessment

   ii. Michigan Flora (also referred to as the University of Michigan Herbarium)

   iii. The U.S. Army Corps of Engineer's Regional Plant List for the Midwest Region.

l. The mean percent cover of invasive species including, but not limited to, *Phragmites australis* (Common Reed), *Lythrum salicaria* (Purple Loosestrife), and *Phalaris arundinacea* (Reed Canary Grass) shall in combination be limited to no more than 10 percent within each wetland type. Invasive species shall not dominate the vegetation in any extensive area of the mitigation wetland. A more exhaustive list of invasive species that are known to be in Michigan can be found on the State of Michigan’s Invasive Species plant list (https://www.michigan.gov/invasives/id-report/plants)

If the mean percent cover of invasive species is more than 10 percent within any wetland type or if there are extensive areas of the mitigation wetland in which an invasive species is one of the dominant plant species, the permittee shall submit an evaluation of the problem to the City of Novi and/or the. If the permittee determines that it is infeasible to reduce the cover of invasive species to meet the above performance standard, the permittee must submit an assessment of the problem, a control plan, and the projected percent cover that can be achieved for review by the City of Novi. Based on this information, the City of Novi may approve an alternative invasive species standard. Any alternative invasive species standard must be approved in writing by the City of Novi.

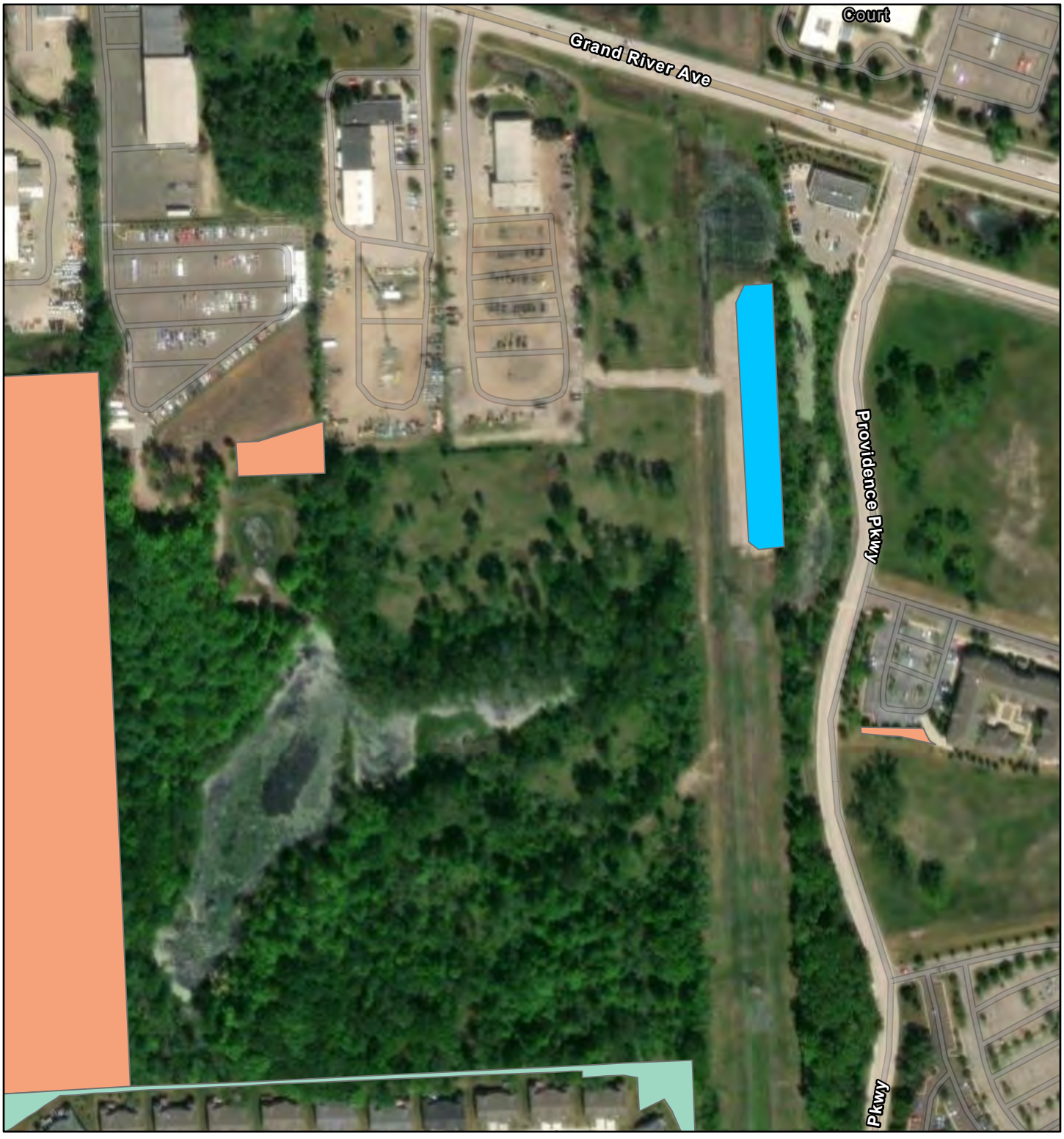
If the mitigation wetland does not satisfactorily meet these standards by the end of the monitoring period, or is not satisfactorily progressing during the monitoring period, the permittee will be required to take corrective

Consultant review of Monitoring Reports will be split into the following sections:

1. Vegetation
2. Invasive Species
3. Hydrology
4. Wildlife Observations
5. Topsoil
6. Pollutants
7. Signage
8. Wetland Recommendations (as applicable)
    a. Financial Guarantee Release

Attachment C
Conservation Easement Map

City of Novi Conservation Easements



8/14/2025

Conservation Easement

Wetland

Open Space Preservation

Other

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery

High Resolution 30cm Imagery

Citations

1:4,523

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.18 km

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Maxar

TRAFFIC REVIEW

AECOM
39575 Lewis Dr, Ste. 400
Novi
MI, 48377
USA
aecom.com

Project name:
JZ25-24 – Providence Park West Initial PRO Traffic Review

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

From:
AECOM

Date:
August 13, 2025

CC:
Lindsay Bell, Humna Anjum, Diana Shanahan, Dan Commer, Milad Alesmail, Stacey Choi, Kate Purpura

Memo

Subject: JZ25-24 – Providence Park West Initial PRO Traffic Review

The initial PRO site plan was reviewed to the level of detail provided, and AECOM recommends **approval** as long as the comments provided below are adequately addressed to the satisfaction of the City.

GENERAL COMMENTS

1. The applicant, Robertson Brothers Home, is proposing 163 townhomes.
2. The development is located on the west side of Providence Parkway, south of Grand River Avenue. Providence Parkway is classified as a private street and Grand River Avenue is under the jurisdiction of the Road Commission for Oakland County (RCOC).
3. The site is zoned I-1 (Light Industrial). The applicant is proposing to change zoning to RM-2 (High-Density Multiple Family) with PRO.
4. The following traffic-related waivers may be required if revisions are not made to the plans:
    a. Parking along street with centerline radius less than 230'.

TRAFFIC IMPACTS

1. AECOM performed an initial trip generation based on the ITE Trip Generation Manual, 11th Edition, as follows.

    ITE Code: 220 – Multifamily Housing (Low-Rise)
    Development-specific Quantity: 163 Units
    Zoning Change: I-1 to RM-2 PRO

Trip Generation Summary	Estimated Trips	Estimated Peak-Direction Trips	City of Novi Threshold	Above Threshold?
AM Peak-Hour Trips	73	55	100	No
PM Peak-Hour Trips	91	57	100	No
Daily (One-Directional) Trips	1099	-	750	Yes

2. The City of Novi generally requires a traffic impact study/statement if the number of trips generated by the proposed development exceeds the City's threshold of more than 750 trips per day or 100 trips per either the AM or PM peak hour, or if the project meets other specified criteria.

Trip Impact Study Recommendation	
Type of Study:	**Justification**
Rezoning Traffic Impact Study (RTIS)	Trips are above the threshold of City standards, and the site will be rezoned from non-residential to residential.
Traffic Impact Statement (TIS)	The applicant submitted a TIS that was reviewed under a separate letter.

TRAFFIC REVIEW

The following table identifies the aspects of the plan that were reviewed. Items marked O are listed in the City's Code of Ordinances. Items marked with ZO are listed in the City's Zoning Ordinance. Items marked with ADA are listed in the Americans with Disabilities Act. Items marked with MMUTCD are listed in the Michigan Manual on Uniform Traffic Control Devices.

The values in the 'Compliance' column read as 'met' for plan provision meeting the standard it refers to, 'not met' stands for provision not meeting the standard, and 'inconclusive' indicates applicant to provide data or information for review and 'NA' stands for not applicable for subject Project. The 'remarks' column covers any comments the reviewer has and/or 'requested/required variance' and 'potential variance'. A potential variance indicates a variance that will be required if modifications are not made or further information provided to show compliance with the standards and ordinances. The applicant should put effort into complying with the standards; the variances should be the last resort after all avenues for complying have been exhausted. Indication of a potential variance does not imply support unless explicitly stated.

EXTERNAL SITE ACCESS AND OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
1	Driveway Radii | O Figure IX.3	25' and 15' at emergency access drive	Met	
2	Driveway Width | O Figure IX.3	28' and 20' at emergency access drive	Met	
3	Driveway Taper | O Figure IX.11			
3a	Taper length	None proposed	N/A	
3b	Tangent	None proposed	N/A	
4	Emergency Access | O 11-194.a.19	2 access points	**Partially Met**	The applicant should get approval for the proposed removable bollards at each end of the emergency access road instead of the standard emergency break-away gate.
5	Driveway sight distance | O Figure VIII-E	500' minimum	Met	
6	Driveway spacing	-	N/A	Proposed driveway not on a major arterial.
6a	Same-side | O 11.216.d.1.d			
6b	Opposite side | O 11.216.d.1.e			

EXTERNAL SITE ACCESS AND OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
7	External coordination (Road agency)	Not indicated	**Inconclusive**	Coordination with RCOC will be required for work along Grand River Avenue.
8	External Sidewalk | Master Plan & EDM	8' proposed	Met	
9	Sidewalk Ramps | EDM 7.4 & R-28-K	Indicated and detail provided	Met	
10	Any Other Comments:	The rezoning sign detail on sheet C7 states zoning change proposed to "RM-1" instead of "RM-2".		

INTERNAL SITE OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
11	Loading zone | ZO 5.4	-	N/A	
12	Trash receptacle | ZO 5.4.4	Curbside trash pick-up indicated	Met	
13	Emergency Vehicle Access	Not indicated	**Inconclusive**	Provide emergency vehicle turning movements in future submittal.
14	Maneuvering Lane | ZO 5.3.2	24' and 28'	Met	
15	End islands | ZO 5.3.12	Dimensioned	Met	
15a	Adjacent to a travel way			
15b	Internal to parking bays			
16	Parking spaces | ZO 5.2.12	411 including garage spaces		See Planning review letter.
17	Adjacent parking spaces | ZO 5.5.3.C.ii.p	<15 spaces per bay	Met	
18	Parking space length | ZO 5.3.2	17'	Met	
19	Parking space Width | ZO 5.3.2	9'	Met	
20	Parking space front curb height | ZO 5.3.2	4" in detail	**Partially Met**	4" required in front of 17' parking spaces, 6" required everywhere else
21	Accessible parking – number | ADA	1 proposed in each phase	**Not Met**	36 and 42 guest spaces provided, 2 accessible spaces required for 26-50 total number of parking spaces. The applicant could provide an accessible space at each pocket park.
22	Accessible parking – size | ADA	8' with 8' aisle	Met	
23	Number of Van-accessible space | ADA	1 proposed in each phase	Met	
24	Bicycle parking			

INTERNAL SITE OPERATIONS				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
24a	Requirement | ZO 5.16.1	18 proposed in phase 1, 16 proposed in phase 2	Met	
24b	Location | ZO 5.16.1	Multiple locations indicated	Met	
24c	Clear path from Street | ZO 5.16.1	Not indicated, 6' required	**Inconclusive**	Provide in future submittal.
24d	Height of rack | ZO 5.16.5.B	3'	Met	
24e	Other (Covered / Layout) | ZO 5.16.1, Text Amendment 18.301	Provided	**Partially Met**	2' outside dimension does not meet 4' standard in Text Amendment 18.301.
25	Sidewalk – min 5' wide | Master Plan	Partially dimensioned	**Partially Met**	Provide dimensions of all sidewalks in future submittal. Note 7' wide sidewalk minimum required in front of 17' parking spaces to account for 2' overhang.
26	Sidewalk ramps | EDM 7.4 & R-28-K	Indicated and detail provided	Met	
27	Sidewalk – distance back of curb | EDM 7.4	6'	Met	
28	Cul-De-Sac | O Figure VIII-F	Partially dimensioned	**Partially Met**	Dimension width to ensure it meets the standard shown in Figure VIII-F.
29	Minor/Major Drives | ZO 5.10	28' wide, ≥100' radius	Met	**Per Section 5.10.1.B.iv – "Adjacent parking and on-street parking shall be limited near curves with less than 230' centerline radius". The applicant could review the areas where parking is in a curve with a centerline radius of less than 230' to ensure a safe and adequate sight distance is provided. An administrative waiver may be required.**
30	Turnaround | ZO 5.10	Partially dimensioned	**Partially Met**	Dimension all radii in future submittal.
31	Any Other Comments:			

SIGNING AND STRIPING				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
32	Signing: Sizes | MMUTCD	Provided	Met	

SIGNING AND STRIPING				
No.	**Item**	**Proposed**	**Compliance**	**Remarks**
33	Signing table: quantities and sizes	Provided	**Partially Met**	Label size of R2-1 sign in table. Label all signs on site plan instead of “typ”. Could provide pedestrian crossing signs (W11-2/W16-7p) at mid-block crosswalks.
34	Signs 12” x 18” or smaller in size shall be mounted on a galvanized 2 lb. U-channel post | MMUTCD	Provided	Met	
35	Signs greater than 12” x 18” shall be mounted on a galvanized 3 lb. or greater U-channel post | MMUTCD	Provided	Met	
36	Sign bottom height of 7’ from final grade | MMUTCD	Provided	Met	
37	Signing shall be placed 2’ from the face of the curb or edge of the nearest sidewalk to the near edge of the sign | MMUTCD	Provided	Met	
38	FHWA Standard Alphabet series used for all sign language | MMUTCD	Provided	Met	
39	High-Intensity Prismatic (HIP) sheeting to meet FHWA retro-reflectivity | MMUTCD	Provided	Met	
40	Parking space striping notes	Provided	Met	
41	The international symbol for accessibility pavement markings | ADA	Provided	Met	
42	Crosswalk pavement marking detail	Provided	Met	
43	Any Other Comments:			

Note: Hyperlinks to the standards and Ordinances are for reference purposes only, the applicant and City of Novi to ensure referring to the latest standards and Ordinances in its entirety.

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

Sincerely,

AECOM

Paula K. Johnson, PE
Senior Transportation Engineer

Saumil Shah, PE
Project Manager

TRAFFIC IMPACT STUDY REVIEW

AECOM
39575 Lewis Drive Suite 400
Novi, MI 48377
USA
aecom.com

Project name:
Providence Parkway Development TIS Review
From:
AECOM

Date:
November 12, 2025

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

CC:
Lindsay Bell, Diana Shanahan, Dan Commer, Humna Anjum

Memo

Subject: Providence Parkway Development TIS Review

The updated Traffic Impact Study was reviewed to the level of detail provided, and AECOM recommends **approval with conditions, as indicated,** of the Traffic Impact Study unless signal installation is coordinated with the private developer.

The previous review letter is attached as **Appendix A**.

COMMENTS

1. Study state that “Review of the ITE land use descriptions indicates that the Warehouse (LUC 150) and Research and Development (LUC 760) use generates the highest number of trips and best matches the uses defined by the Ordinance and permitted by right under the existing I-1 zoning.”
    a. **Review does not agree with this statement in the TIS report, as Medical Offices are a principle permitted use in the I-1 district.** Typically, Medical Offices are the most intense land use within I-1. Please recalculate and establish the most intense land use for trip generation comparison and revise the report.

       Updated report: comment has been addressed, and the trip generation calculation for Medical-Dental Office Building has been added to Table 4.

2. **The proposed zoning units should utilize the approved maximum units per PRO agreement instead of 382 dwelling units. Please revise the report with the maximum dwelling units approved by PRO.**

   Updated report: comment has been addressed, and an updated Table 4 is included in the report.

3. Applicant states that the westbound shared through/right movement is operating at a failing LOS at the intersection of Grand River Avenue and Beck Road; however, the westbound approach consists of a dedicated left-turn lane. Two through lanes and one dedicated right-turn lane. The applicant should correct the lane usage.
    a. Please update in the resubmission of the report.

       Updated report: comment has been addressed.

4. A signal warrant was conducted at the intersection of Grand River Avenue and Providence Parkway under the existing traffic volumes, and a signal with a permissive/protected EB/WB left-turn phase was warranted and recommended by the applicant.

a. **Per P.217/218 left turn phase analysis, the eastbound left turn does not meet the criteria. Please revise the report and resubmit it for approval.**

Updated report: Report text matches the analysis in the appendix. However, the westbound left-turn protected/permissive phasing warrant is met.

5. "It is recommended that RCOC consider the installation of a signal at this intersection to accommodate the existing traffic volumes."
    a. Please refer to the RCOC comments for the signal warrant: Although the westerly intersection of Grand River Ave and Providence Park Dr meets warrants for signalization, **RCOC has no plans to signalize this intersection**. **The delays observed at this intersection occur on Providence Park Dr, a private roadway. Since the delays occur on this private roadway, the costs of signalizing this intersection would be the responsibility of the private property owners not the RCOC.**
        i. RCOC may consider permitting signalization at this intersection.
    a. **Please remove this recommendation in the revised report in consultation with RCOC and resubmit it for approval.**

    Updated report: Recommendation of RCOC to install a signal has been removed due to a private roadway.

    b. **Please add a section/conclusion on coordination with the private roadway owner and direction on signalizing the referred location. Please clarify if there is any impact from the queues from this development on the circulation and access to the hospital in case of stop-controlled traffic control.**
    c. **Update the report to reflect the impact of traffic using the signal at the east on Grand River Avenue/West Market Square, if signalization at the intersection referenced in point C is not pursued.**

    Updated report: The report does not include any coordination or agreement regarding the installation of a signal at the private roadway recommended by the study. Without this signal, the study concludes that the average vehicle delay on the northbound approach will exceed 4 minutes.
    Condition for approval before moving forward to the next stage:
    It is critical that an agreement and action plan for the signal installation at this location be finalized with the private roadway owner, and approvals be coordinated with RCOC.

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

Sincerely,

AECOM

Carlie delaPaz
Traffic Engineer

Saumil Shah
Project Manager

AECOM

AECOM
39575 Lewis Drive Suite 400
Novi, MI 48377
USA
aecom.com

Project name:
Providence Parkway Development TIS Review
From:
AECOM

Date:
August 18, 2025

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

CC:
Lindsay Bell, Diana Shanahan, Dan Commer, Humna Anjum

Memo

Subject: Providence Parkway Development TIS Review

The Traffic Impact Study was reviewed to the level of detail provided, and AECOM recommends **denial** of the Traffic Impact Study; the applicant should review the comments provided below and provide a revised study to the City.

GENERAL COMMENTS

1. The memo will provide comments on a section-by-section basis following the format of the submitted report.
2. The project is generally located on the southwest quadrant of the Grand River Avenue and Beck Road intersection.
3. The proposed access plan includes one (1) full access driveway located off Providence Parkway with emergency vehicle access provided via Grand River Avenue.
4. The development consists of 163 single-family attached dwelling units.

BACKGROUND DATA

1. The following roadways were included in the study:
    a. Grand River Avenue: East/West, 50 mph, 5-lanes with two lanes of travel in each direction and a two-way left turn lane (TWLTL).
    b. Wixom Road: North/South
        i. South of Grand River Avenue: 35 mph, 4-lanes with two northbound lanes, one southbound lane, and a center TWLTL.
        ii. North of Grand River Avenue: 45 mph, 5-lanes with two lanes of travel in each direction and a TWLTL.
    c. Beck Road: North/South
        i. South of Providence South Drive: 45 mph, 3-lanes with one lane of travel in each direction and a TWLTL.
        ii. Between Providence South Drive and Grand River Avenue: 45 mph, 4-lanes with one northbound lane, two southbound lanes, and a center TWLTL.
        iii. North of Grand River Avenue: 40 mph, 4-lanes with two lanes of travel in each direction.
    d. 12 Mile Road: East/West, 55 mph, 2-lanes with one lane of travel in each direction.
    e. Providence Parkway: Loop around Providence Hospital Campus, 25 mph, 3-lanes with one lane of travel in each direction and a center TWLTL.
    f. Providence South Drive: East/West
        i. West of Beck Road: 4-lane divided cross-section with two lanes of travel in each direction.
        ii. East of Beck Road: 2-lanes with one lane of travel in each direction.
    g. W. Market Square: North/South, 2-lanes with one lane of travel in each direction.

2. Turning movement counts were taken on Tuesday, June 24, 2025.
    a. AM peak hour was identified as 8:00 AM to 9:00 AM and the PM peak hour was identified as 4:30 PM to 5:30 PM.
    b. Novi Schools were not in session when the counts were taken, however, historical SCATS data was obtained and evaluated, and the results showed the collected traffic volumes were higher than the historical school day volumes. Therefore, no adjustments were applied.

EXISTING (2025) CONDITIONS

1. Grand River Avenue and Wixom Road experienced the following failing LOS:
    a. AM Peak Hour:
        i. LOS F – Westbound left-turn and northbound left-turn movements
        ii. LOS E – Eastbound left-turn, northbound shared through/right, and southbound left-turn movements
        iii. Significant queues were observed for the eastbound left-turn, northbound through/right, and southbound left-turn throughout the AM peak hour.
        iv. Queues observed for the westbound/northbound left-turn movements but were processed through the intersections within 1-2 cycle lengths.
    b. PM Peak Hour:
        i. LOS F – Westbound left-turn movements, northbound approach, and southbound approach.
        ii. LOS E – Eastbound left-turn movements and the westbound right-turn movements.
        iii. Throughout the PM peak hour long queues were observed for the eastbound left-turn, westbound through, and northbound through/right movements.
        iv. Queues were observed but dissipated throughout the PM peak hour for the westbound left-turn & right-turn, northbound left-turn and the southbound left-turn movements.
2. Grand River Avenue and 12-Mile Road experienced the following failing LOS:
    a. AM Peak Hour:
        i. LOS E – Northbound shared through/right and southbound left-turn movements.
    b. PM Peak Hour:
        i. LOS E – Northbound left-turn movement.
3. Grand Avenue and Providence Parkway experienced the following failing LOS:
    a. PM Peak Hour:
        i. LOS E – Southbound approach
        ii. LOS F – Northbound shared through/left movement
4. Grand River Avenue and W. Market Square experienced the following failing LOS:
    a. AM Peak Hour:
        i. LOS E – Southbound left-turn movement
5. Grand River Avenue and Beck Road experienced the following failing LOS:
    a. AM Peak Hour:
        i. LOS E – Westbound/northbound/southbound left-turn movements
        ii. Queues observed for the eastbound left-turn, northbound shared through/right, and southbound left-turn movements, but were processed through the intersections within 1-2 cycle lengths.
    b. PM Peak Hour:
        i. LOS E – All left-turn, westbound right-turn, and the northbound shared through/right movements
        ii. Throughout the majority of the peak hour, long queues were observed for the eastbound left-turn and westbound right-turn movements.
        iii. Queues were observed but dissipated throughout the peak hour for the westbound left-turn, northbound shared through/right, and southbound left-turn movements.
6. Beck Road and Providence South Drive experienced the following failing LOS:
    a. AM Peak Hour:
        i. LOS E – Eastbound left-turn movement

BACKGROUND CONDITIONS 2033

1. An annual growth rate of 0.5% was applied to the existing traffic to determine the 2033 build year data, based on the SEMCOG population and employment forecasts.
2. One background development was identified within the vicinity of the project (El Car Wash – 48648 Grand River Avenue).
    a. Projected trip generated by the background development was applied to the study roadway network.
3. The LOS was impacted in a negative manner at the following intersection movements:
    a. Grand River Avenue & Wixom Road: PM Peak Hour – Eastbound left-turn (E to F)
        i. Change of 17.0 seconds
    b. Grand River Avenue & Providence Parkway: AM Peak Hour – Northbound through/left (D to E)
        i. Change of 5.8 seconds
    c. Grand River Avenue & Beck Road: AM Peak Hour – Northbound through/right (D to E)
        i. Change of 0.9 seconds
    d. Grand River Avenue & Beck Road: PM Peak Hour – Northbound left-turn (E to F)
        i. Change of 1.8 seconds

TRIP GENERATION

1. ITE Trip Generation Manual, 11th Edition was utilized to calculate the trip generation. Land Use Code 215 Single-Family Attached Housing fitted curve was used.
    a. 1,192 trips daily
    b. 79 trips in the AM peak hour (20 In and 59 Out)
    c. 94 trips in the PM peak hour (55 In and 39 Out)
2. The subject property is proposed to be rezoned from I-1 (Light Industrial District) zoning to RM-2 (High-Density, Mid-Rise Multiple Family District) zoning.
3. Study state that “Review of the ITE land use descriptions indicates that the Warehouse (LUC 150) and Research and Development (LUC 760) use generates the highest number of trips and best matches the uses defined by the Ordinance and permitted by right under the existing I-1 zoning.”
    a. **Review does not agree with this statement in the TIS report, as Medical Offices are a principle permitted use in the I-1 district.** Typically, Medical Offices are the most intense land use within I-1. Please recalculate and establish the most intense land use for trip generation comparison and revise the report.
4. **The proposed zoning units should utilize the approved maximum units per PRO agreement instead of 382 dwelling units. Please revise the report with the maximum dwelling units approved by PRO.**

SITE TRIP DISTRIBUTION

1. Trip distribution was calculated based on the proposed site access plan, existing peak hour traffic patterns, and methodologies published by ITE.
    a. The largest portion of traffic is assumed to be entering/exiting to the north via Beck Road.

FUTURE (2033) CONDITIONS

1. The future conditions analysis indicates the proposed site driveway is expected to operate at an acceptable LOS during both peak periods.
2. Applicant states that the westbound shared through/right movement is operating at a failing LOS at the intersection of Grand River Avenue and Beck Road; however, the westbound approach consists of a dedicated left-turn lane. Two through lanes and one dedicated right-turn lane. The applicant should correct the lane usage.
    a. Please update in the resubmission of the report.
3. All approaches and movements are expected to operate in a similar manner to the background condition analysis with the exception of the following:
    a. Grand River Avenue & Wixom Road: PM Peak Hour – Westbound left-turn movement (LOS F: +5.3 sec)

   b. Grand River Avenue & Providence Parkway: AM Peak Hour – Northbound shared through/left movement (LOS F: +18.4 sec)
   c. Grand River Avenue & Providence Parkway: PM Peak Hour – Southbound approach (LOS F: +14.0 sec)
   d. Grand River Avenue & Beck Road: PM Peak Hour – Westbound right movement (LOS F: +3.2 sec) and northbound through/right movement (LOS E: +4.7 sec)
4. The site driveways are expected to operate at LOS A during the AM peak period and LOS B during the PM peak period.

MITIGATION MEASURES EVALUATION

1. Grand River Avenue Intersections (Wixom Road and Beck Road)
   a. Applicant states the recent improvements to the I-96 flex lanes are anticipated to reduce the demand on the Grand River corridor.
   b. No mitigation measures were recommended.
2. Grand River Avenue & Providence Parkway
   a. A signal warrant was conducted at the intersection in accordance with the current MMUTCD. A signal is warranted under existing traffic volumes.
   b. Left-turn phasing criteria were analyzed at this intersection under the existing conditions, which resulted in a permissive/protected phase for the eastbound and westbound left-turn movements.
   c. The applicant recommends a signal with left turn phasing at the intersection to mitigate the delay.
3. Mitigation measures under the future year conditions showed an improvement in the LOS at the intersection of Grand River Avenue & Providence Parkway. All movements are projected to operate under acceptable LOS during both peak hours with the recommended mitigation.

CONCLUSIONS

1. The existing conditions indicate all study intersections have at least one or more approaches/movements operating at a failing LOS.
2. The background conditions indicated that all approaches and movements at the study intersections are projected to operate in a similar manner to the existing conditions with the exception of the following:
   a. Grand River Avenue & Wixom Road
   b. Grand River Avenue & Providence Parkway
   c. Grand River Avenue & Beck Road
3. The build conditions indicated that all approaches and movements at the study intersections are projected to operate in a similar manner to the background conditions with the exception of the following:
   a. Grand River Avenue & Wixom Road
   b. Grand River Avenue & Providence Parkway
   c. Grand River Avenue & Beck Road
4. No mitigation measures were recommended at the intersections of Wixom Road and Beck Road along the Grand River Avenue corridor.
5. A signal warrant was conducted at the intersection of Grand River Avenue and Providence Parkway under the existing traffic volumes, and a signal with a permissive/protected EB/WB left-turn phase was warranted and recommended by the applicant.
   a. Per P.217/218 left turn phase analysis, the eastbound left turn does not meet the criteria. Please revise the report and resubmit it for approval.

RECOMMENDATIONS

The study recommended the following:

1. The site-generated traffic volumes will be less than typical variations (+/-5%) in daily traffic volumes.
2. “It is recommended that RCOC consider the installation of a signal at this intersection to accommodate the existing traffic volumes.”
   a. Please refer to the RCOC comments for the signal warrant.

b. **Please remove this recommendation in the revised report in consultation with RCOC and resubmit it for approval.**
c. **Please add a section/conclusion on coordination with the private roadway owner and direction on signalizing the referred location. Please clarify if there is any impact from the queues from this development on the circulation and access to the hospital in case of stop-controlled traffic control.**
d. **Update the report to reflect the impact of traffic using the signal at the east on Grand River Avenue/West Market Square, if signalization at the intersection referenced in point C is not pursued.**

COMMENTS FROM RCOC

1. There is no mention of the proposed site traffic modifying their travel route to use the already existing signalized intersection east of Grand River and Providence Park Drive. It is my opinion that traffic will utilize a signalized intersection when it is readily available, if delays are significant enough, or if roadway users see a safety benefit.

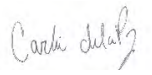
2. Although the westerly intersection of Grand River Ave and Providence Park Dr meets warrants for signalization, **RCOC has no plans to signalize this intersection**. **The delays observed at this intersection occur on Providence Park Dr, a private roadway. Since the delays occur on this private roadway, the costs of signalizing this intersection would be the responsibility of the private property owners not the RCOC.**
    a. RCOC may consider permitting signalization at this intersection.

3. The TIS states that both the east and westbound approaches at this intersection meet permissive/protect left turn warrants, only the westbound approach meets left turn warrants.

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

Sincerely,

AECOM



Carlie delaPaz
Traffic Engineer



Saumil Shah
Project Manager



Sarah Binkowski, PE, PTOE
Michigan Traffic Engineering Manager

FAÇADE REVIEW

DRN & ASSOCIATES, ARCHITECTS, PC
Phone: (248) 880-6523
E-Mail: dnecci@drnarchitects.com
Web: drnarchitects.com
50850 Applebrooke Dr., Northville, MI 48167

November 10, 2025

Façade Review Status:
Section 5.15 - Approved, Full Compliance
PRO Section 7.13 – Not Approved

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

Attn: Ms. Barb McBeth – City Planner

Re: FACADE ORDINANCE
Providence Meadows (FKA Park West) JZ25-24, Revised Initial PRO
Façade Region: 1 Zoning District - Current: I-1, Proposed: PRO RM-1.

Dear Ms. McBeth:

The following Facade Review is based on the drawings prepared by 4545 Architecture dated 10/3/25. This project is subject to the Façade Ordinance Section 5.15, and the Planned Rezoning Overlay Ordinance (PRO) Section 7.13. The percentages of materials proposed for each façade are as shown in the tables below. Materials in non-compliance are highlighted.

3 Unit Building	Front	Left	Right	Rear	Ordinance Maximum (Minimum)
Brick	37%	44%	44%	30%	100% (30% Minimum)
Cement Fiber Siding, Horizontal	34%	48%	48%	37%	50%
Trim	8%	8%	8%	5%	15%
Asphalt Shingles	21%	0%	0%	28%	50% (Footnote 14)

4 Unit Building	Front	Left	Right	Rear	Ordinance Maximum (Minimum)
Brick	38%	44%	44%	37%	100% (30% Minimum)
Cement Fiber Siding, Horizontal	31%	48%	48%	30%	50%
Trim	8%	8%	8%	5%	15%
Asphalt Shingles	23%	0%	0%	28%	50% (Footnote 14)

5 Unit Building	Front	Left	Right	Rear	Ordinance Maximum (Minimum)
Brick	38%	44%	44%	33%	100% (30% Minimum)
Cement Fiber Siding, Horizontal	30%	48%	48%	34%	50%
Trim	9%	8%	8%	5%	15%
Asphalt Shingles	23%	0%	0%	28%	50% (Footnote 14)

6 Unit Building	Front	Left	Right	Rear	Ordinance Maximum (Minimum)
Brick	38%	44%	44%	30%	100% (30% Minimum)
Cement Fiber Siding, Horizontal	30%	48%	48%	37%	50%
Trim	8%	8%	8%	5%	15%
Asphalt Shingles	24%	0%	0%	28%	50% (Footnote 14)

8 Unit Building	Front	Left	Right	Rear	Ordinance Maximum (Minimum)
Brick	38%	44%	44%	32%	100% (30% Minimum)
Cement Fiber Siding, Horizontal	30%	48%	48%	35%	50%
Trim	8%	8%	8%	5%	15%
Asphalt Shingles	24%	0%	0%	28%	50% (Footnote 14)

Façade Ordinance 5.15 - As shown above all facades are in full compliance with the Façade Ordinance. A Section 9 Waiver is not required for this project.

Rezoning Overlay Ordinance (PRO) Section 7.13 Section 7.13.2.D.ii.a of the PRO Ordinance requires that the application shall result in an enhancement of the project as compared to the existing zoning and that such enhancement would be unlikely in the absence of the use of a PRO." We believe that the proposed design lacks sufficient percentages of high-quality materials such as brick or stone and lacks the architectural features and attention to detail such as gable rooflines, return cornices, patterned siding and ornamental trim that would be necessary to meet the higher standard required by the PRO Ordinance.

Sincerely,
DRN & Associates, Architects PC



Douglas R. Necci, AIA

FIRE REVIEW

October 29, 2025

TO: Barbara McBeth - City Planner
Lindsay Bell - Plan Review Center
Dan Commer – Plan Review Center
Diana Shanahan – Plan Review Center
Stacey Choi – Planning Assistant

RE: Providence Park West (revised)
JZ25-24

Project Description:
Build 33 Multi-tenant residential structures off Providence Parkway

Comments:

- **Corrected on 10/29/25** - Plan Set page C-20 was CORRECTED for revised for Fire Truck turning radii and is now acceptable.
- Fire apparatus access drives to and from buildings through parking lots shall have a minimum fifty (50) feet outside turning radius and designed to support a minimum of thirty-five (35) tons. ***(D.C.S. Sec 11-239(b)(5))***
- **All** fire hydrants **MUST** be installed and operational prior to any combustible material is brought on site. **IFC 2015 3312.1**
- For new buildings and existing buildings, you **MUST** comply with the International Fire Code Section 510 for Emergency Radio Coverage. This shall be completed by the time the final inspection of the fire alarm and fire suppression permits.
- When the property has limited frontage along external arterials, or topographic conditions on the external arterials reduce sight line distances so that a secondary access point cannot be established which will provide safe ingress and egress, the City shall require access roads for emergency vehicles, where feasible. A secondary access driveway shall be a minimum of twenty (20 feet in width and paved to provide all-weather access and shall be designed to support a vehicle of thirty-five (35) tons. Minimum easement width for secondary access driveways shall be twenty-five (25) feet. A permanent "break-away" gate shall be provided at the secondary access driveway's intersection with the public roadway in accordance with Figure VIII-K of the Design and Construction Standards. To discourage non-emergency vehicles, emergency access roads shall be designated by signage as for emergency access only, shall be separated from the other roadways by mountable curbs, and shall utilize entrance radii designed to permit emergency vehicles while discouraging non-emergency traffic. ***(D.C.S. Sec 11-194 (a)(19))***
- Fire lanes will be designated by the Fire Chief or his designee when it is deemed necessary and shall comply with the Fire Prevention Ordinances adopted by the City of Novi. The location of all "fire

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lane – no parking" signs are to be shown on the site plans. ***(Fire Prevention Ord.)***

- The minimum width of a posted fire lane is 20 feet. The minimum height of a posted fire lane is 14 feet. ***(D.C.S Sec. 158-99(a).)***
- All new multi-residential buildings shall be numbered. Each number shall be a minimum 10 inches high, 1 inch wide and be posted at least 15 feet above the ground on the building where readily visible from the street. ***(Fire Prevention Ord.)***
- The distribution system in all developments requiring more than eight hundred (800) feet of water main shall have a minimum of two (2) connections to a source of supply and shall be a looped system***. (D.C.S.Sec. 11-68(a))***
- The ability to serve at least two thousand (2,000) gallons per minute in single-family detached residential; three thousand (3,000) gallons per school areas; and at least four thousand (4,000) gallons per minute in office, industrial and shopping centers is essential. ***(D.C.S. Sec.11-68(a))***
- Fire hydrant spacing shall be measured as "hose laying distance" from fire apparatus. Hose laying distance is the distance the fire apparatus travels along improved access routes between hydrants or from a hydrant to a structure.
- Hydrants shall be spaced approximately three hundred (300) feet apart online in commercial, industrial, and multiple-residential areas. In cases where the buildings within developments are fully fire suppressed, hydrants shall be no more than five hundred (500) feet apart. The spacing of hydrants around commercial and/or industrial developments shall be considered as individual cases where special circumstances exist upon consultation with the fire chief. ***(D.C.S. Sec. 11-68 (f)(1)c)***
- No part of a commercial, industrial, or multiple residential area shall be more than 300 feet from a hydrant. ***(D.C.S. Sec. 11-68 (f)(1)c.1)***
- A hazardous chemical survey is required to be submitted to the Planning & Community Development Department for distribution to the Fire Department at the time any Preliminary Site Plan is submitted for review and approval. Definitions of chemical types can be obtained from the Fire Department at (248) 735-5674.
- Water mains and fire hydrants shall be installed prior to construction above the foundation. Note this on all plans.
- The building address is to be posted facing the street throughout construction. The address is to be at least 3 inches high on a contrasting background. Note this on all plans.
- Prior to construction above the foundation of all multi-residential buildings and single-family dwellings, all roads are to be paved. Note this on all plans.

Recommendation:
The Fire Dept. does not have any objections, as long as the above comments are met for final review.

Sincerely,

Andrew Copeland – Fire Marshal
City of Novi Fire Department

cc: file

APPLICANT RESPONSE LETTERS

January 7, 2026

City of Novi
Planning Department

Re: **Providence Meadows** PRO Concept Plan Resubmittal
PRO Concept Plan Resubmittal Review Response Letter
Property south of Grand River west of Providence Parkway
Parcel Numbers 22-17-101-012 and 22-17-101-010
Novi, MI

Dear Ms. Bell,

Thank you for your Plan Review Center Report dated December 3, 2025. This Submittal Response letter focuses on the items necessary to address in advance of the Planning Commission's review of the initial submittal and eligibility of the rezoning request.

Whitehall Real Estate Interests and Robertson Brothers Homes are excited to present a site plan for concept PRO review, envisioning a vibrant residential community on property south of Grand River and west of Providence Parkway. This proposed development is thoughtfully designed as an extension of the Henry Ford Providence Hospital campus, providing much-needed housing while fostering a sense of community. Spanning approximately 31 acres, the site is planned as a high-quality, for-sale “missing middle” residential townhome community, offering convenient access to an adjacent employment center.

The proposed RM-2 zoning for the development of 161 for-sale townhomes provides a density of 6.54 dwelling units per net acre, well below the maximum permitted density of 15.6 dwelling units per net acre under RM-2. While RM-2 zoning permits more intense multi-family development than what is proposed, this plan is intentionally designed to be less dense and more compatible with surrounding land uses than typical RM-2 or I-1 projects. The proposed building height of 35 feet is less than the 40-foot maximum allowed under the current I1 zoning. As currently zoned, the site could support a variety of research, office, and light industrial uses, including wholesale operations, warehousing, and other industrial activities, all of which would be more intrusive to the site and surrounding areas than the proposed residential development.

To reinforce this lower-impact approach and meet the building requirements for RM-2, the PRO Agreement will propose conditions and design parameters that reduce intensity and establish high-quality standards for site layout, architectural design, and integration with the surrounding context.

Responses to Plan Review Center Report comments are provided in blue below.

Zoning and Use Requirements

Master Plan (adopted July 25, 2025)

- Required Code: Office research development and technology
- Proposed: Multiple-Family Residential (RM-2)

The proposed rezoning is not supported by the 2025 Master Plan in this location.

According to the 2025 Draft Master Plan, the Housing Diversity section notes that "the City is actively diversifying housing typologies to further improve affordability and accessibility" and emphasizes the need to ensure future housing supply aligns with market demand. The Market Analysis builds on this, identifying Missing Middle Housing (e.g. townhomes) as essential to enhancing both diversity and attainability within Novi's housing stock. The plan also calls for policies that promote attainable infill development and support projects offering affordable-rate units alongside higher-end housing to achieve a balanced, inclusive market. This proposal directly advances those objectives. We believe RM-2 zoning is a supported transitional use based on the surrounding uses (refer to the project narrative). The parcel has historically been ignored for its potential as a residential use, and it has been demonstrated that there is no realistic potential for development under the existing future land use designation.

Zoning (Effective January 8, 2015)

- Required Code: I-1 Light Industrial
- Proposed: RM-2 High-density Multiple Family with a PRO

Planning Commission recommendation & City Council approval of PRO Concept Plan, City Council approval, PRO agreement, Site Plan or Plat normal approval process

Understood

Uses Permitted (Sec 3.1.18.B & C)

- Required Code: Light Industrial Uses Sec. 3.1.18.B. - Principal Uses

Permitted.
- Proposed: (Sec 3.1.8) Multi-Family Residential

The proposed rezoning category would allow multi-family uses.

See zoning justification herein.

Uses Permitted (Sec 3.1.18.B & C)
- Required Code: Light Industrial Uses Sec. 3.1.18.B. - Principal Uses Permitted. Sec. 3.1.18.C. – Special Land Uses Permitted.
- Proposed: Plans show 2 phases

Phasing proposed – each phase will need to be able to stand on its own as if developed independently

Each phase is designed to function independently and will stand on its own if developed separately. The separation of the phases is intentional and has been fully considered during the planning process. Refer to the phase delineation on the plans. The usable open space in both phase exceeds the requirement which represents an enhancement of the project area beyond what could otherwise be required.

Planned Rezoning Overlay Document Requirements

Written Statement- The statement should describe the following:
- Potential development under the proposed zoning and current zoning.
- Identified benefit(s) of the development
- Conditions proposed for inclusion in the PRO Agreement (i.e., Zoning Ordinance deviations,
- Proposed: Proposed
- **Provide more information comparing impact of potential development under I-1 Zoning to proposed development**
- **See Planning Review for discussion**
- **Any deviations identified, conditions that would be more limiting than typical RM-2 dev**

See the submitted community impact statement, providing a more detailed comparison between the underlying I-1 use and the proposed development. The proposed benefits of the project are as follows:

Public Trail Access through the site: This improvement enhances walkability between Grand River Avenue, Providence Parkway, and the regional trail system while supporting the City's Active Mobility goals. We believe this will be a quality benefit to the community and future residents of the development. We acknowledge staff's concern regarding long-term public access to the proposed pedestrian pathway. The pathway will be protected through provisions within the HOA

Master Deed, and the PRO Agreement will prohibit gating or any future restriction of public use. While generally parallel to Providence Parkway, the pathway provides a distinct park-like trail loop through preserved natural features, offering a lower-stress pedestrian experience and an alternative internal connection not provided by the existing sidewalk.

Trailhead Connection and Signage: This is a proposed wayfinding and public refuge amenity to be built offsite along Providence Parkway. At the appropriate time we will work with the hospital to obtain a public access easement as they have been very supportive of this proposal.

Attainable Housing Option: The attainability of the proposed homes is evaluated relative to the existing housing supply in Novi. The planned townhomes are expected to be priced well below many single-family homes, which currently represent a significant portion of the city's housing inventory. As a result, the development introduces a more attainable homeownership opportunity that helps diversify the local housing market. The community is envisioned as a high quality, for sale residential neighborhood that directly addresses Novi's documented shortage of attainable housing and responds to growing demand for missing middle housing. In the context of rising construction costs and higher interest rates, the project offers an attractive and practical option for hospital associates and young professionals seeking convenient, well-located housing near major employment centers.

Under the previous I-1 medical office plan, an EGLE Wetland Permit required a mitigation area stretching to the southern property line; however, our revised plan intentionally pulls back that area, leaving a minimum 66-foot wide strip undisturbed adjacent to The Villas at Stonebrook community. When this improvement to the plan was unveiled to the adjacent property owners during our second neighborhood meeting, it was very well-received and appreciated for providing an additional buffer.

The proposed PRO provides meaningful public benefits that are well aligned with the site's unique opportunities and constraints. The project delivers attainable for-sale housing in proximity to major employment centers, preserves and enhances natural features through thoughtful site design, a public trailhead, and introduces new pedestrian connections that improve neighborhood walkability. Collectively, these elements represent a balanced and context-sensitive approach that advances community goals while making productive use of an underutilized property.

See the project narrative for a comprehensive list of identified deviations and conditions that would be more limiting than

typical RM-2 dev. We have revised our Requested Deviations to include all listed in the review letter. See Sheet C7

Sign Location Plan

- Required Code: Installed within 15 days prior to public hearing located along all road frontages
- Proposed: Provided
- **NOTE: the proposed Zoning District is RM-2 – please correct on sign mock-up**

The proposed zoning district RM-2 has been corrected on the sign mock-up, and the signs were posted in the appropriate locations on December 18th.

Traffic Impact Study

- Required Code: A Traffic Impact Study as required by the City of Novi Site Plan and Development Manual.
- Proposed: Provided

Refer to Traffic review letter for related comments

A draft Traffic Impact Study (TIS) 7/22/2025 was previously supplied a subsequently a revised TIS (dated 9/5/25), which addresses reflects the change of use should result in significantly fewer vehicle trips on the traffic system compared to development as a medical office under I-1 standards (proposed use: 1,192 vehicles per day; Medical office: 2,574 vpd). The traffic impact study was further updated on December 15th (attached).

Community Impact Statement *(Sec. 2.2)*

- Required Code: Over 30 acres for permitted non-residential projects
  - Over 10 acres in size for a special land use
  - All residential projects with more than 150 units
  - A mixed-use development, staff shall determine
- Proposed: All Residential projects with more than 150 units.

See Planning Review for discussion

The statement compares the proposed project with a potential Light Industrial development as it pertains to the demand on City utilities and services, as well as wetland/woodland impacts.

Market Study

- Optional: a Market study to provide a market demand analysis for the proposed project.
- Proposed: Letter from CBRE's Edward Wujek- not dated

See Planning Review for discussion

The letter from CBRE dated 4/11/2025 provides detail regarding the lack of interest for the property based on the existing zoning.

Usable Open Space Area (Sec 3.1.8.D) Article 2: Definitions

- Required Code: 200 sf of Minimum usable open space per dwelling unit For a total of 161 dwelling units, required Open Space: 32,200 SF (0.75 acre)
- Proposed: Phase 1: 22,620 sf / Decks: 4,400 sf / Pocket Parks: 18,220 sf
- Phase 2: 28,144 sf / Decks: 3,650 sf / Pocket Parks: 24,494 sf

Proposed area exceeds requirement by 58% - this could be a condition of the PRO Agreement that is an enhancement

Understood and agreed

Maximum % of Lot Area Covered (By All Buildings)

- Required Code: 45%
- **Proposed: 10.5%**

This could be a condition more limiting than requirements

Understood and agreed. This has been included in the Schedule of Regulations and Modifications table herein

Building Height (Sec. 3.20)

- Required Code: 65 ft. or 5 stories whichever is less
- **Proposed: 34.2 feet**

This could be a condition more limiting than requirements

Understood and agreed. This has been included in the Schedule of Regulations and Modifications table herein. We propose a building height limitation of 35' to the building midpoint as a condition of approval.

Residential Building Setbacks (Sec 3.1.8.D)

- Required Code: 75 ft Front @ Grand River
- Proposed: Exceeds

Label minimum setbacks on plan

Labels for minimum setbacks will be added to plans.

- Required Code: 75 ft Side- North (abutting I-2) and West
- Proposed: 50 ft

Applicant requests a deviation for building setbacks from I-1 on west

Understood, this is a requested deviation. Note that the only deviation is along undevelopable land that is either wetland or storm pond, and there will be no impacts to existing property owners or to future residents.

Wetland/Watercourse Setback *(Sec 3.6.2.M)*

- Required Code: A setback of 25ft from wetlands and from high watermark course shall be maintained
- Proposed: Impacts likely

Refer to wetlands review letter for more detail

Appropriate setbacks have been incorporated into the site plans. Refer to the Engineering Response Letter regarding the Wetland Mitigation.

RM-1 and RM-2 Required Conditions *(Sec 3.8)*

Total number of rooms

- Required Conditions: For RM-2 building less than four stories, RM-1 regulations apply; Total No. of rooms < Net site area in SF/2000. For RM-2 buildings, four stories or more: Total No. of rooms < Net site area in SF/700
- Proposed: 991,426 sf/2000 = 496 rooms allowed. Total number of rooms Proposed: 652

Applicant requests a deviation for room count, increase of 20%.

Understood. This remains a requested deviation, now proposing 644 rooms. If the buildings were increased by one story the deviation would not be needed. We believe limiting the height to 3 stories and 35' to the midpoint to fit contextually with existing developments is justification for the deviation in room count.

Public Utilities

- Required: All public utilities should be available
- Proposed: All public utilities are available

Refer to Engineering review for more details

Understood and responded to under separate cover.

Structure frontage

- Required: Each structure in the dwelling group shall front either on a dedicated public street or approved private drive.
- Proposed: Proposed private drive

Subject to City Council approval
Understood

Building Orientation (Sec. 3.8.2.D)

- Required Code: Where any multiple dwelling structure and/ or accessory structure is located along an outer perimeter property line adjacent to another residential or nonresidential district, said structure shall be oriented at a minimum angle of forty-five (45) degrees to said property line.
- Proposed: Some Buildings do not meet the minimum requirement for 45-degree orientation- Buildings 1, 2, 6, and 16-19 appear to not meet the minimum

Applicant requests a deviation for building orientation for buildings noted
Understood. See plans for building orientation. The purpose of the deviation is to allow for a townhome style development that fits more contextually than a large scale apartment complex.

Yard setback restrictions (Sec. 3.8.2.E)

- Required Code: Within any front, side or rear yard, off-street parking, maneuvering lanes, service drives or loading areas cannot exceed 30% of yard area.
- Proposed: Parking areas and drive aisles are mostly internal to the site North side bordering I-2 not clear.

Please provide a calculation of the amount of drive aisle/parking on north boundary with I-2
Calculations will be provided to show not exceeding 30% of the yard area.

Off-Street Parking or related drives (Sec. 3.8.2.F)

- Required Code: No closer than 25 ft. to any wall of a dwelling structure that contains openings involving living areas or No closer than 8 ft. for other walls or No closer than 20 ft. from ROW and property line
- 15 feet proposed

Applicant requests a deviation for distance from off-street parking to building.
Understood, this is a requested deviation to limit impact to natural features. Additional measurements will be added to plans.

Pedestrian Connectivity (Sec. 3.8.2.G)

- Required Code: 5 feet sidewalks on both sides of the Private drive are required to permit safe and convenient pedestrian access.
- Proposed: 8-foot Sidewalk on one side of Harborfield Dr, Other sidewalks

from parking to front of units are 5 feet

Applicant requests a deviation to provide sidewalk on only one side of private drive

This will continue to be a deviation requested in order to limit impact to the natural features, including wetlands.

Minimum Distance between the buildings *(Sec. 3.8.2.H)*

- Required Code: In no instance shall this distance be less than thirty (30) feet unless there is a corner-to-corner relationship in which case the minimum distance shall be fifteen (15) feet.
- Proposed: 15 ft indicated as minimum distance with corner to corner relationship.

Applicant requests a deviation for min. distances between buildings

Requested deviation is to provide 15 feet between buildings, which is typical of a townhome style community. This enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.

Architectural design and materials *(Sec. 3.8.3.B)*

- Required Code: All Development features of buildings and any accessory buildings (architectural design & façade materials) shall be clearly shown and identified.
- Proposed: Elevations provided

See Façade review for comments on materials and design

The plans have been revised to fully comply with the City's architectural requirements, and no deviations are being requested. We believe the proposed building facades reflect an attractive, modern design that will enhance the surrounding community. We have offered townhomes with a similar façade design in comparable high-quality markets, where they have been very well received.

Minor Drive

- Required Code: Cannot exceed 600 feet
- Width: 24 feet with no onstreet parking
- Width: 28 feet with parking on one side
- Parking on two sides is not allowed
- Needs turn-around if longer than 150 feet
- Proposed: Drives around buildings all appear to be 24-ft

Havencrest Circle and Laurelwood Lane exceed 600 ft – deviation required

Understood, this is a requested deviation.

Parking on Major and Minor Drives

- Required Code: Angled and perpendicular parking, permitted on minor drive, but not from a major drive;
- minimum centerline radius: 100 feet
- Adjacent parking and on-street parking shall be limited near curves with less than two-hundred thirty (230) feet of centerline radius
- Proposed: Parking on minor drives and at end of Major drives. Centerline radius

Perpendicular Parking on Major drive will require a deviation

Understood, this is a requested deviation

Number of Parking Spaces (Sec.5.2.12.A & B)

- Required Code: For 3 or more bedroom units: 2 ½ spaces each 161- 3 bedroom units: 408 spaces TOTAL: 403 spaces
- Proposed: Attached garages, guest parking Phase 1: 220 / Phase 2: 183 / Total proposed: 403

Clarify parking calculation that states "Parking = 14 x .5;"

A note has been added to the calculations indicating Buildings 9-11 provide driveway apron parking, 14 units each providing .5 spaces.

End Islands (Sec. 5.3.12)

- Required Code: End Islands with landscaping and raised curbs are required at the end of all parking bays that abut traffic circulation aisles. The end islands shall generally be at least 8 feet wide, have an outside radius of 15 feet, and be constructed 3' shorter than the adjacent parking stall as illustrated in the Zoning Ordinance
- Proposed: NA

Refer to Traffic comments.

This requirement appears to have been met.

Barrier Free Spaces

- Required Code: To be determined once minimum required spaces determined
- Proposed: 2 provided in each phase

Refer to Building Code requirements to identify how many ADA accessible units are required and provide necessary Handicap spaces in those locations

Understood. 2 additional HC spaces have been added per Code.

Barrier Free Signs

- Required: One sign for each accessible parking space
- Proposed: Not shown yet

Signage will be verified during site plan review

Understood

Bicycle Parking General requirements *(Sec 5.16.1)*

- Required Code: Shall be accessible via 6 ft paved sidewalk.
- Proposed: 7 ft shown, but 2-foot car overhang would make 5-ft clear

Show width of sidewalk at rack locations – must be 6 ft clear of any car overhangs

Understood, dimensions to be added to plans.

Bicycle Parking Lot layout *(Sec 5.16.6)*

- Required Code: Parking space width: 7 ft. One tier width: 11 ft. Two tier width: 18 ft. Maneuvering width: 4 ft.
- Proposed: Layout Detail shows 8 ft pad width, but dimension on Plan shows 6 ft

Correct the dimensions shown on the plan to match the detail

Layout will be updated to be 8 ft pad.

Covered bike parking

- Required Code: When 20 or more bike parking spaces are required, 25% shall be covered spaces
- Proposed: Not shown

Applicant requests a deviation, Provide a min 7 spaces in covered locations – can be in unit garages

We propose 1 bike parking space in each garage.

Active Mobility Plan

- Required Code: Complete sidewalk/pathway gaps on Grand River Ave, Crosswalk recommended at Providence Pkwy/Grand River, Bus stops on Grand River Ave
- Proposed: Required pathway at GRA would fill ~400 ft gap (8-ft min. width)

See new Active Mobility Plan for other guidelines/recommendations, especially for Grand River Avenue

Understood. The PRO Plan aligns with the updated Active Mobility Plan guidelines and takes into consideration the recommendations provided. We are open to discussions with the city on additional ways to meet the guidelines.

Internal Sidewalks *(Sec. 3.8.2.G)*

- Required Code: Five-foot sidewalks required on both sides of internal public or private drives
- Proposed: Sidewalk provided on one side of roads for most part.

Deviation required for lack of sidewalk on one side of road

This is a requested deviation from the requirement to provide 5-foot sidewalks on both sides of private drives in order to protect the natural features of the property.

Public Sidewalks *(Chapter 11, Sec.11-276(b))*

- Required Code: An 8-foot sidewalk is required along Grand River
- Proposed: Sidewalk proposed along Grand River Ave

Label the width of the sidewalks.

The sidewalk along Grand River is proposed to be 8' wide.

General layout and dimension of proposed physical improvements

- Required Code: Location of all existing and proposed buildings, proposed building heights, building layouts, (floor area in square feet), location of proposed parking and parking layout, streets and drives, and indicate square footage of pavement area (indicate public or private).
- Proposed: NA

Please provide additional information as requested in this and other review letters

Information on the general layout and dimensions of the proposed physical improvements is covered in the plans, narrative, and accompanying response letters

Development and Street Names

- Required Code: Development and street names must be approved by the Street Naming Committee before Preliminary Site Plan approval
- Proposed: Application received

Project and Street Name application; Contact Stacey Choi at 248-347- 0475 to schedule consideration by the Committee

A response letter regarding the proposed street and project names was received on August 21, 2025. The proposed street names are consistent with those approved by the committee. The project name has also been updated to the committee's recommended name, Providence Meadows.

Parking Lot Lighting

- Required Code: Provide the minimum illumination necessary to ensure adequate vision and comfort.
- Full cut-off fixtures shall be used to prevent glare and spillover.
- Proposed: NA

Parking areas are not to be lit. This would cause a safety concern.

A deviation has been requested, in order to comply with dark sky best practices. As noted, the units themselves will have coach lighting which provides adequate lighting for safety and security and is typical of other townhome style developments.

Residential Developments (Sec. 5.7.3.O)

- Required Code: Provide sufficient illumination (0.2 fc min) at each entrance from major thoroughfare
- Residential projects may deviate from the min. illumination levels and uniformity requirements of 5.7.3.L so long as site lighting for parking lots, property lines and security lighting is provided
- Proposed: NA

Deviation requested by applicant. The parking areas and walkways throughout the site are unlit – this could create unsafe conditions, especially in winter months when it gets dark early.

A deviation for lighting has been requested. As stated above, the units themselves will have coach lighting which provides adequate lighting for safety and security as is typical in townhome style developments.

The proposed Public Benefits we intend to provide are:

- **Public Trail Access Through the Site:** A pedestrian pathway will be constructed to provide public access from the future sidewalk paralleling Grand River Avenue through the development to Providence Parkway. This pathway will feature landscape plantings and offer scenic views of the site's natural features. Together, the sidewalk and pathway will create a vital connection between the Grand River corridor and the Henry Ford and ITC trail systems.
- **Trailhead Connection and Signage:** Development of a new trailhead that links to the larger Henry Ford and ITC trail system.
- **Attainable Housing option:** The development will offer 161 for-sale townhomes specifically designed to meet the demand for attainable housing in Novi. These homes will offer a more accessible price point for young professionals, first-time buyers, and essential workers, including nurses, doctors, and administrative staff employed at the adjacent Henry Ford Health campus.
- **Preservation of Wetlands and Woodlands:** The site has been carefully planned to minimize impacts on its natural features, including wetlands

and woodlands, creating a balanced integration of residential living and nature. These areas will be permanently protected through a conservation easement, ensuring their preservation and ecological value for future residents and the broader community. Further, through meetings with adjacent homeowners, we have revised the plans to provide a 60' minimum natural buffer along the southern property line.

Proposed Deviations

Schedule of Regulations and Modifications Providence Meadows- Attached 2-Car Townhomes			
	RM-2 (RM-1 Supercedes per Section 3.8.1.B of the Zoning Ordinance)	Providence Meadows	Deviations
Principal Building Height to Midpoint	35'	34.2'	In Compliance
Max. Building Coverage	25%	10.3%	In Compliance
Usable Open Space	32,200 SF	50,764 SF	In Compliance
Min. Parking Spaces	403	403	In Compliance
Building Orientation (Sec. 3.8.2.D)	45 degrees	90 degrees	Requested Deviation
Min. Building Setbacks to West Boundary Line (Sec. 3.31.7.D)	75'	50'	Requested Deviation
Distance Between Buildings (Sec. 3.8.2.H)	Determined by Distance Formula	15'	Requested Deviations
Total number of rooms (Sec. 3.8.1. A & B)	536	644	Requested Deviation
Parking on Major and Minor Drives Parking Stall Setback (Sec. 5.10.1.B.iv-vi)	25'	15'	Requested Deviation
Parking along Curves (Sec. 5.10)	Parking on curves with more than a 230' radius	Parking on curves with less than 230' radius	Requested Deviation
Covered Bike Parking (Sec. 5.16.4)	When 20 or more bike parking spaces are required, 25% shall be covered spaces.	None	Requested Deviation
Parking Distance to Buildings (Sec. 3.8.2.F)	25'	<25'	Requested Deviation
Pedestrian Connectivity (Sec. 3.8.2.G)	5' sidewalks on both sides or private drive	Varying	Requested Deviation
Parking Lot Lighting (Sec. 5.7.3.J)	providing the minimum illumination necessary to ensure adequate vision and comfort.	Varying	Requested Deviation
Residential Developments (Sec. 5.7.3.O)	providing sufficient illumination at each entrance from major thoroughfare.	Varying	Requested Deviation

Landscape Deviations

1. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation for the lack of required 3-foot berm along Grand River Avenue and Providence Parkway due to the existing natural areas to be preserved, and the presence of the ITC easement.
2. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation to allow a deficiency in street trees along Grand River Avenue.

3. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation to allow a deficiency in greenbelt landscaping along Grand River Avenue.
4. Right-of-Way Landscaping (Sec. 5.5.3.B.iii) Deviation to allow the use of existing trees as street trees along Providence Parkway access easement.
5. Right-of-Way Landscaping (Sec. 5.5.3.B.iii) Deviation to allow a deficiency in street trees along Harborfield Drive within the ITC easement.
6. Right-of-Way Landscaping (Sec. 5.5.3.B.ii) Deviation for the lack of greenbelt plantings along Providence Parkway.
7. Multi-Family Landscaping (Sec. 5.5.3.F.iii) Requested deviation for multi-family unit trees and foundation landscaping

Product Design





The home elevations are designed to create a high-quality aesthetic that establishes a distinct sense of place and community identity. We view the elevation design as an iterative process in collaboration with Staff and the Planning Commission and welcome ongoing discussions about this vision. The homes feature three-bedroom floor plans, each with a two-car attached garage. Designed as three-story attached townhomes. The units are approximately 1,600 square feet in size and are not stacked, which is highly preferred by homebuyers. Exteriors are finished with brick and Hardie Board siding, in a desirable earthy color scheme, representing a modern and attractive housing option. The elevations have been modified to meet the materiality requirements of Novi and no longer require a design waiver.

Please don't hesitate to reach out if any additional information is needed.

Thank you.

Respectfully



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CC Gary Jonna, Whitehall Real Estate Interests
CC David Landry

Jason M. Emerine, PE
Robert J. Emerine, PE
Jason A. Rickard, PE

December 29, 2025

City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

Attention: **Lindsay Bell, Senior Planner**

Regarding: **JZ 25-24**
Providence Meadows

Please find below a detailed response to the Comprehensive Review packet that was received by SKE Group for the Providence Meadows Project on December 3, 2025. The responses have been addressed according to the specific review letters received.

Planning Review

Review Concerns

5. Wetland Mitigation – Under the approved EGLE wetland mitigation plan 1.23 acres were required and we are proposing to comply with the permit. We will confirm with EGLE if a new plan is required. If allowable the mitigation can be reduced to the minimum required area which would preserve more woodlands.

Planning Review Chart:

Sign Location Plan – The proposed Zoning District will be updated to RM-2.
Residential Building Setbacks – Labels for minimum setbacks will be added to plans.
Yard Setback Restrictions – Calculations will be provided to show not exceeding 30% of the yard area.
Off-Street Parking or drives – Additional measurements will be added to plans.
Number of Parking Spaces - A note has been added to the calculations indicating Buildings 9-11 provide driveway apron parking, 14 units each providing .5 spaces.
Barrier Free Spaces – 2 additional HC spaces have been added per Code.
Bicycle Parking Lot Layout – Layout will be updated to be 8 ft pad.
Covered Bike Parking – We can propose 1 covered bike parking space in each garage.
Public Sidewalks – The sidewalk along Grand River is proposed to be 8’ wide.

Engineering Review

1. Based on existing zoning the Site would yield approximately 130,000 sf of building with the approximate REU’s being 52. We will update the plans for the sanitary sewer basis of design.
2. Based on the soils report the boring logs show mostly clay soils which makes infiltration difficult.
3. We have added a note stating that RCOC approval is required for detention basin discharge.
4. We have added a note stating that DTE approval is required for the construction under the overhead power lines.

All other comments will be addressed at the time of Final Site Plan.

Wetland Review

1. We have added to the wetland chart the area of temporary buffer impact.
2. This site has an EGLE wetland permit in place. All wetlands have been delineated and agreed upon with EGLE.
3. The cost to perform any wetland protection and restoration will be added to the Site Plan submittal.

Sincerely,
SKE Group LLC



Jason A. Rickard, PE

Providence Meadows
Landscape Response Letter – Revised PRO Concept
12.22.2025

To whom it may concern,

Land Design Studio has received the Combined Review Letters and Charts related to the revised Providence Meadows plans (formerly Providence Park West), project number JZ 25-24. Please see the following responses as they relate to the various comments within the letters and charts:

Planning Review Letter – dated December 03, 2025

Natural Features:

- Wetlands: Approximately 1.24 acres of on-site mitigation area is noted on the plan, which exceeds the 0.89 acres required according to City Code. The applicant should confirm with EGLE that they can continue to use the previous permit for a new proposed development with a different use and layout. If the excess mitigation causes impacts to regulated woodlands, it may be desirable to scale back the preserve more woodlands.
  Response: The Development Team is pursuing answers to the questions posed regarding the existing EGLE permit. Additionally, the Team is analyzing potential ways reduce or reconfigure the proposed wetland mitigation areas in order to save existing trees.

- Woodlands: The City's Woodland Consultant "has determined that the majority of the trees on site should be considered regulated woodland due to the stand density and connectivity to other regulated woodland areas – specifically, connection to regulated woodland areas west of the project parcel". The plans will need to be revised to calculate replacement credits under the Woodland Protection Ordinance.
  Response: An initial Tree Replacement Analysis indicates that the City's Woodland Consultant's determination will lead to an unexpected replacement increase of approximately 750 trees. This is a departure from the information presented in the published Regulated Woodland Map which was relied upon for preparation of the plans for review, and further was not indicated as regulated woodlands in any preapplication review comments provided to us. Our position is that the City had clearly conveyed that the parcel was not considered to contain regulated woodlands and as such the additional tree requirement should not be imposed.

Ordinance Deviations:

- Item 14: A landscape deviation to allow a deficiency in street trees along Providence Parkway access easement. This may be supported by Staff. Please add trees where possible and/or explain the need for the deviation if the required trees cannot be provided.
  Response: The Providence Parkway entrance to this proposed community is provided via an agreement with Henry Ford Health and affords the project one 60' wide access easement, flanked by two 60' wide landscape easements. The entirety of the 60' width access easement is filled with the newly proposed access road, existing community sidewalk with new crosswalk, proposed community sidewalk, proposed entrance light, existing underground cables, and area precluded from use due to clear view triangles. The two 60' width landscape easements are likewise encumbered by existing trees, underground cables, underground telecommunication cables, and existing community sidewalk. The proposed improvements in these easements also includes masonry walls, the northern of which will support the community sign panel. The proposed landscape includes 6 ornamental trees and utilizing 4 Existing Trees towards the landscape requirements. Specifically, the following trees are used as street trees:
  - Tree 103902 10" Red Maple Good Condition
  - Tree 103906 8" Pear Good Condition
  - Tree 103915 28" Bur Oak Good Condition
  - Tree 103917 12"/16" Sugar Maple Good Condition

  To conclude, between the existing hardscape, the existing utilities, the existing trees, the proposed entrance road, the proposed sidewalk, the currently proposed ornamental trees, the limitation from the clear view triangle, and the intended visibility of the community sign, there is no more room to add the requisite trees within the limited space provided to the project by Henry Ford Health.

- Item 16: A deviation for the lack of greenbelt plantings along Providence Parkway. This may be supported by staff. The applicant is asked to clearly identify the existing trees to remain and count towards the required tree count on the plan view and in the calculations, and add trees to remove any remaining deficiencies.
  Response: Information was added to the landscape requirement calculations on Sheet L-1 and hatching was added to the 4 existing trees intended to satisfy the canopy tree requirement on Sheet L-2. More specific information, including the above limitation information, and better hatching will be added to the plans for more clarity on the matter.

- Item 17: A landscape deviation for the deficiency in multi-family unit trees and foundation landscaping. This deviation is not supported by staff as there are opportunities to more closely comply with the ordinance standards.
  Response: The previously submitted plans included the correct number of multi-family unit trees. Per our conversation with Rick Meader, the following information and solutions were discussed and will be included in future landscape plans:
    - The "shrubs" identified in the Landscape Review Letter are actually proposed columnar trees. In our discussion, it was determined that columnar trees, as proposed, would count as subcanopy trees, which are allowable at a 1.5/1 ratio towards requirements. Additionally, the Design Team will diversify the proposed columnar trees to include columnar evergreens, also to be counted as subcanopy trees.
    - The Design Team is working to determine whether the 62 trees proposed in the Wetland Mitigation Area will be allowed per EGLE.

  At this time the Design Team will not be implementing the suggested 4' width landscape islands between the townhome garages. Such islands would create a difficult growing condition for landscape material and winter maintenance issues throughout the community.

Engineering Review Letter – dated November 10, 2025

Comments:

- Item 10: Generally, all proposed trees shall remain outside utility easements. Where proposed trees are required within a utility easement, the trees shall maintain a minimum 5-foot horizontal separation from a water main and storm sewer and 10-foot horizontal separation from sanitary sewer.
  Response: Effort has been made to keep as many trees outside of utility easements as possible, however, due to the required quantity of trees on this site, trees need to be placed within easement to avoid deficiencies. When proposed in an easement, the above required horizontal separations have been adhered to. A note has been added to Sheet L-1 detailing these separation requirements.

Storm Water Management Plan:

- Item 41: A 25-foot vegetated buffer shall be provided around the perimeter of the storm water basin. This buffer cannot encroach onto adjacent lots or property.
  Response: According to the City of Novi Landscape Design Manual, Part 1, Section 3d: the 25' vegetated area required shall be measured from the permanent water level, not the perimeter of the pond. The proposed pond adheres to this 25' vegetated area.

Landscape Review Letter – dated October 24, 2025

Landscape Deviations required for the proposed layout and landscaping:

- Lack of street trees for Grand River and Providence Parkway – would be supported by Staff for Grand River and possibly for Providence Parkway if room for the required trees is not available.
  Response: See response in Planning Review Letter portion of this Response Letter.

- Significant deficiencies in multi-family landscaping – unit trees, interior drive trees, and foundation landscaping – not supported by staff.
  Response: See response in Planning Review Letter portion of this Response Letter.

- Please revise the layout/design so the foundation landscaping is at the side of the building facing the drive.
  Response: The portion of the building that faces the drive is the "rear"/garage side of the building. The Development Team has explored the possibility of adding small landscape islands between the garage doors, but has opted not to pursue them at this time. The small width of the islands would not be conducive to tree placement and make it difficult for shrub and perennial establishment as well. Additionally, winter maintenance and significant salt accrual would further damage landscaping included in the islands.

<u>Ordinance Considerations:</u>

Existing Trees

- Item 2: Woodland replacement calculations are provided but are incorrect. The woodland map does not show regulated woodlands on the site but that appears to be an error. An inspection by our environmental consultant determined the boundaries of the regulated woodland on site and was referred to in their review but their suggestions were not followed. Please revise the calculations based on that determination.
  Response: An initial Tree Replacement Analysis indicates that the City's Woodland Consultant's determination will lead to an unexpected replacement increase of approximately 750 trees. This is a departure from the information presented in the published Regulated Woodland Map which was relied upon for preparation of the plans for review, and further was not indicated as regulated woodlands in any preapplication review comments provided to us. Our position is that the City had clearly conveyed that the parcel was not considered to contain regulated woodlands and as such the additional tree requirement should not be imposed.

- Item 3: Landscape credits for preserved trees outside of woodlands and wetlands may only be applied to required woodland replacements, not other landscape requirements.
  Response: The landscape calculations have been revised and the plans have been updated accordingly.

Adjacent to Residential – Buffer

- Item 3: Please add variation to the height of the berm, with the minimum height being 10 feet.
  Response: The berm is proposed to undulate. There is not enough room for the minimum height to be 10'.

Adjacent to Public Rights-of-Way – Berm/Wall, Buffer and Street Trees

- Item 6: The required greenbelt subcanopy trees are provided in the Providence Parkway acess easement and it appears that existing trees to remain will meet the requirement for canopy trees. This may require a landscape deviation. It would not be supported by Staff. Please clearly identify the existing trees to remain and count towards the required tree count on the plan view and in the calculations and add trees to remove any remaining deficiencies.
  Response: Information had been added to the landscape requirement calculations on Sheet L-1 and hatching had been added to the 4 existing trees intended to satisfy the canopy tree requirement on Sheet L-2. Better notes and hatching will be used to identify the existing trees intended to satisfy the Providence Parkway requirements. These trees are all located in the landscape easement.

- Item 7: No street trees are provided in the Providence Parkway access easement. A landscape deviation would be required. If it can be shown that there is insufficient room for the trees due to spatial constraints, utility conflicts or existing trees, it could be supported by staff. Please add trees where possible and/or explain the need for the deviation if the required trees can't be provided.
  Response: See response in Planning Review Letter portion of this Response Letter.

Existing and proposed overhead and underground utilities, including hydrants

- Item 2: There are some areas within the site where the utility layout prevents the planting of some of the required interior drive trees. This is not acceptable. Please revise the utility layout so all of the trees can be planted.
  Response: LDS will work with the project engineer to coordinate the revised location of the Interior Drive Trees and to resolve any conflicts between the Interior Drive Trees and proposed utilities.

- Item 3: Please add a note detailing the required spacing for trees from utility structures and utility lines to the plans – at least on L-1.
  Response: The requested tree-utility separation requirements was added to Sheet L-1.

Parking Lot Landscaping

- Item 2: Please use Interior Drive Trees along the edges of the parking bays to help meet the interior drive requirements.
  Response: The next plan submittal will include revised calculations for interior drive trees and revised locations for proposed trees, including trees placed in the requested locations along parking bays.

Multi-Family Residential Development Landscaping

Multi-family Unit Trees

- Item 3: Please note that the multifamily unit trees can only be used to exceed the wetland mitigation landscaping requirements.
  Response: The existing EGLE permit requires the construction of both emergent and scrub-shrub wetland typologies. No trees are required for the mitigation areas so all trees in these areas are counted towards the muti-family tree requirement. As noted above, The Design Team is working to determine whether the trees proposed in the Wetland Mitigation Area will be allowed per EGLE.

- Item 4: 356 trees are shown on the plan, including trees along the access drive and interior drives. A landscape deviation is required for the deficiency. It would not be supported by staff.
  Response: As discussed with Staff, until a time comes that the trees in the wetland mitigation area are disallowed, the 62 proposed trees will be counted as viable and towards the multi-unit tree requirement. Additionally, the 70 "shrubs" indicated in Item 5 below are columnar trees. In discussion with Staff, it was determined that these trees would be counted as subcanopy trees at a rate of 1.5:1. This would yield a deficiency of 18 trees. 18 trees will be added to the Plan for the next submittal, removing the need for a deviation.

- Item 5: 66 shrubs are also shown on the plan but it is unclear if they are being used for credit. They may not be. Special consideration was given for the Sakura East project, but it is not a normal allowance.
  Response: See the above response

Interior Drive Trees

- Item 1: Only 45 of 85 trees required within the two sections are provided. This requires a landscape deviation. It would not be supported by staff.
  Response: LDS has discussed with Staff specifically which drives and parking bays will be counted towards this requirement. The correct number of required interior drive trees will be added on the next submittal, removing the need for a deviation.

- Item 2: No interior drive trees are shown along the east side of Harborfield Drive, outside of the ITC easement. Trees need to be provided along that section of road, but subcanopy trees should be used at a rate of 1.5 trees per canopy tree required since there are overhead wires. A landscape deviation would be required for the proposed deficiency. It would not be supported by Staff.
  Response: Trees can be added in the requested locations, as long as they are located outside the existing DTE easement and with the correct setback from the proposed water main and fire hydrants along this section of drive.

- Item 3: 2 interior drive canopy trees are also required along the north 70 lf of the west side of Harborfield Drive. Only multifamily unit trees are provided there. Please change 2 of those multifamily unit trees to interior drive trees.
  Response: The requested area will receive 2 interior drive trees.

- Item 5: Please consider adding some sort of landscaping such as shrubs allowable by ITC along that frontage as an aesthetic improvement. An equivalent such as 6 shrubs per required multi-family tree would be allowed by staff to add this landscaping.
  Response: It is the intention of the Development Team to make this entry drive as aesthetically pleasing as possible, as allowable by ITC. We are working with ITC to see what would be allowable within their easement. Further details pursuant to this will be included in future Site Plan submittals.

- Item 6: There should be at least one street tree in front of buildings with 1-4 units and 2 in front of buildings longer than that to help provide shading of the site and create a more appealing streetscape.
  Response: The portion of the building that faces the drive is the "rear"/garage side of the building. The Development Team has explored the possibility of adding small landscape islands between the garage doors, but has opted not to pursue them at this time. The small width of the islands would not be conducive to tree placement and make it difficult for shrub and perennial establishment as well. Additionally, winter maintenance and significant salt accrual would further damage landscaping included in the islands.

Building Foundation Landscaping

- Item 2: None of the buildings have any landscaping proposed on the drive side of the buildings – it is all on the side of the buildings where no one but pedestrians walking around the buildings will see. This will not be attractive, especially when the buildings are 5 units or longer. This configuration requires a landscape deviation. It will not be supported by staff.
  Response: See the above "Interior Street Trees – Item 6" response.

- Item 3: While it may not remove the need for a deviation, adding landscaping of some sort, preferably with some height, between units' garages, such as that shown on the image on the landscape chart, would improve the appearance of the site. Please consider doing this.
  Response: See the above "Interior Street Trees – Item 6" response.

Landscape Review Chart – dated October 24, 2025

<u>Existing Conditions</u>

- Existing plant material/Existing woodlands or wetlands: Although the City Woodland Map doesn't show any regulated woodlands on the site, the aerial view indicates that there are woodlands so there are likely many more regulated trees that require replacements and fewer trees that can be saved for credit than the calculations indicate.
- **Response:** An initial Tree Replacement Analysis indicates that the City's Woodland Consultant's determination will lead to an unexpected replacement increase of approximately 750 trees. This is a departure from the information presented in the published Regulated Woodland Map which was relied upon for preparation of the plans for review, and further was not indicated as regulated woodlands in any preapplication review comments provided to us. Our position is that the City had clearly conveyed that the parcel was not considered to contain regulated woodlands and as such the additional tree requirement should not be imposed.

<u>Proposed Improvements</u>

- Existing and proposed utilities: If there will be any overhead lines within the development area, please show them clearly. If there will not be, please add a note on L-1 stating so.
  Response: No overhead lines are proposed within the development area, only existing ones. The requested note will be added to Sheet L-1 on future submissions.

- Clear Zones: Please show the Providence Parkway right-of-way line. Please reorient the clear vision zone to the right-of-way line per the Section 5.9 requirement that it be oriented at the right-of-way line, not back of curb.
  Response: The clear vision zones will be reoriented to the Providence Parkway ROW as requested.

Landscaping Requirements

Residential Adjacent to Non-residential

- Berm Requirements: Please add variation to the height of the berm and keep the minimum height at 10 feet.
  Response: The proposed berm includes variation to the height. There is not enough room for the minimum height to be 10'.

ROW Landscape Screening Requirements Chart

- Canopy deciduous or large evergreen trees: Please keep the tree numbers of the trees to count toward the requirement on Sheet L-2.
  Response: The greenbelt and tree requirement calculations will be moved to Sheet L-2 on future submittals as requested.

- Canopy deciduous trees in area between sidewalk and curb: If the RCOC does not allow some or all of the required Grand River street trees, they do not need to be planted, but a copy of their decision must be provided to staff. It also appears that there is no room for street trees at the Providence Parkway entry. A landscape deviation may be required for any deficiency in street trees in that area.
  Response: The Development Team will coordinate with RCOC on allowable tree placement along Grand River Avenue. A copy of their determination will be provided to staff upon receipt. Please see response in Planning Review Letter portion of this Response Letter for details related to Providence Parkway entry landscape.

Multi-family Residential

- Multi-family Unit Trees: Multifamily unit trees may only be used in the wetland mitigation areas if they exceed the requirements for wetland mitigation. A deficiency in the number of trees provided would require a landscape deviation. It would not be supported by staff. Shrubs were only allowed for credit on previous developments where room was not available for all of the trees required. As there is room on the site, the shrubs shown cannot be used for unit tree credit. Please add 65 more multifamily unit trees on the site.
  Response: Please see the response to "Multifamily Unit Trees – Item 4" in the Landscape Review Letter portion of this Response Letter for details.

- Interior Street Landscaping: Multifamily unit trees can't be used to meet the interior drive tree requirement. Trees must be within 15 feet of the curb to count as street trees. All interior drive trees must be deciduous canopy trees. A landscape deviation is required for lack of street trees within the ITC easement. It would be supported by staff. There should be no less than 1 street tree in front of each building (preferably 2 in front of buildings with 5 units or more) – currently there are none. Subcanopy trees at a rate of 1.5 per required canopy tree should be planted along the east side of Harborfield Drive outside of the ITC easement since there is an overhead wire there. A landscape deviation would be required for the other shortages. It would not be supported by Staff.
  Response: Please see all responses to "Interior Drive Trees" in the Landscape Review Letter portion of this Response Letter for details.

- Foundation Landscaping: Please add the required foundation landscaping. A landscape deviation is required for the proposed scheme. It would not be supported by Staff. While the deviation would likely still be required, the elevations indicate that there is 4 feet between unit garage doors where some landscaping could be proposed. At a bare minimum, such landscaping needs to be provided.
  Response: The portion of the building that faces the drive is the "rear"/garage side of the building. The Development Team has explored the possibility of adding small landscape islands between the garage doors, but has opted not to pursue them at this time. The small width of the islands would not be conducive to tree placement and make it difficult for shrub and perennial establishment as well. Additionally, winter maintenance and significant salt accrual would further damage landscaping included in the islands.

<u>Parking Area Landscape Requirements</u>

- Parking lot islands: Please widen any islands not 10 feet wide as measured at the backs of curb to 10 feet so trees can be planted in them.
  Response: The Design Team is reviewing this request and will make adjustments as possible.

<u>Miscellaneous Landscaping Requirements</u>

- Plantings around Fire Hydrant: Please adjust utility layout and/or lights to remove conflicts and provide room for the required trees.
  Response: LDS will work with the project engineer to coordinate the revised location of the Interior Drive Trees and to resolve any conflicts between the Interior Drive Trees and proposed utilities.

<u>Landscape Notes and Details – Utilize City of Novi Standard Notes</u>

- Quantities and sizes: Provide a plant list on the landscape plans no later than Final Site Plans, but preferably sooner.
  Response: A plant list including all required information will be provided at the required stage in the site plan process.

Woodland and Wetland Review Letter – dated November 10, 2025

Woodland Review Comments:

- Item 4: The plan has not summarized any impacts to regulated woodlands on-site. However, to implement the proposed project, it will require the loss of forested areas, which could impact overall forest stand quality in nearby areas. A woodland use permit is required to perform construction on any site containing regulated woodlands. Merjent is unable to determine the number of regulated trees that are proposed for removed based on the site plan provided.
  Response: An initial Tree Replacement Analysis indicates that the City's Woodland Consultant's determination will lead to an unexpected replacement increase of approximately 750 trees. This is a departure from the information presented in the published Regulated Woodland Map which was relied upon for preparation of the plans for review, and further was not indicated as regulated woodlands in any preapplication review comments provided to us. Our position is that the City had clearly conveyed that the parcel was not considered to contain regulated woodlands and as such the additional tree requirement should not be imposed.

- Item 5 Woodland Replacement: The number of trees to be cut that have a DBH of eight inches or more should be summarized by replacement category on the plan, in a style similar or equivalent to the table provided below.
  Response: A table including the same information is provided on Sheet L-1.

- Item 6: A replacement plan and cost estimate for the tree replacement will be necessary prior to final site plan approval by the City. Woodland replacement credits can be provided by:
  a. Planting the woodland tree replacement credits on-site.
     i. For tree replacement credits that will be planted on-site, a financial guarantee of $400/tree replacement credit is required to ensure the planting of the on-site woodland replacement credits. The financial guarantee would be released after trees have been planted and approved by the City of Novi. The financial guarantee will be released after trees have been planted and approved by the City of Novi, and applicants must request a tree planting inspection.
     ii. Woodland replacements shall be guaranteed for two growing seasons after the applicant's installation and the City's acceptance. A two-year maintenance bond in the amount of 25% of the value of the trees, but in no case less than $1,000, shall be required to ensure the continued health of the trees following acceptance.
  b. Payment to the City of Novi Tree Fund at a non-refundable rate of $400/woodland replacement credit.
  c. Combination of on-site tree planting and payment (non-refundable) into the City of Novi Tree Fund ($400/woodland replacement credit).

  The applicant has not proposed planting trees on-site for the impacts nor has proposed payment into the City of Novi Tree Fund. The applicant should clarify impacts to woodland areas.
  Response: An initial Tree Replacement Analysis indicates that the City's Woodland Consultant's determination will lead to an unexpected replacement increase of approximately 750 trees. This is a departure from the information presented in the published Regulated Woodland Map which was relied upon for preparation of the plans for review, and further was not indicated as regulated woodlands in any preapplication review comments provided to us. Our position is that

the City had clearly conveyed that the parcel was not considered to contain regulated woodlands and as such the additional tree requirement should not be imposed.

- Item 7: **Critical root zone**. Accurate critical root zones must be depicted on the site plan for all regulated trees within 50 feet of the proposed grading or construction activities. Section 37-2 defines a critical root zone as a circular area around a tree with a radius measured to the tree's longest dripline radius plus one foot.
    a. The applicant has not accurately depicted critical root zones on the site plan. This will be necessary for Final Site Plan Approval and can be addressed in the site plan review process should this project receive a future PRO approval.

  Response: According to Chapter 37 Woodland Protection, Article 1, Section 37-4.c.3, "On any parcel containing any degree of regulated woodland, the applicant shall provide site plan documentation showing the locations, species, size and condition of all trees of either-inch caliper or larger." Per ordinance, our tree survey, between the plan information and tree matrix, include all required information.

- Item 8: A woodland fence guarantee of $6,000 is required per Chapter 26.5-37. The financial guarantee shall be paid prior to issuance of the City of Novi Woodland Use Permit.
  Response: The guarantee shall be paid at the appropriate time in the development process.

- Item 9: Woodland Replacement Inspection (if tree replacements are planted on-site) – The Applicant is responsible for walking the entire site to confirm that all woodland replacement trees/shrubs have been planted on-site according to the approved site plan stamping set. If any material is missing, dead or dying, replacements should be made prior to requesting the inspection. The applicant should also provide an as-built landscape plan if the trees planted do not match the species and/or location shown on the approved site plan stamping set. Once this occurs the Applicant should contact the Bond Coordinator to schedule the inspection (Angie Sosnowski at asosnowski@cityofnovi.org; 248-347- 0441) and complete the inspection request form. If additional inspections are needed, then additional inspection fees will be required to be paid by the applicant.
  Response: All above items will be handled at the appropriate time in the site plan and construction permit processes.

Thank you for your consideration of the project and we hope the above answers meet with your approval.

Sincerely,



Eric James, Landscape Architect
LAND Design Studio

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

December 17, 2025

VIA EMAIL: tloughrin@robertsonhomes.com

Tim Loughrin
Robertson Brothers Homes
6905 Telegraph, Suite 200
Bloomfield Hills, MI 48301

RE: Response to Comments – Providence Parkway Residential Development TIS

Fleis & VandenBrink (F&V) staff have completed this letter in response to comments provided by the City of Novi Traffic Engineering Consultant (AECOM) and RCOC in their letter dated November 12, 2025, regarding their review of the updated F&V Traffic Impact Study (TIS) report, dated September 5, 2025. AECOM indicated that several of the comments had been addressed with the previous TIS revision; therefore, these comments were excluded from this response letter. The remaining comments provided by AECOM/RCOC related to the September 5, 2025, traffic study and the corresponding F&V responses are summarized herein.

AECOM Comment #4: *A signal warrant was conducted at the intersection of Grand River Avenue and Providence Parkway under the existing traffic volumes, and a signal with a permissive/protected EB/WB left-turn phase was warranted and recommended by the applicant.*

a. *Per P.217/218 left turn phase analysis, the eastbound left turn does not meet the criteria. Please revise the report and resubmit it for approval.*

   Updated report: Report text matches the analysis in the appendix. However, the westbound left-turn protected/permissive phasing warrant is met.

F&V Response: RCOC has indicated that there are no plans to signalize the Grand River Avenue & Providence Parkway intersection; therefore, permissive/protected left-turn phasing was not evaluated.

AECOM Comment #5a: *"It is recommended that RCOC consider the installation of a signal at this intersection to accommodate the existing traffic volumes." Please refer to the RCOC comments for the signal warrant: Although the westerly intersection of Grand River Ave and Providence Park Dr meets warrants for signalization, RCOC has no plans to signalize this intersection. The delays observed at this intersection occur on Providence Park Dr, a private roadway. Since the delays occur on this private roadway, the costs of signalizing this intersection would be the responsibility of the private property owners not the RCOC. RCOC may consider permitting signalization at this intersection. Please remove this recommendation in the revised report in consultation with RCOC and resubmit it for approval.*

Updated report: Recommendation of RCOC to install a signal has been removed due to a private roadway.

F&V Response: The traffic study was revised, as noted by RCOC in their review to consider that site-generated vehicles will modify their travel route to use the existing signalized intersection at West Market Square, east of Providence Park Drive; the impact is summarized in the revised traffic study. The results shows that the existing traffic generated at this intersection meets the signal warrant criteria; however, RCOC has indicated that there are no plans for signalization of this intersection to accommodate the existing traffic volumes.

27725 Stansbury Boulevard, Suite 195
Farmington Hills, MI 48334
P: 248.536.0080
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www.fveng.com

AECOM Comment #5b: ***Please add a section/conclusion on coordination with the private roadway owner and direction on signalizing the referred location. Please clarify if there is any impact from the queues from this development on the circulation and access to the hospital in case of stop-controlled traffic control.***

F&V Response: The TIS has been revised to include a vehicle queuing evaluation along Providence Parkway at the stop-controlled study intersection with Grand River Avenue.

AECOM Comment #5c: *Update the report to reflect the impact of traffic using the signal at the east on Grand River Avenue/West Market Square, if signalization at the intersection referenced in point C is not pursued.*

F&V Response: The TIS was updated to reflect the site-generated traffic using the existing signalized intersection at Grand River Avenue & W. Market Street, in order to avoid the existing delays for the northbound left-turn traffic at the stop-controlled intersection of Grand River Avenue & Providence Parkway.

Please let me know if you have any further questions or comments regarding the letter.

Sincerely,

FLEIS & VANDENBRINK

Jacob Swanson

Jacob Swanson, PE, PTOE
Traffic Engineer

COMMUNITY IMPACT STATEMENT

October 21, 2025

City of Novi Planning Department

Re: **Providence Meadows** Community Impact Statement
Property south of Grand River west of Providence Parkway
Parcel Numbers 22-17-101-012 and 22-17-101-010
Novi, MI

Community Impact Statement

This Community Impact Statement provides a comparative analysis between the current residential proposal and the previous medical office proposal, referred to as *West Park*. The West Park plan envisioned two medical office buildings totaling approximately 150,000 square feet under the existing I-1 zoning. As a vetted and engineered plan, it serves as an accurate benchmark for assessing the potential impacts of an I-1 use on this property.

The current residential proposal utilizes the same EGLE wetland permit originally obtained for the West Park plan. However, the proposed residential development results in significantly reduced overall environmental impacts, despite operating under the same approved EGLE wetland impact plan.

1. Public Safety Impact

Expected Annual Number of Police Responses:
Residential Proposed: Based on comparable residential townhome developments, we estimate approximately 25–35 police responses annually, primarily related to domestic matters, minor property complaints, or traffic-related incidents.
Medical Office Use: We estimate 50–70 police responses annually

Expected Annual Number of Fire Responses:
Residential Proposal: We estimate approximately 5–10 fire department responses annually, including medical calls, minor fire alarms, or system checks. These estimates are informed by response rates for similar-sized developments in comparable communities.

Medical Office Use: We estimate 10-20 annual responses, which may include system alarms or vehicle incidents

2. **Employment Impact**

Estimated Number of Permanent Employees (on-site staff, maintenance, etc.):
Residential Proposed: While the community is primarily residential, a small number of ongoing property management and maintenance roles (approx. 2–4 jobs) may be created.
Medical Office use: A 150,000-square-foot medical office campus would support approximately 400–500 full-time and part-time employees

Estimated Number of Construction Jobs Created:
Residential Proposed: The project is anticipated to support approximately 75–100 full-time equivalent construction jobs during peak construction.
Medical Office Use: Could support 150–200 full-time equivalent construction jobs at peak construction.

3. **City Performance Standards Compliance (Zoning Ordinance Section 5.14)**

Residential Proposed: The project will comply with all applicable Performance Standards outlined in Section 5.14 of the Zoning Ordinance. This includes requirements related to noise, lighting, vibration, emissions, and general operational impacts.
Medical Office Use: While a medical office development would comply with the City's performance standards, its operational characteristics, including continuous HVAC systems, rooftop mechanical equipment, large vehicle activity, and extended-hour lighting, would create a significantly higher baseline of noise, light, and vibration impacts compared to the proposed residential plan. In addition, the City's noise thresholds for nonresidential uses permit considerably higher sound levels than those allowed in residential districts.

5.14.10.A.ii Weighted Sound Level Limit Decibels			
Receiving Zoning Districts			
Residential		Non-Residential and Mixed Use	
Night-Time Hours Decibels	Day Time Hours Decibels	Night-Time Hours Decibels	Day Time Hours Decibels
55	60	70	75

4. **Utility Demand**

Residential Proposed:
Estimated Number of Sewer Taps: 161 (one per unit)
Estimated Number of Water Taps: 163 (one per unit and two irrigation taps)

Peak Hour Water Demand: Based on assuming an average of two (2) residents per unit, the peak water demand is estimated to be between 3,400 to 4,100 gallons per hour.
Min/Max Operating Pressures: Estimated to be between 30-35 PSI

Medical Office Use:
Estimated Number of Sewer Taps: 2
Estimated Number of Water Taps: 2
Peak Hour Water Demand: Estimated at approximately 18,000–22,000 gallons per hour
Min/Max Operating Pressures: Estimated to be between 40-50 PSI

5. Relationship to Surrounding Uses

The development is well-suited to its surroundings, benefiting from a context that supports residential use while maintaining appropriate buffers from neighboring properties. To the south, a recently constructed Pulte Homes community is separated from the proposed development by over 200 feet of wooded wetlands, ensuring privacy and a natural landscape transition. To the west, extensive wetlands and dense tree cover provide more than 1,200 feet of separation from the nearest commercial building, which is a Target store located off Wixom Road. To the northwest, two industrially zoned (I-2) properties fronting Grand River Avenue border the site; the proposed plan includes effective buffering to minimize visual and noise impacts from these uses. North of the site lies Grand River Avenue, located more than 500 feet from the nearest planned residential units, providing a substantial setback that minimizes exposure to road traffic. From within the development, a secondary access point will extend to Grand River Avenue, serving both as an emergency vehicle route and a pedestrian walkway. This connection will link directly to the existing sidewalk along Grand River, reinforcing the project's integration with the surrounding mixed-use corridor and extending pedestrian connections toward Novi's Town Center. To the northeast, a small office building accessed from Providence Parkway is separated from the site by existing wetlands, foliage, and the ITC easement, providing a substantial buffer between uses.

To the east, an existing north–south ITC utility corridor buffers the site from Providence Parkway. Further east, across Providence Parkway, is the Henry Ford Providence Hospital, our largest neighbor and a strong supporter of the development, recognizing the benefit of attainable housing for campus staff. To the southeast, a network of existing walking trails, including the ITC Corridor Trail and the Henry Ford trail system, connects the site to the greater Novi community, promoting active lifestyles and enhancing regional connectivity.

6. Proposed Land Use

Spanning approximately 31 acres, the site is planned as a high-quality, for-sale “missing middle” residential townhome community, zoned RM-2 under a PRO Agreement. The proposed development introduces 161 thoughtfully designed townhomes, transforming a site once intended for industrial use into a welcoming residential neighborhood that aligns seamlessly with the community's character.

Site Constraints

Currently zoned I-1, the site was previously envisioned as a future business park. However, due to limited visibility from less than 200 feet of frontage on Grand River and its orientation toward Providence Parkway, the land naturally functions as an extension of the health campus. Moreover, there are many alternative sites along Grand River better suited for new build-to-suit light industrial properties with more advantageous locations and “pad-ready” status.

Despite professional marketing efforts by CBRE dating back to 2009, the site has attracted no serious interest for non-residential uses. In a letter addressed to Whitehall Real Estate Interests, the property’s current owner, CBRE details the site’s competitive disadvantages within the new-build light industrial market. Additionally, the office market remains under prolonged pressure due to long-term shifts in workplace trends following the pandemic. While some employees have returned to traditional office spaces, the overall market remains oversaturated. According to Cushman & Wakefield, Southeast Michigan’s office vacancy rate has climbed to 21%, as businesses continue to reimagine or downsize their office footprints. These broader market trends further demonstrate that an office or industrial use on this site is no longer viable (see the CBRE letter included).

7. Environmental Factors and Impacts

Natural Features on Site: The site contains both EGLE-regulated and City-regulated wetlands, most of which are being preserved and enhanced as part of the proposed residential development. While there are no regulated woodlands on site, much of the existing wooded areas are being retained to enhance natural screening and support the broader goal of preserving the site's natural features.

Temporary & Permanent Impacts: The previously approved wetland permits for the 150,000 sq ft of Medical Office space allowed for impacts to 0.74 acres of EGLE-regulated wetlands and 0.84 acres of City-regulated wetlands. The current plan significantly reduces these impacts, with no new disturbance to EGLE-regulated wetlands. Under the current proposal, only 0.48 acres of the total 6.71 acres of regulated wetlands will be impacted. This 0.48-acre impact includes both

EGLE-regulated and City-regulated wetlands (see EGLE Wetland Permit and City of Novi included)

Hazardous/Toxic Materials (Manufacture, Use, or Storage):

Residential Proposed: There are no hazardous or toxic materials currently on site, and none are proposed as part of the development. Phase I and Phase II environmental assessments have been completed and thoroughly reviewed to confirm the site's environmental suitability.

Medical Office Use: I-1 uses carry greater potential for the storage or use of hazardous substances, such as oils, solvents, or cleaning agents, depending on tenants. Additional containment and monitoring could be required.

Underground Storage Tanks: None proposed and none existing on site.

Environmental Use/Contamination History: According to a PM Environmental Phase I ESA conducted in February 2022, a significant portion of the property was filled in the 1970s and 1980s with fill material which contained plastic, brick, glass, asphalt, metal, clay tile, and concrete. Filling activities appear to have ceased between 1987 and 1993, and the property has consisted of vacant land since that time. The results of a Phase II ESA conducted in July of 2025 indicate that there are no elevated levels of contamination on the property for residential use.

Potential Wildlife Impacts:

Residential Proposed: The project avoids major disruption to wildlife corridors, with green space and natural buffers maintained around wetland areas.

Medical Office Use: This would in a greater overall impact on the site and, consequently, more extensive effects on existing wildlife. An I-1 use would continue to disturb natural habitats through elevated levels of noise, lighting, and overall activity. Furthermore, the presence of large buildings and expansive parking areas, as opposed to several smaller residential structures, would create a more substantial barrier to wildlife movement and feeding patterns across the property.

8. Social Impacts

Displacement of Existing Occupants: None; the site is currently undeveloped and vacant.

Traffic Impacts:

Residential Proposed: Per the traffic study led by Fleis & Vandenbrink, dated 9/5/25, the following was concluded:

The results of the traffic Impact Study indicate the proposed residential development is expected to have a negligible impact on the surrounding roadway network and study intersections. The site-generated traffic volumes will fall within the normal daily fluctuations of traffic, estimated to be within plus or minus five percent. A traffic signal is already warranted and recommended at the Grand River Avenue and Providence Parkway intersection based on existing 2025 traffic volumes, and the additional trips generated by the proposed development will not affect that finding or the recommendation for signal installation.

Medical Office Use: Trip generation for a 150,000-square-foot medical office use would be substantially higher, estimated at approximately 3,600 daily trips (based on ITE Land Use Code 720 – Medical-Dental Office Building). In contrast to the residential use, an industrial use would generate a greater proportion of truck and service vehicle traffic.

- **Site Amenities**: The plan includes green spaces, internal sidewalks, connection of the sidewalk parallel to Grand River Ave, an interior walking path to Grand River, and enhanced trail connectivity.
- **Permanent Population Increase**: *326 (Assuming 2 residents per unit)*

Medical Office Use: approximately 400-500 daytime employees

In summary, this proposal represents a responsible, high-quality reuse of an underutilized site that aligns with current housing demands, integrates well with adjacent land uses, and offers meaningful public benefits. The proposed development contributes to Novi's long-term vision for balanced, sustainable growth, while providing essential housing for the healthcare workforce and broader community.

Please don't hesitate to reach out if any additional information is needed at this time.

Thank you.

Respectfully,



Tim Loughrin | VP of Land Acquisition
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REZONING TRAFFIC IMPACT STUDY

MEMO

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

VIA EMAIL tloughrin@robertsonhomes.com

To:	**Robertson Brothers Homes**
From:	**Julie Kroll, PE, PTOE** **Mary Flanagan, EIT** **Fleis & VandenBrink Engineering**
Date:	**July 22, 2025** **Revised September 5, 2025**
Re:	**Providence Parkway Development** **Novi, MI** **Traffic Impact Study**

1 INTRODUCTION

This memorandum presents the results of the Traffic Impact Study (TIS) for the proposed residential development in Novi, Michigan. The project site is located adjacent to the west side of the Providence Hospital Campus, which is generally located in the southwest quadrant of the Grand River Avenue & Beck Road intersection, as shown in the attached **Figure 1**. The proposed development plan includes the construction of a residential development, on property that is currently vacant. Site access is proposed via one (1) full access driveway on Providence Parkway, with emergency vehicle access provided via Grand River Avenue. The City of Novi has required A TIS for this project, as part of the site plan approval process.

The scope of work for this study was developed based on Fleis & VandenBrink's (F&V) knowledge of the study area, understanding of the development program, accepted traffic engineering practice, professional experience, and the methodologies published by the Institute of Transportation Engineers (ITE). The study analyses were completed using Synchro/SimTraffic (Version 12) traffic analysis software. Sources of data for this study include F&V subconsultant Quality Counts, LLC (QC), the City of Novi, the Road Commission for Oakland County (RCOC), the Southeast Michigan Council of Governments (SEMCOG), the Michigan Department of Transportation (MDOT), and ITE.

2 BACKGROUND DATA

2.1 EXISTING ROAD NETWORK

The lane use and traffic control at the study intersections is shown in the attached **Figure 2** and the study roadways are further described below. For the purpose of this study, all minor streets and driveways were assumed to have an operating speed of 25 miles per hour (mph), unless otherwise noted.

Grand River Avenue generally runs in the east / west directions, adjacent to the north side of the project site. The study section of roadway is under the jurisdiction of RCOC, is classified as a *Minor Arterial*, and has a posted speed limit of 50-mph. Grand River Avenue, adjacent to the project site, provides a typical five-lane cross-section, with two (2) lanes of travel in each direction and a center two-way left-turn lane (TWLTL).

- At the signalized study intersection with Wixom Road, the study section of Grand River Avenue widens to provide an exclusive westbound right-turn lane.
- At the study intersections with 12-Mile Road, Providence Parkway, and W. Market Square, Grand River Avenue widens to provide exclusive eastbound right-turn lanes.

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- At the signalized study intersection with Beck Road, Grand River Avenue widens to provide dual (2) eastbound left-turn lanes and an exclusive westbound right-turn lane.

Wixom Road runs in the north / south directions, approximately 2,000-feet west of the project site. The study section of roadway is classified as a *Minor Arterial* and has an Annual Average Daily Traffic (AADT) volume of approximately 8,840 (MDOT 2024) vehicles per day (vpd).

- South of Grand River Avenue – Wixom Road is under the jurisdiction of the City of Novi, has a posted speed limit of 35-mph, and provides a four-lane cross-section, with two (2) northbound lanes of travel, one (1) southbound lane of travel, and a center TWLTL. At the signalized study intersection with Grand River Avenue, Wixom Road widens to provide an exclusive southbound right-turn lane.
- North of Grand River Avenue – Wixom Road is under the jurisdiction of RCOC, has a posted speed limit of 45-mph, and provides a typical five-lane cross-section, with two (2) lanes of travel in each direction and a center TWLTL.

Beck Road runs in the north / south directions, approximately ½-mile east of the project site. The study section of roadway is classified as a *Minor Arterial,* with an AADT volume of approximately 37,675 vpd (MDOT 2024).

- South of Providence South Drive / Central Park Boulevard – Beck Road is under the jurisdiction of the City of Novi, has a posted speed limit of 45-mph, and provides a typical three-lane cross-section, with one (1) lane of travel in each direction and a center TWLTL. At the study intersection with Providence South Drive / Central Park Boulevard, Beck Road widens to provide a northbound right-turn lane.
- Between Providence South Drive / Central Park Boulevard and Grand River Avenue – Beck Road is under the jurisdiction of the City of Novi, has a posted speed limit of 45-mph, and provides a four-lane cross-section, with one (1) northbound lane of travel, two (2) southbound lanes of travel, and a center TWLTL. At the signalized study intersection with Grand River Avenue, Beck Road widens to provide an additional northbound through lane.
- North of Grand River Avenue – Beck Road is under the jurisdiction of RCOC, has a posted speed limit of 40-mph, and provides a typical four-lane cross-section, with two (2) lanes of travel in each direction. At the signalized study intersection with Grand River Avenue, southbound Beck Road widens to provide dual (2) left-turn lanes and an exclusive right-turn lane.

12-Mile Road generally runs in the east / west directions, approximately ¼-mile north of the project site. The study section of roadway is under the jurisdiction of RCOC, is classified as a *Major Collector,* has an AADT volume of approximately 4,236 vpd (MDOT 2024), and has an assumed prima-facie speed limit of 55-mph. The study section of 12-Mile Road provides a typical two-lane cross-section, with one (1) lane of travel in each direction. At the signalized study intersection with Grand River Avenue, 12-Mile Road widens to provide exclusive left-turn lanes in both directions.

Providence Parkway runs in a loop around the Providence Hospital Campus, adjacent to the east side of the project site. The study section of roadway is a private road, has a posted speed limit of 25-mph, and provides a three-lane cross-section, with one (1) lane of travel in each direction and a center TWLTL.

Providence South Drive / Central Park Boulevard runs in the east / west directions, approximately ½-mile east of the project site. The study section of roadway is a private road. West of Beck Road, Providence South Drive provides a median divided, four-lane cross-section, with two (2) lanes of travel in each direction. East of Beck Road, Central Park Boulevard provides a two-lane cross-section, with one (1) lane of travel in each direction. At the signalized study intersection with Beck Road, Central Park Boulevard widens to provide an exclusive westbound left-turn lane.

W. Market Square generally runs in the north / south directions, approximately ¼-mile east of the project site. The study section of roadway is a private road. The study section of W. Market Square provides a typical two-lane cross-section, with one (1) lane of travel in each direction. At the signalized study intersection with Grand River Avenue, W. Market Square widens to provide exclusive left-turn lanes in both directions.

2.2 EXISTING TRAFFIC VOLUMES

F&V subconsultant QC collected existing weekday peak hour Turning Movement Count (TMC) data on Tuesday, June 24, 2025, during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods.

Additionally, 12-hour (7:00 AM to 7:00 PM) TMC data was collected at the study intersection of Grand River Avenue & Providence Parkway, as noted below. The study intersections are summarized below:

- Grand River Avenue & Wixom Road
- Grand River Avenue & Providence Parkway (12-hour)
- Grand River Avenue & Beck Road
- Grand River Avenue & 12-Mile Road
- Grand River Avenue & W. Market Square
- Beck Road & Providence Parkway

During the collection of the TMC data, Peak Hour Factors (PHFs), pedestrian and bicycle volumes, and commercial truck percentages were recorded and used in the traffic analysis. The peak hours for the study intersections were utilized and the traffic volumes were carried through the roadway network and balanced upwards at the proposed site driveway. At locations where access is provided between study intersections, "dummy node" intersections were used to account for sink / source volumes. Therefore, the traffic volumes used in the analysis and shown in the attached traffic volume figures may not match the raw traffic volumes shown in the data collection.

The weekday AM and PM peak hours for the adjacent study roadway network were observed to generally occur between 8:00 AM to 9:00 AM and 4:30 PM to 5:30 PM, respectively. The existing 2025 peak hour traffic volumes utilized for this analysis are shown in the attached **Figure 3**.

The data collection was performed in accordance with the Novi Site Development Manual requirements, during a typical weekday, non-holiday week with normal weather. However, Novi Schools were not in session when the data collection was performed; therefore, historical traffic volume data was reviewed to determine if adjustments to the weekday AM and PM peak hour traffic volumes were necessary to consider the impacts of school traffic volumes. Historical traffic counts from RCOC's Sydney Coordinated Adaptive Traffic System (SCATS) database were obtained at the signalized study intersections during typical weekdays while Novi schools were in session. The traffic data was compared with the data collection and the results showed that the traffic volumes collected in June 2025 were *higher* than the historical SCATS traffic volume data when school was in session. Therefore, the traffic volume data collection performed in June was utilized in the analysis and no adjustments were applied.

F&V also obtained the current signal timing permits from RCOC for the signalized intersections within the study roadway network. All of the signalized study intersections operate on RCOC's Sydney Coordinated Adaptive Traffic System (SCATS); therefore, only the baseline timings (mins, clearance, peds, push buttons, etc.) from the permits were utilized in the study. The signal timings were optimized for each scenario studied, in order to reflect the real time optimizations to accommodate the traffic volumes observed by the approach lane detectors. All applicable background data referenced in this memorandum is attached.

3 EXISTING CONDITIONS (2025)

Existing peak hour vehicle delays and Levels of Service (LOS) were calculated at the study intersections using Synchro/SimTraffic (Version 12) traffic analysis software. This analysis was based on the existing lane use and traffic control shown in the attached **Figure 2**, the existing peak hour traffic volumes shown in the attached **Figure 3**, and the methodologies presented in the *Highway Capacity Manual, 7th Edition* (HCM7).

Descriptions of LOS "A" through "F", as defined in the HCM, are attached. Typically, LOS D is considered acceptable, with LOS A representing minimal delay and LOS F indicating failing conditions. Additionally, SimTraffic network simulations were reviewed to evaluate network operations and vehicle queues. The results of the existing conditions analysis are attached and summarized in **Table 1**.

The results of the existing conditions analysis indicates that all approaches and movements at the study intersections are currently operating acceptably, at LOS D or better during both the AM and PM peak hours, with the exception of the following:

Grand River Avenue & Wixom Road

- During the AM peak hour: The westbound and northbound left-turn movements are both currently operating at LOS F. Additionally, the eastbound left-turn, northbound shared through-right, and southbound left-turn movements are all currently operating at LOS E.

  Review of SimTraffic network simulation indicates poor operations during the AM peak hour; long vehicle queues were observed for the eastbound left-turn, northbound shared through-right, and southbound left-turn movements, throughout the majority of the AM peak hour. Additionally, periods of

vehicle queueing was observed for the westbound and northbound left-turn movements; however, these queues were observed to be processed through the signalized intersection within 1-2 cycle lengths and were not present throughout the AM peak hour.

- During the PM peak hour: The westbound left-turn and through movements, the northbound approach, and the southbound left-turn movement are all currently operating at LOS F. Additionally, the eastbound left-turn and westbound right-turn movements are both currently operating at LOS E.

  Review of SimTraffic network simulation indicates poor operations during the PM peak hour; long vehicle queues were observed for the eastbound left-turn, westbound through, and northbound shared through-right movements, throughout the majority of the peak hour. Additionally, periods of vehicle queueing was observed for the westbound left-turn, westbound right-turn, northbound left-turn, and southbound left-turn movements; however, all of these queues were observed to dissipate and were not present throughout the PM peak hour.

Grand River Avenue & 12-Mile Road

- During the AM peak hour: The northbound shared through-right and southbound left-turn movements are both currently operating at LOS E.
- During the PM peak hour: The northbound left-turn movement is currently operating at LOS E.

  Review of SimTraffic network simulation indicates generally acceptable operations during both peak periods. The majority of vehicle queues along minor street approaches were observed to be serviced within each cycle length, leaving minimal residual vehicle queueing.

Grand River Avenue & Providence Parkway

- During the PM peak hour: The northbound shared through-left lane is currently operating at LOS F. Additionally, the southbound approach is currently operating at LOS E.

Grand River Avenue & W. Market Square

- During the AM peak hour: The southbound left-turn movement is currently operating at LOS E.

  Review of SimTraffic network simulation indicates acceptable operations during both peak periods. All of the southbound left-turn vehicle queues were observed to be processed through the signalized intersection within each cycle length, leaving no residual queueing.

Grand River Avenue & Beck Road

- During the AM peak hour: The westbound, northbound, and southbound left-turn movements are currently operating at LOS E.

  Review of SimTraffic network simulation indicates poor operations during the AM peak hour. Periods of vehicle queues were observed for the eastbound left-turn, northbound shared through-right, and southbound left-turn movements; however, these queues were observed to be processed through the signalized intersection within 1-2 cycle lengths and were not present throughout the AM peak hour.

- During the PM peak hour: All left-turn movements, the westbound right-turn movement, and northbound shared through-right movements are currently operating at LOS E.

  Review of SimTraffic network simulation indicates poor operations during the PM peak hour; long vehicle queues were observed for the eastbound left-turn and westbound right-turn movements, throughout the majority of the peak hour. Additionally, periods of vehicle queueing was observed for the westbound left-turn, northbound shared through-right, and southbound left-turn movements; however, these queues were observed to dissipate and were not present throughout the peak period.

Beck Road & Providence South Drive / Central Park Boulevard

- During the AM peak hour: The eastbound left-turn movement is currently operating at LOS E.

  Review of SimTraffic network simulation indicates acceptable operations during both peak periods. The vehicle queues along minor street approaches were observed to be serviced within each cycle length, leaving no residual vehicle queueing.

Table 1: Existing Intersection Operations

Intersection		Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Grand River Avenue & Wixom Road	Signalized	EBL	74.3	E	73.0	E
			EBTR	31.2	C	28.3	C
			WBL	82.0	F	81.0	F
			WBT	46.2	D	81.3	F
			WBR	30.0	C	68.2	E
			NBL	88.2	F	88.4	F
			NBTR	74.7	E	88.2	F
			SBL	71.5	E	91.2	F
			SBT	31.3	C	54.1	D
			SBR	20.8	C	21.6	C
			Overall	48.9	D	60.6	E
2	Grand River Avenue & 12-Mile Road	Signalized	EBL	6.5	A	16.8	B
			EBT	15.5	B	21.6	C
			EBR	11.6	B	17.6	B
			WBL	9.9	A	16.5	B
			WBTR	13.7	B	25.3	C
			NBL	54.9	D	55.9	E
			NBTR	58.9	E	47.9	D
			SBL	57.9	E	53.0	D
			SBTR	54.0	D	47.8	D
			Overall	18.8	B	27.3	C
3	Grand River Avenue & Providence Parkway	Stop (Minor)	EBL	8.1	A	0.0*	A
			WBL	10.1	B	9.2	A
			NBTL	34.4	D	80.6	F
			NBR	9.4	A	10.3	B
			SB	16.5	C	36.9	E
4	Grand River Avenue & W. Market Square	Signalized	EBL	3.9	A	8.1	A
			EBT	19.8	B	19.4	B
			EBR	15.8	B	13.8	B
			WBL	6.4	A	13.7	B
			WBTR	1.3	A	2.2	A
			NBL	54.4	D	53.3	D
			NBTR	51.0	D	41.5	D
			SBL	56.5	E	52.1	D
			SBTR	52.6	D	44.7	D
			Overall	15.1	B	17.3	B

Intersection		Control	Approach	Existing Conditions			
				AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS
5	Grand River Avenue & Beck Road	Signalized	EBL	54.3	D	59.0	E
			EBTR	16.0	B	20.1	C
			WBL	70.1	E	77.7	E
			WBT	36.1	D	40.8	D
			WBR	29.6	C	57.7	E
			NBL	65.6	E	79.4	E
			NBTR	54.1	D	55.4	E
			SBL	63.2	E	58.0	E
			SBT	36.2	D	47.0	D
			SBR	28.4	C	24.8	C
			Overall	41.1	D	46.7	D
6	Beck Road & Providence South Drive / Central Park Boulevard	Signalized	EBL	57.5	E	54.6	D
			EBTR	51.5	D	48.2	D
			WBL	53.0	D	50.6	D
			WBTR	53.4	D	44.7	D
			NBL	5.8	A	12.2	B
			NBT	8.9	A	12.1	B
			NBR	3.8	A	6.5	A
			SBL	6.6	A	8.3	A
			SBT	8.7	A	15.9	B
			SBR	4.8	A	6.1	A
			Overall	12.8	B	19.0	B

**Indicates no vehicle volume present*

4 BACKGROUND CONDITIONS (2033)

4.1 BACKGROUND GROWTH

Historical population and employment community profile data was obtained for the City of Novi from the Southeast Michigan Council of Governments (SEMCOG) database, in order to calculate an annual background growth rate to project the existing 2025 peak hour traffic volumes to the site buildout year of 2033. Population and employment projections from 2020 to 2050 were reviewed and indicates average annual growth rates of approximately 0.37% and 0.39%, respectively. Therefore, an annual background growth rate of **0.5%** per year was applied to the existing traffic volumes to calculate the projected traffic volumes at site buildout.

In addition to the background traffic growth, it is important to account for traffic that will be generated by approved developments within the vicinity of the study area that are currently under construction or will be within the buildout year of 2033. The following development was identified by the City of Novi within the study area and was included as background traffic:

- El Car Wash – 48648 Grand River Avenue

Information regarding the proposed El Car Wash development trip generation is attached for reference. The projected trips generated by the background development were applied to the study roadway network. The calculated background peak hour traffic volumes were combined with the site generated traffic from the adjacent background development, in order to forecast the background 2033 peak hour traffic volumes, ***without the proposed development***, as shown in the attached **Figure 4**.

4.2 BACKGROUND OPERATIONS

Background peak hour vehicle delays and LOS ***without the proposed development*** were calculated at the study intersections based on the existing lane use and traffic control shown in the attached **Figure 2**, the background peak hour traffic volumes shown in the attached **Figure 4**, and the methodologies presented in the HCM7. The results of the background conditions analysis are attached and summarized in **Table 2**.

Table 2: Background Intersection Operations

Intersection		Control	Approach	Existing Conditions				Background Conditions				Difference			
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Grand River Avenue & Wixom Road	Signal	EBL	74.3	E	73.0	E	73.8	E	90.0	F	-0.5	-	17.0	E→F
			EBTR	31.2	C	28.3	C	33.9	C	30.0	C	2.7	-	1.7	-
			WBL	82.0	F	81.0	F	80.3	F	77.9	E	-1.7	-	-3.1	F→E
			WBT	46.2	D	81.3	F	50.1	D	90.9	F	3.9	-	9.6	-
			WBR	30.0	C	68.2	E	32.0	C	71.4	E	2.0	-	3.2	-
			NBL	88.2	F	88.4	F	86.8	F	82.2	F	-1.4	-	-6.2	-
			NBTR	74.7	E	88.2	F	74.3	E	95.0	F	-0.4	-	6.8	-
			SBL	71.5	E	91.2	F	73.5	E	92.7	F	2.0	-	1.5	-
			SBT	31.3	C	54.1	D	30.1	C	54.3	D	-1.2	-	0.2	-
			SBR	20.8	C	21.6	C	19.3	B	22.7	C	-1.5	C→B	1.1	-
			Overall	48.9	D	60.6	E	49.4	D	65.7	E	0.5	-	5.1	-
2	Grand River Avenue & 12-Mile Road	Signal	EBL	6.5	A	16.8	B	6.9	A	18.5	B	0.4	-	1.7	-
			EBT	15.5	B	21.6	C	16.4	B	22.7	C	0.9	-	1.1	-
			EBR	11.6	B	17.6	B	12.1	B	18.1	B	0.5	-	0.5	-
			WBL	9.9	A	16.5	B	10.9	B	18.4	B	1.0	A→B	1.9	-
			WBTR	13.7	B	25.3	C	14.5	B	26.9	C	0.8	-	1.6	-
			NBL	54.9	D	55.9	E	54.7	D	55.6	E	-0.2	-	-0.3	-
			NBTR	58.9	E	47.9	D	58.8	E	47.3	D	-0.1	-	-0.6	-
			SBL	57.9	E	53.0	D	57.9	E	52.7	D	0.0	-	-0.3	-
			SBTR	54.0	D	47.8	D	53.7	D	47.2	D	-0.3	-	-0.6	-
			Overall	18.8	B	27.3	C	19.4	B	28.3	C	0.6	-	1.0	-
3	Grand River Avenue & Providence Parkway	Stop (Minor)	EBL	8.1	A	0.0*	A	8.2	A	0.0*	A	0.1	-	0.0	-
			WBL	10.1	B	9.2	A	10.3	B	9.4	A	0.2	-	0.2	-
			NBTL	34.4	D	80.6	F	40.2	E	125.2	F	5.8	D→E	44.6	-
			NBR	9.4	A	10.3	B	9.5	A	10.5	B	0.1	-	0.2	-
			SB	16.5	C	36.9	E	17.8	C	47.8	E	1.3	-	10.9	-
4	Grand River Avenue & W. Market Square	Signal	EBL	3.9	A	8.1	A	4.4	A	8.6	A	0.5	-	0.5	-
			EBT	19.8	B	19.4	B	21.6	C	19.9	B	1.8	B→C	0.5	-
			EBR	15.8	B	13.8	B	16.9	B	13.8	B	1.1	-	0.0	-
			WBL	6.4	A	13.7	B	6.7	A	14.9	B	0.3	-	1.2	-
			WBTR	1.3	A	2.2	A	2.6	A	2.4	A	1.3	-	0.2	-
			NBL	54.4	D	53.3	D	54.3	D	53.2	D	-0.1	-	-0.1	-
			NBTR	51.0	D	41.5	D	50.7	D	40.9	D	-0.3	-	-0.6	-
			SBL	56.5	E	52.1	D	56.3	E	51.8	D	-0.2	-	-0.3	-
			SBTR	52.6	D	44.7	D	52.3	D	44.2	D	-0.3	-	-0.5	-
			Overall	15.1	B	17.3	B	16.4	B	17.5	B	1.3	-	0.2	-

Intersection		Control	Approach	Existing Conditions				Background Conditions				Difference			
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
5	Grand River Avenue & Beck Road	Signal	EBL	54.3	D	59.0	E	53.5	D	60.8	E	-0.8	-	1.8	-
			EBTR	16.0	B	20.1	C	18.2	B	22.6	C	2.2	-	2.5	-
			WBL	70.1	E	77.7	E	69.5	E	78.9	E	-0.6	-	1.2	-
			WBT	36.1	D	40.8	D	38.3	D	44.4	D	2.2	-	3.6	-
			WBR	29.6	C	57.7	E	31.3	C	75.0	E	1.7	-	17.3	-
			NBL	65.6	E	79.4	E	65.3	E	81.2	F	-0.3	-	1.8	E→F
			NBTR	54.1	D	55.4	E	55.0	E	55.0	D	0.9	D→E	-0.4	E→D
			SBL	63.2	E	58.0	E	64.0	E	57.8	E	0.8	-	-0.2	-
			SBT	36.2	D	47.0	D	35.8	D	47.1	D	-0.4	-	0.1	-
			SBR	28.4	C	24.8	C	27.8	C	23.9	C	-0.6	-	-0.9	-
			Overall	41.1	D	46.7	D	41.7	D	49.7	D	0.6	-	3.0	-
6	Beck Road & Providence South Drive / Central Park Boulevard	Signal	EBL	57.5	E	54.6	D	57.4	E	55.0	D	-0.1	-	0.4	-
			EBTR	51.5	D	48.2	D	51.1	D	47.7	D	-0.4	-	-0.5	-
			WBL	53.0	D	50.6	D	52.7	D	50.2	D	-0.3	-	-0.4	-
			WBTR	53.4	D	44.7	D	52.9	D	44.2	D	-0.5	-	-0.5	-
			NBL	5.8	A	12.2	B	6.3	A	14.0	B	0.5	-	1.8	-
			NBT	8.9	A	12.1	B	9.6	A	13.0	B	0.7	-	0.9	-
			NBR	3.8	A	6.5	A	4.0	A	6.7	A	0.2	-	0.2	-
			SBL	6.6	A	8.3	A	7.2	A	9.0	A	0.6	-	0.7	-
			SBT	8.7	A	15.9	B	9.2	A	17.8	B	0.5	-	1.9	-
			SBR	4.8	A	6.1	A	4.9	A	6.4	A	0.1	-	0.3	-
			Overall	12.8	B	19.0	B	13.3	B	20.2	C	0.5	-	1.2	B→C

**Indicates no vehicle volume. Note: Decreased delays are the result of improved progression, SCATs optimizations, and/or HCM methodologies.*

The results of the background conditions analysis indicates that all approaches and movements at the study intersections will continue to operate in a manner similar to the existing conditions analysis, with minimal increase in delays and the following additional impact to LOS:

Grand River Avenue & Wixom Road

- During the PM peak hour: The eastbound left-turn movement is expected to operate at LOS F.

  Review of SimTraffic network simulation indicates poor operations during both peak periods. During the PM peak hour, long eastbound left-turn queues were observed throughout the PM peak hour.

Grand River Avenue & Providence Parkway

- During the AM peak hour: The northbound shared through-left lane is expected to operate at LOS E.

Grand River Avenue & Beck Road

- During the AM peak hour: The northbound shared through-right is expected to operate at LOS E.
- During the PM peak hour: The northbound left-turn movement is expected to operate at LOS F.

  Review of SimTraffic network simulations continues to indicate generally acceptable operations during the AM peak period and poor operations during the PM peak period. Periods of long vehicle queues were observed for the northbound shared through-right movement during the AM peak hour and for the northbound left-turn movement during the PM peak hour; however, these queues were observed to dissipate and were not present throughout the peak periods.

5 TRIP GENERATION

5.1 SITE TRIP GENERATION

The proposed development includes the construction of a residential development. The number of weekday peak hour (AM and PM) and daily vehicle trips generated that would be generated by the proposed development were calculated based on the data published by ITE in the *Trip Generation Manual, 11th Edition*. The site trip generation forecast for the proposed development is summarized in **Table 3**.

Table 3: Trip Generation Summary

Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Single-Family Attached	215	163	DU	1,192	20	59	79	55	39	94

5.2 REZONING ANALYSIS

The proposed development includes the construction of a residential development. As part of the planned development project, the subject property is proposed to be rezoned from the existing I-1 (Light Industrial District) zoning to the proposed RM-2 (High Density, Mid-Rise Multiple-Family District) zoning, with a Planned Rezoning Overlay (PRO).

A trip generation comparison was performed to evaluate the maximum potential development plan under the existing I-1 zoning, as compared to the proposed development that would be permitted under the proposed RM-2 zoning classification with the PRO. The land uses that are permitted under each zoning classification were matched to the representative land uses within the ITE *Trip Generation, 11th Edition*.

Existing Zoning (I-1)

- The City of Novi Ordinance definition of uses permitted under the I-1 zoning includes: medical offices, research and development centers, warehousing, manufacturing, public utility buildings, private/public parks, and recreational facilities.
- Review of the ITE land use descriptions indicate that the Medical-Dental Office Building (Within / Near Hospital Campus) (LUC 720) and Research and Development (LUC 760) use generates the highest number of trips and best matches the uses defined by the Ordinance and permitted by right under the existing I-1 zoning.

Proposed Zoning (RM-2)

- The City of Novi Ordinance definition of uses permitted under the proposed RM-2 includes: multiple family dwellings, family day care homes, and public park uses.
- The Single-Family Attached (LUC 215) land use with the expected number of trips generated by the proposed development was included for the proposed RM-2 zoning.

The number of weekday peak hour (AM and PM) and daily vehicle trips that would be generated by the existing and proposed zoning classifications were forecast based on data published by ITE in the *Trip Generation Manual, 11th Edition*. Therefore, the maximum development trip generation comparison for the existing zoning classification and the proposed zoning classifications is summarized in **Table 4**.

Table 4: Rezoning Trip Generation Comparison

Zoning	Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
Existing Zoning (I-1)	Medical-Dental Office Building (Within / Near Hospital Campus)	720	75,930	SF	2,574	166	39	205	56	168	224
	Research and Development Center	760	75,930	SF	984	75	17	92	14	75	89
Proposed Zoning (RM-2 with PRO)	Single-Family Attached Housing	215	163	DU	1,192	20	59	79	55	39	94
Max for existing zoning (I-1)					*2,574*	*166*	*39*	*205*	*56*	*168*	*224*

Difference	-1,382	-146	20	-126	-1	-129	-130

6 SITE TRIP DISTRIBUTION

The vehicular trips that would be generated by the proposed development were assigned to the study roadway network based on the proposed site access plan, the existing peak hour traffic patterns in the adjacent roadway network, and the methodologies published by ITE. The adjacent street traffic volumes were used to develop the vehicle trip distribution; it was assumed that the existing adjacent street traffic volumes in the AM are home-to-work based trips and are work-to-home based trips in the PM. Therefore, the vehicle trip distribution assumes trips are leaving the study network during the AM peak hour and then entering the study network during the PM peak hour. The ITE trip distribution methodology assumes that new trips will return to their direction of origin. The site distribution is summarized in **Table 5**.

Table 5: Trip Distribution Summary

To/From	via	AM	PM
East	Grand River Avenue	16%	19%
West	Grand River Avenue	16%	19%
North	Wixom Road	21%	20%
South	Wixom Road	9%	10%
North	Beck Road	25%	20%
South	Beck Road	13%	12%
Total		100%	100%

The vehicular traffic volumes shown in **Table 3** were distributed to the study roadway network according to the distributions shown in **Table 5**. The site-generated trips from the proposed development, shown in the attached **Figure 5**, were added to the background peak hour traffic volumes shown in the attached **Figure 4**, in order to calculate the future peak hour traffic volumes, ***with the addition of the proposed development***. Future peak hour traffic volumes are shown in the attached **Figure 6**.

7 FUTURE CONDITIONS (2033)

7.1 FUTURE OPERATIONS

Future peak hour vehicle delays and LOS ***with the proposed development*** were calculated at the study intersections and proposed site driveway based on the proposed lane use and traffic control shown in the attached **Figure 2**, the future peak hour traffic volumes shown in the attached **Figure 6**, and the methodologies presented in the HCM7. The future conditions analysis results are attached and summarized in **Table 6**.

The results of the future conditions analysis indicates that the proposed site driveway intersection is expected to operate acceptably, at LOS D or better, during both peak periods. Additionally, all approaches and movements at the study intersections are expected to continue to operate in a manner similar to the background conditions analysis, with the following additional impacts to LOS:

Grand River Avenue & Wixom Road

- During the PM peak hour: The westbound left-turn movement is expected to operate at LOS F.

Grand River Avenue & Providence Parkway

- During the AM peak hour: The northbound shared through-left lane is expected to operate at LOS F.
- During the PM peak hour: The southbound approach is expected to operate at LOS F.

Grand River Avenue & Beck Road

- During the PM peak hour: The westbound right-turn movement is expected to operate at LOS F. Additionally, the northbound shared through-right movement is expected to operate at LOS E.

Review of SimTraffic network simulations throughout the study roadway network indicates similar operations to those observed during the background conditions analysis. Periods of vehicle queueing were observed throughout the signalized study intersections.

Table 6: Future Intersection Operations

Intersection		Control	Approach	Background Conditions				Future Conditions				Difference			
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	Grand River Avenue & Wixom Road	Signal	EBL	73.8	E	90.0	F	75.2	E	97.4	F	1.4	-	7.4	-
			EBTR	33.9	C	30.0	C	34.7	C	31.0	C	0.8	-	1.0	-
			WBL	80.3	F	77.9	E	78.6	E	83.2	F	-1.7	F→E	5.3	E→F
			WBT	50.1	D	90.9	F	50.7	D	90.8	F	0.6	-	-0.1	-
			WBR	32.0	C	71.4	E	32.5	C	69.6	E	0.5	-	-1.8	-
			NBL	86.8	F	82.2	F	86.8	F	89.3	F	0.0	-	7.1	-
			NBTR	74.3	E	95.0	F	74.5	E	97.4	F	0.2	-	2.4	-
			SBL	73.5	E	92.7	F	73.7	E	94.5	F	0.2	-	1.8	-
			SBT	30.1	C	54.3	D	29.9	C	53.0	D	-0.2	-	-1.3	-
			SBR	19.3	B	22.7	C	19.1	B	22.9	C	-0.2	-	0.2	-
			Overall	49.4	D	65.7	E	49.8	D	67.3	E	0.4	-	1.6	-
2	Grand River Avenue & 12-Mile Road	Signal	EBL	6.9	A	18.5	B	7.2	A	18.9	B	0.3	-	0.4	-
			EBT	16.4	B	22.7	C	16.4	B	22.9	C	0.0	-	0.2	-
			EBR	12.1	B	18.1	B	12.1	B	18.1	B	0.0	-	0.0	-
			WBL	10.9	B	18.4	B	11.1	B	19.1	B	0.2	-	0.7	-
			WBTR	14.5	B	26.9	C	14.6	B	27.2	C	0.1	-	0.3	-
			NBL	54.7	D	55.6	E	54.7	D	55.6	E	0.0	-	0.0	-
			NBTR	58.8	E	47.3	D	58.8	E	47.3	D	0.0	-	0.0	-
			SBL	57.9	E	52.7	D	57.9	E	52.7	D	0.0	-	0.0	-
			SBTR	53.7	D	47.2	D	53.7	D	47.2	D	0.0	-	0.0	-
			Overall	19.4	B	28.3	C	19.4	B	28.5	C	0.0	-	0.2	-
3	Grand River Avenue & Providence Parkway	Stop (Minor)	EBL	8.2	A	0.0*	A	8.2	A	0.0*	A	0.0	-	0.0	-
			WBL	10.3	B	9.4	A	10.4	B	9.7	A	0.1	-	0.3	-
			NBTL	40.2	E	125.2	F	58.6	F	247.1	F	18.4	E→F	121.9	-
			NBR	9.5	A	10.5	B	9.7	A	10.7	B	0.2	-	0.2	-
			SB	17.8	C	47.8	E	18.9	C	61.8	F	1.1	-	14.0	E→F
4	Grand River Avenue & W. Market Square	Signal	EBL	4.4	A	8.6	A	4.2	A	8.6	A	-0.2	-	0.0	-
			EBT	21.6	C	19.9	B	21.1	C	20.0	C	-0.5	-	0.1	B→C
			EBR	16.9	B	13.8	B	16.3	B	13.8	B	-0.6	-	0.0	-
			WBL	6.7	A	14.9	B	7.1	A	15.2	B	0.4	-	0.3	-
			WBTR	2.6	A	2.4	A	2.0	A	2.6	A	-0.6	-	0.2	-
			NBL	54.3	D	53.2	D	54.3	D	53.2	D	0.0	-	0.0	-

Intersection		Control	Approach	Background Conditions				Future Conditions				Difference			
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
			NBTR	50.7	D	40.9	D	50.7	D	40.9	D	0.0	-	0.0	-
			SBL	56.3	E	51.8	D	56.3	E	51.8	D	0.0	-	0.0	-
			SBTR	52.3	D	44.2	D	52.3	D	44.2	D	0.0	-	0.0	-
			Overall	16.4	B	17.5	B	16.0	B	17.5	B	-0.4	-	0.0	-
5	Grand River Avenue & Beck Road	Signal	EBL	53.5	D	60.8	E	52.6	D	58.6	E	-0.9	-	-2.2	-
			EBTR	18.2	B	22.6	C	18.4	B	22.8	C	0.2	-	0.2	-
			WBL	69.5	E	78.9	E	69.4	E	78.9	E	-0.1	-	0.0	-
			WBT	38.3	D	44.4	D	38.9	D	45.4	D	0.6	-	1.0	-
			WBR	31.3	C	75.0	E	31.9	C	78.2	F	0.6	-	3.2	E→F
			NBL	65.3	E	81.2	F	65.3	E	82.2	F	0.0	-	1.0	-
			NBTR	55.0	E	55.0	D	55.0	E	59.7	E	0.0	-	4.7	D→E
			SBL	64.0	E	57.8	E	64.0	E	57.7	E	0.0	-	-0.1	-
			SBT	35.8	D	47.1	D	35.8	D	47.1	D	0.0	-	0.0	-
			SBR	27.8	C	23.9	C	27.4	C	23.8	C	-0.4	-	-0.1	-
			Overall	41.7	D	49.7	D	41.7	D	50.6	D	0.0	-	0.9	-
6	Beck Road & Providence South Drive / Central Park Boulevard	Signal	EBL	57.4	E	55.0	D	57.4	E	54.9	D	0.0	-	-0.1	-
			EBTR	51.1	D	47.7	D	51.7	D	48.1	D	0.6	-	0.4	-
			WBL	52.7	D	50.2	D	53.5	D	50.8	D	0.8	-	0.6	-
			WBTR	52.9	D	44.2	D	52.9	D	44.2	D	0.0	-	0.0	-
			NBL	6.3	A	14.0	B	6.4	A	14.4	B	0.1	-	0.4	-
			NBT	9.6	A	13.0	B	9.6	A	13.0	B	0.0	-	0.0	-
			NBR	4.0	A	6.7	A	4.0	A	6.7	A	0.0	-	0.0	-
			SBL	7.2	A	9.0	A	7.2	A	9.0	A	0.0	-	0.0	-
			SBT	9.2	A	17.8	B	9.2	A	18.2	B	0.0	-	0.4	-
			SBR	4.9	A	6.4	A	4.9	A	6.5	A	0.0	-	0.1	-
			Overall	13.3	B	20.2	C	13.5	B	20.5	C	0.2	-	0.3	-
7	Providence Parkway & Site Drive	Stop (Minor)	EB	N/A				11.1	B	11.1	B	N/A			
			NBL					7.9	A	7.5	A				
			SB					Free							

**Indicates no vehicle volume. Note: Decreased delays are the result of improved progression, SCATs optimizations, and/or HCM methodologies.*

7.2 Future Operations with Improvements

In order to improve the adjacent study roadway network operations, mitigation measures were investigated. The mitigations included geometric improvements, signal timing optimizations, and traffic control modifications. The investigated improvements and their impact on the intersection operations are discussed below:

Grand River Avenue Intersections (Wixom Road & Beck Road)

The signalized study intersections on Grand River Avenue at Wixom Road and at Beck Road were reviewed, in order to determine if any mitigation measures could be considered at the intersection to improve the existing, background, or future traffic operations.

Both intersections are operating with the SCATs signals; therefore, real time signal optimization is occurring at these intersections. The intersection geometry was reviewed to determine if there were any feasible improvements that could be implemented. This review showed that the intersections are fully built out and

there is limited ROW available for adding intersection capacity. It is recommended that RCOC continue to monitor the intersection operations. The recent improvements to the I-96 with the flex lanes is anticipated to reduce the demand on the Grand River Avenue and improve the corridor operations overall.

- **Therefore, no mitigation measures are recommended at the Wixom Road and Beck Road signalized study intersection.**

Grand River Avenue & Providence Parkway

A traffic signal was evaluated at the Grand River Avenue & Providence Parkway intersection, in order to determine if a traffic signal is warranted and recommended at this intersection. The analysis was performed in accordance with the current *Michigan Manual on Uniform Traffic Control Devices* (MMUTCD), which documents the guidelines by which traffic signal control may or should be considered. F&V evaluated the following criteria for the existing, background, and future traffic volumes at this study intersection. Additionally, based on the major roadway speed limit exceeding 40 mph, the study intersections were evaluated with the 70% factor. The signal warrant analysis criteria are discussed below and summarized in **Table 7**; the warrant analysis charts are attached.

Warrant 1 (8-Hour Vehicular Volumes)

According to the MMUTCD, Warrant 1, Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic signal. Condition B is intended for application where Condition A is not satisfied and where the major street traffic volume is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering the major street. It is intended that Warrant 1 be treated as a single warrant, where Warrant 1 is satisfied if either Conditions A or B are met.

Warrant 2 (4-Hour Vehicular Volumes)

The Four-Hour signal warrant condition is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic signal. The need for a signal shall be considered if, for each of any four hours of an average day, the approach volumes fall above the applicable curve in Figure 4C-2.

Warrant 3 (Peak Hour)

The Peak Hour signal warrant condition is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. The need for a traffic control signal shall be considered if on any hour of an average day, the approach volumes fall above the applicable curve in Figure 4C-4.

Warrant 7 (Crash Experience)

The Crash Experience warrant conditions are intended to be applied where the severity and frequency of crashes are the principal reasons to consider a traffic control signal. F&V completed a crash review for the study intersection, based on three years (2021-2023) of historical crash data, obtained from the Michigan Traffic Crash Facts (MTCF) website.

Summary

- **The results of the signal warrant analysis indicates that a traffic signal is warranted and recommended at this intersection with the existing traffic volumes.**

Table 7: Signal Warrant Analysis Summary

Warrant		Existing Conditions (2025)	Background Conditions (2033)	Future Conditions (2033)
Warrant 1: Eight Hour		YES	YES	YES
Condition A	*Hours Met*	1	1	3
	Warrant Met	NO	NO	NO
Condition B	*Hours Met*	9	9	11
	Warrant Met	YES	YES	YES

Warrant		Existing Conditions (2025)	Background Conditions (2033)	Future Conditions (2033)
Warrant 2: Four-Hour	*Hours Met*	8	9	10
	Warrant Met	YES	YES	YES
Warrant 3: Peak-Hour	*Hours Met*	7	7	9
	Warrant Met	YES	YES	YES
Warrant 7: Crash Experience	*Warrant Met*	NO	NO	NO

Left-turn Phasing

The left-turn phasing criteria was also evaluated with the addition of the signalized operations. The analysis was performed using the MDOT left-turn phasing spreadsheet and the results of the evaluation are shown on the attached criteria, which indicates that permissive / protected left-turn phasing is warranted *only* for the westbound left-turn movements. Therefore, only permissive left-turn phasing recommended at this intersection.

Grand River Avenue & Providence Parkway-With Improvements

The future peak hour vehicle delays and LOS, ***with the proposed development traffic and recommended mitigation measures***, were calculated based on the proposed lane use and traffic control shown in the attached **Figure 2**, the future peak hour traffic volumes shown in the attached **Figure 6**, and the methodologies presented in the HCM7. The future improvements analysis results are attached and summarized in **Table 8**.

Table 8: Future Intersection Operations with Improvements

Intersection		Control	Approach	Future Conditions				Future Conditions w/ IMP				Difference			
				AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
				Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
3	Grand River Avenue & Providence Parkway	Stop (Minor) Signal [IMP]	EBL	8.2	A	0.0*	A	0.1	A	0.0*	A	-8.1	-	0.0	-
			EBT	Free				0.2	A	0.4	A	0.2	-	0.4	-
			EBR					0.2	A	0.1	A	0.2	-	0.1	-
			WBL	10.4	B	9.7	A	1.7	A	0.7	A	-8.7	B→A	-9.0	-
			WBTR	Free				0.3	A	0.4	A	0.3	-	0.4	-
			NBTL	58.6	F	247.1	F	53.7	D	49.1	D	-4.9	F→D	-198.0	F→D
			NBR	9.7	A	10.7	B	62.7	E	50.4	D	53.0	A→E	39.7	B→D
			SB	18.9	C	61.8	F	51.0	D	51.9	D	32.1	C→D	-9.9	F→D
			[Overall]	N/A				6.4	A	8.6	A	N/A			

**Indicates no vehicle volume present*

The results of the future improvements analysis shows that the addition of a traffic signal at this intersection will allow the intersection to operate at acceptable LOS. It was noted that during the AM peak hour the northbound right-turn movement is expected to operate at LOS E with the addition of the traffic signal operations. Further review of SimTraffic network simulation indicates acceptable operations during both peak periods. The LOS E and associated delays for this movement to identified due to the long cycle length (120 seconds), in conjunction with low volumes of vehicles on the minor street approach, the random arrival of vehicles.

8 CONCLUSIONS

The conclusions of this TIS are as follows:

1. Existing Conditions (2025)

- The results of the existing conditions analysis indicates that ALL study intersection currently have at least one (1) or more approaches and movements operating at LOS E and/or LOS F, during the AM and/or PM peak periods.
- Review of SimTraffic network simulations indicates periods of long vehicle queues at all signalized study intersections. Some vehicle queues were observed to dissipate and were not present throughout the peak hour, while other vehicle queues were observed to persist throughout the peak periods.

2. Background Conditions (2033)

- A conservative annual background growth rate of **0.50%** per year was utilized to project the existing 2025 traffic volumes to the site buildout year of 2033. The following background development was also identified by the City of Novi and was included within this study as background traffic:
  - El Car Wash – *48648 Grand River Avenue*
- The results of the background conditions analysis indicates that all approaches and movements at the study intersections will continue to operate in a manner similar to the existing conditions, with additional impacts to LOS at the following study intersections:
  - Grand River Avenue & Wixom Road
  - Grand River Avenue & Beck Road
  - Grand River Avenue & Providence Parkway

3. Future Conditions (2033)

- The results of the future conditions analysis indicates that the proposed site driveway intersection is expected to operate acceptably, at LOS D or better, during both peak periods. Additionally, all approaches and movements at the study intersections are expected to continue to operate in a manner similar to the background conditions analysis, with additional impacts to LOS at the following study intersections:
  - Grand River Avenue & Wixom Road
  - Grand River Avenue & Beck Road
  - Grand River Avenue & Providence Parkway

4. Future Conditions with Improvements

- The signalized study intersections on Grand River Avenue at Wixom Road and at Beck Road were reviewed, in order to determine if any mitigation measures could be considered at the intersection to improve the existing, background, or future traffic operations. This review showed that the intersections are fully built out and there is limited ROW available for adding intersection capacity. It is recommended that RCOC continue to monitor the intersection operations. The recent improvements to I-96 with the flex lanes is anticipated to reduce the demand on the Grand River Avenue and improve the overall intersection and corridor operations.
- A traffic signal is warranted and recommended at Grand River Avenue & Providence Parkway with the existing traffic volumes.

9 RECOMMENDATIONS

The recommendations of this TIS are summarized as follows:

- The proposed development is expected to have a negligible impact on the study roadway network and study intersections. The site-generated traffic volumes from the proposed residential development will be less than typical variations (+/- 5%) in daily traffic volumes.
- A traffic signal is currently warranted and recommended at the Grand River Avenue & Providence Parkway with the existing 2025 traffic volumes. The projected site-generated traffic volumes will not impact the results or recommendation for a traffic signal at this intersection.

Any questions related to this memorandum, study, analysis, and/or results should be addressed to Fleis & VandenBrink.



I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Michigan.

Julie M. Kroll
2025.09.05
18:10:30 -04'00'

Attachments: Figures 1 – 6
Proposed Site Plan
Traffic Volume Data
Signal Timing Permits
SEMCOG Data
Synchro / SimTraffic Results
Signal / Left-turn Phasing Warrants

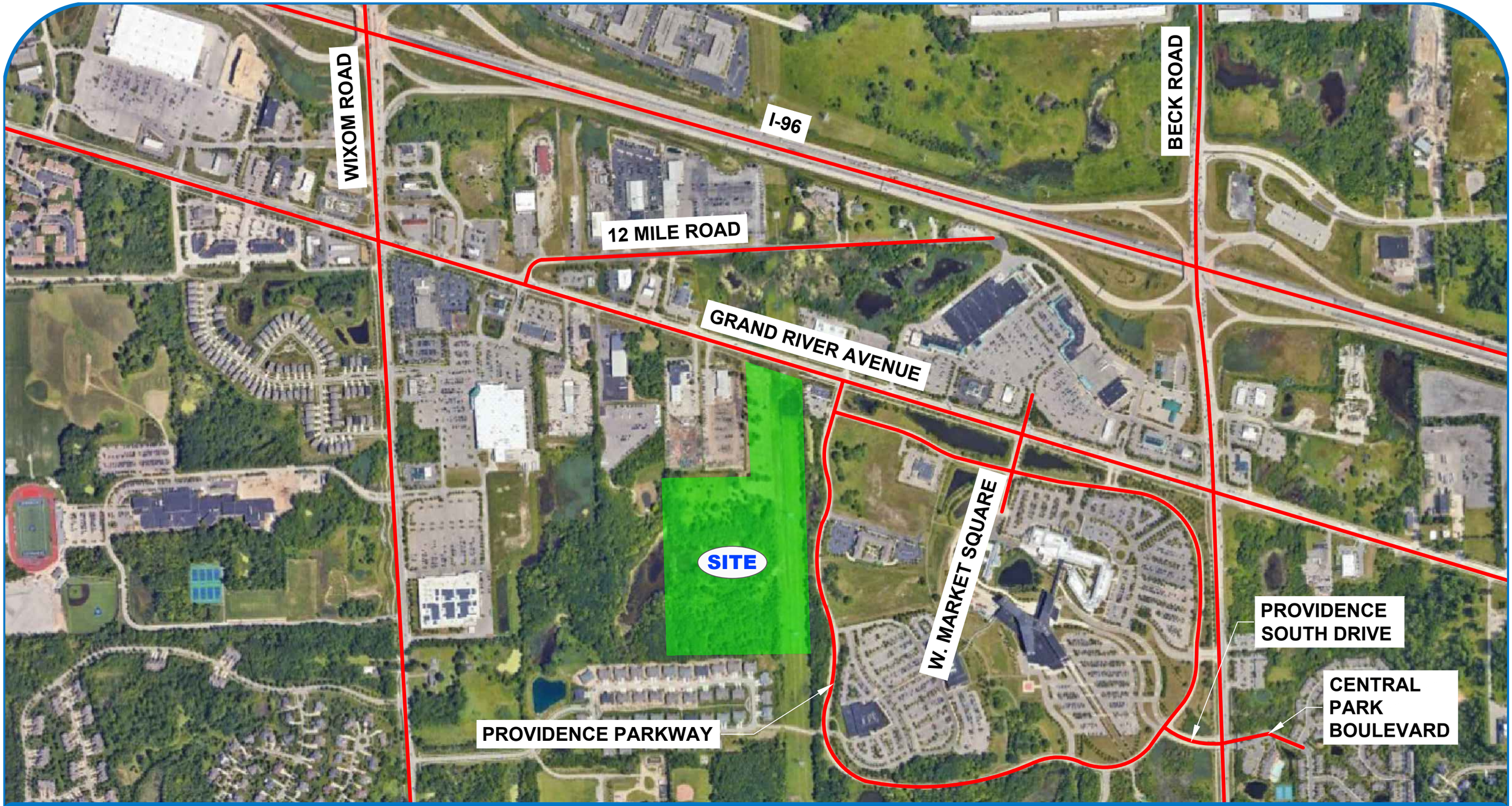


FIGURE 1

SITE LOCATION

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

ROADS

SITE LOCATION

NORTH

SCALE: NOT TO SCALE

F&V

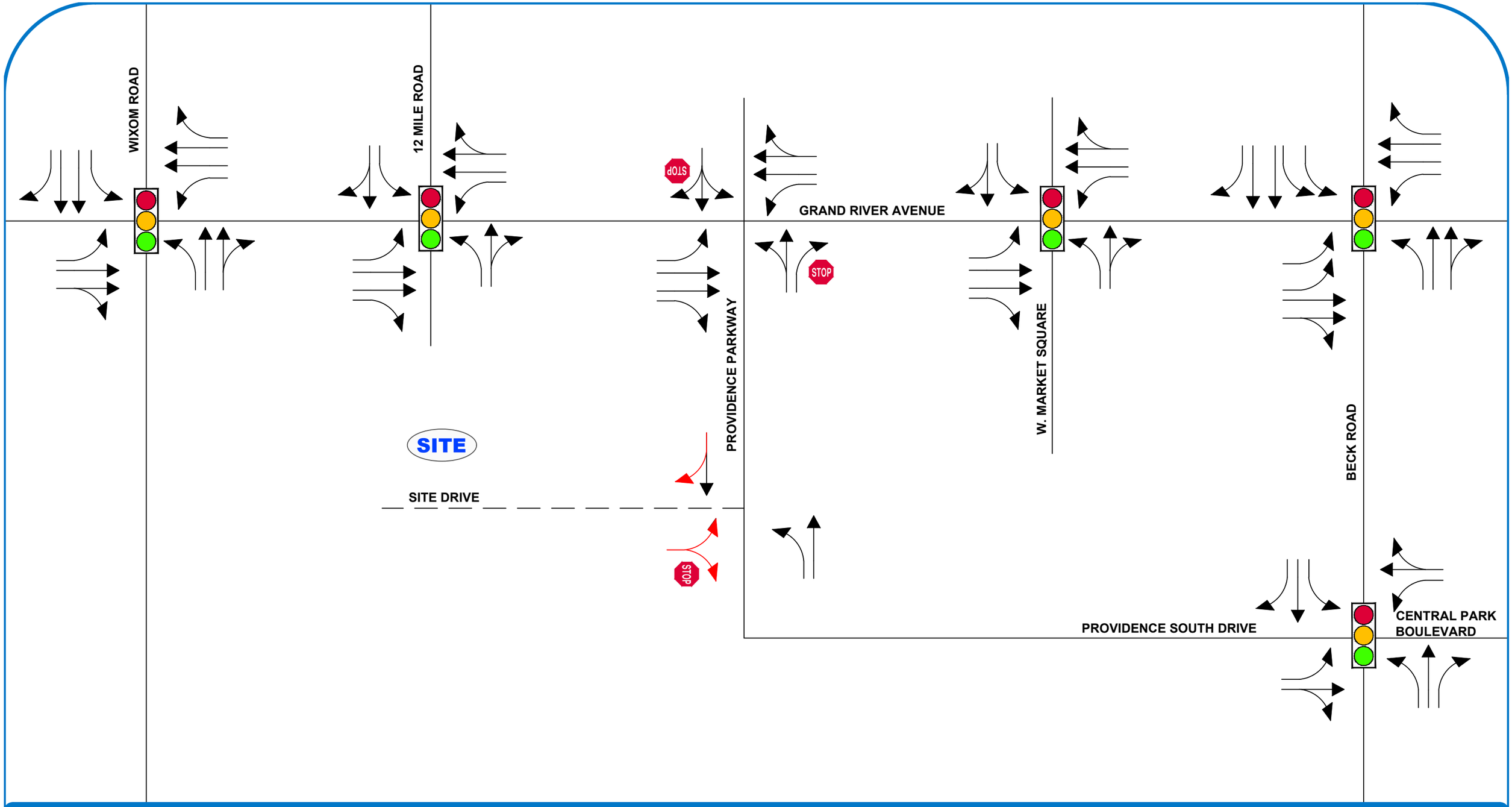


FIGURE 2

LANE USE AND TRAFFIC CONTROL

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

- ROADS
- PROPOSED ROADS
- LANE USE
- PROPOSED LANE USE
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

NORTH

SCALE: NOT TO SCALE

F&V

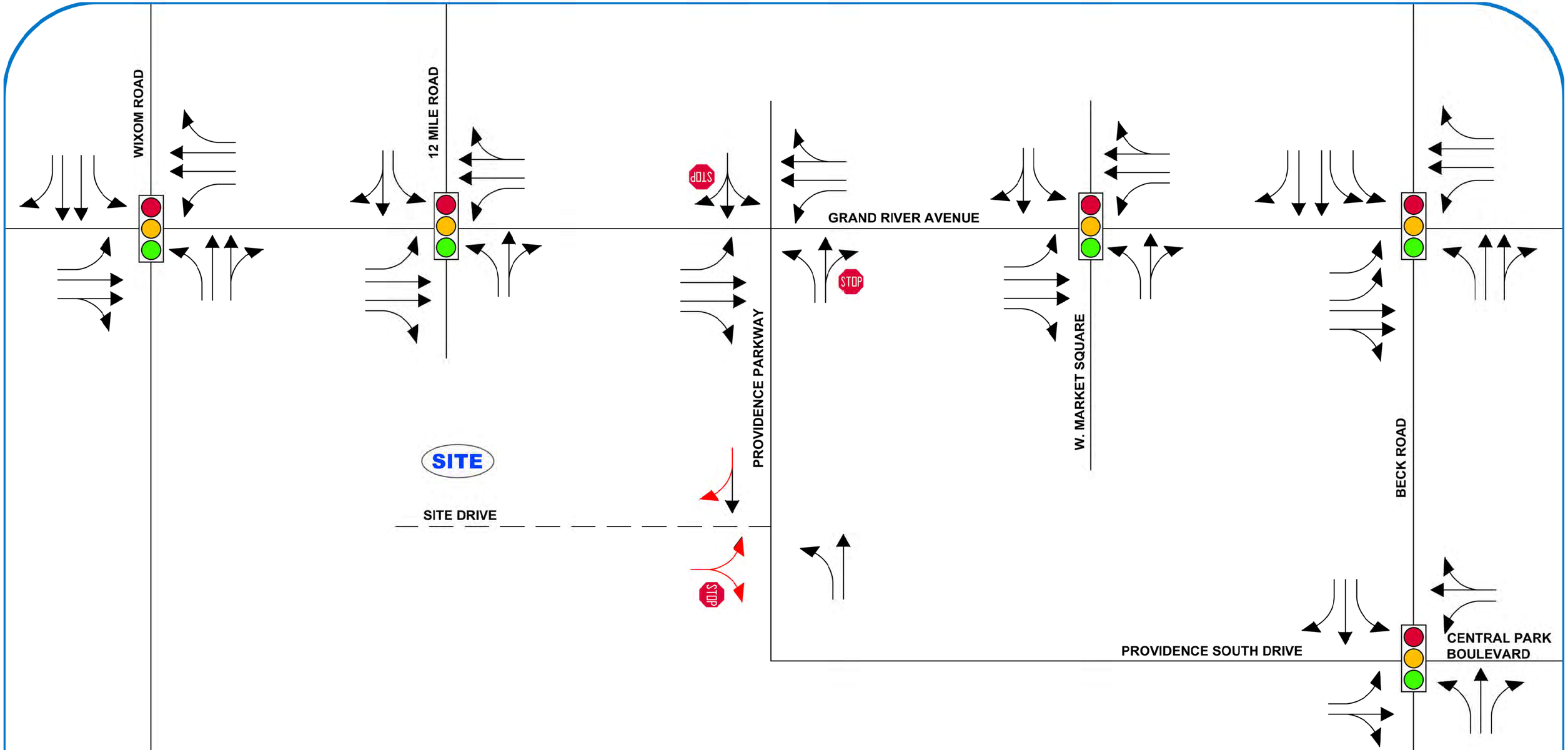


FIGURE 2

LANE USE AND TRAFFIC CONTROL

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

- ROADS
- PROPOSED ROADS
- LANE USE
- PROPOSED LANE USE
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

NORTH

SCALE: NOT TO SCALE

F&V

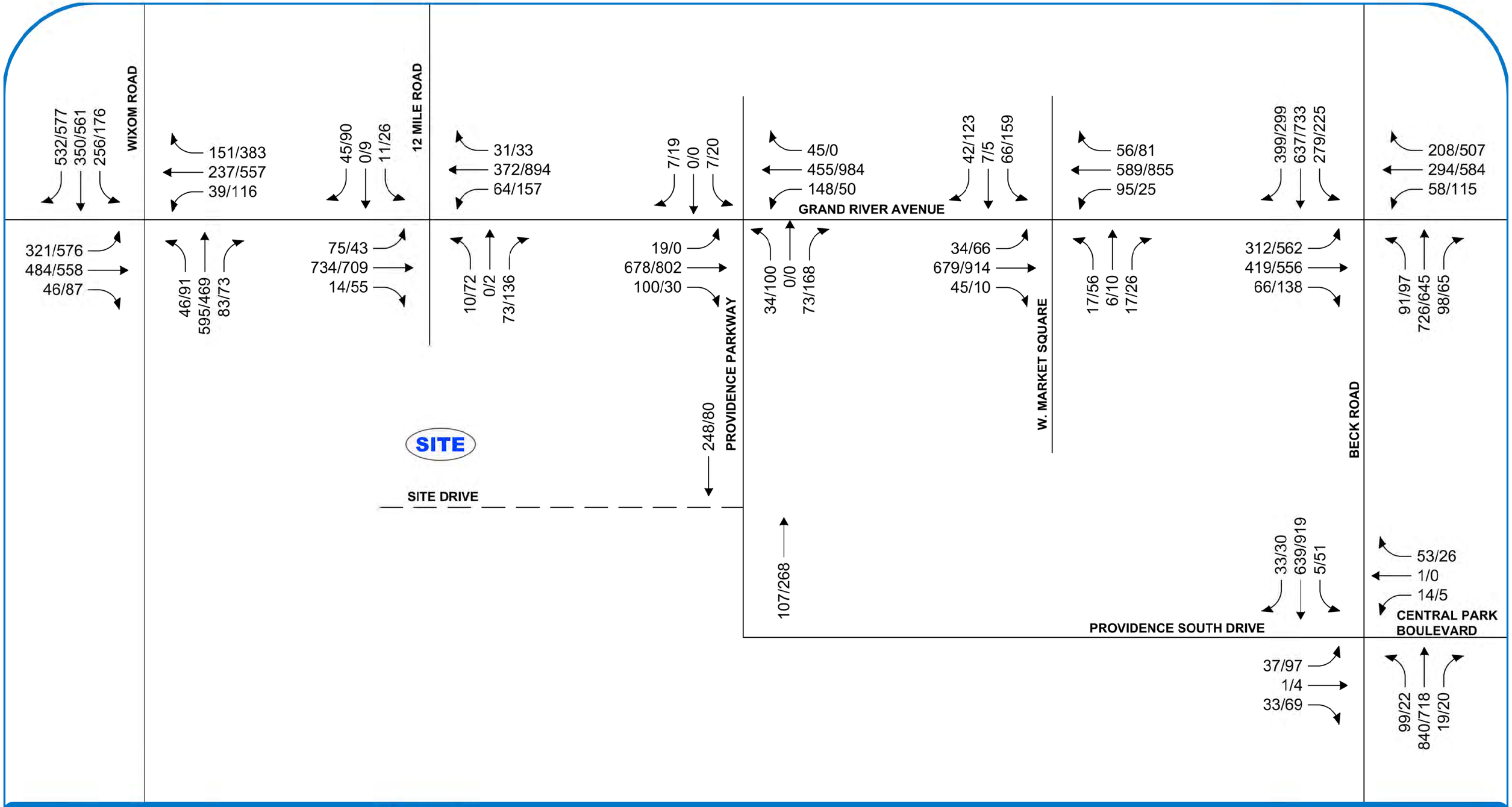


FIGURE 3
EXISTING TRAFFIC VOLUMES (2025)

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

NORTH

SCALE: NOT TO SCALE

F&V

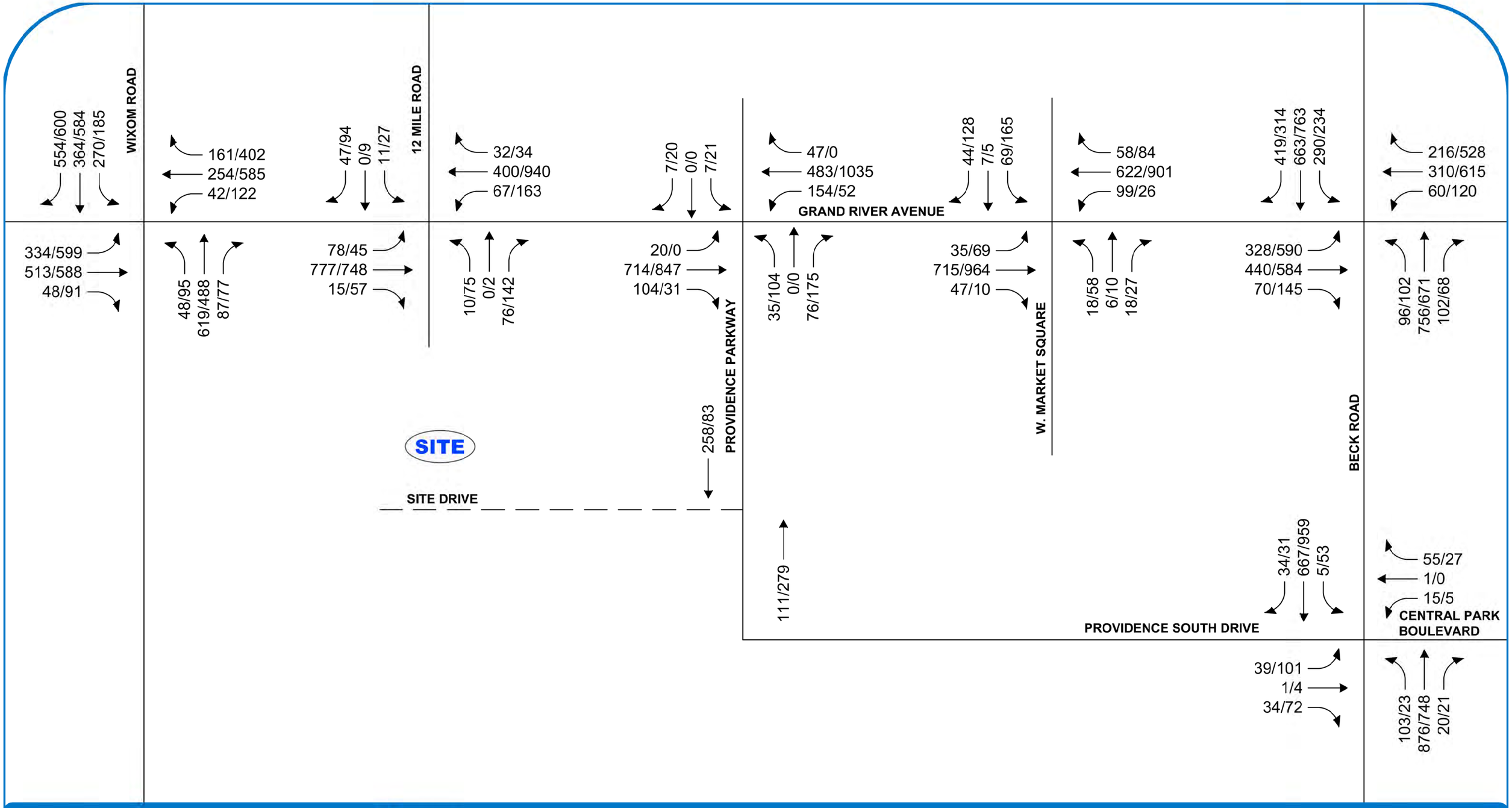


FIGURE 4
BACKGROUND TRAFFIC VOLUMES (2033)

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

NORTH
SCALE: NOT TO SCALE

F&V

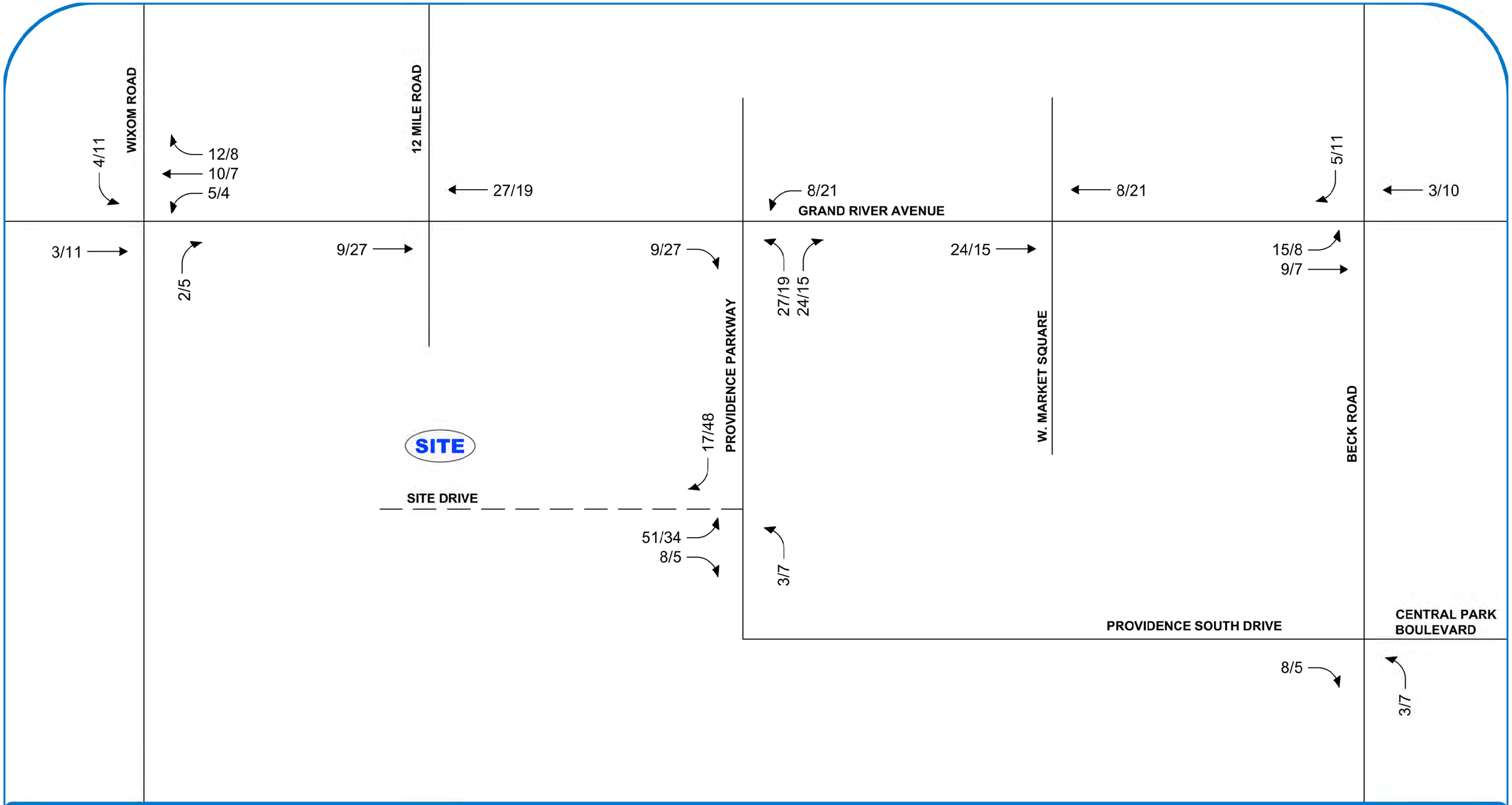


FIGURE 5

SITE-GENERATED TRAFFIC VOLUMES

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

NORTH

SCALE: NOT TO SCALE

F&V

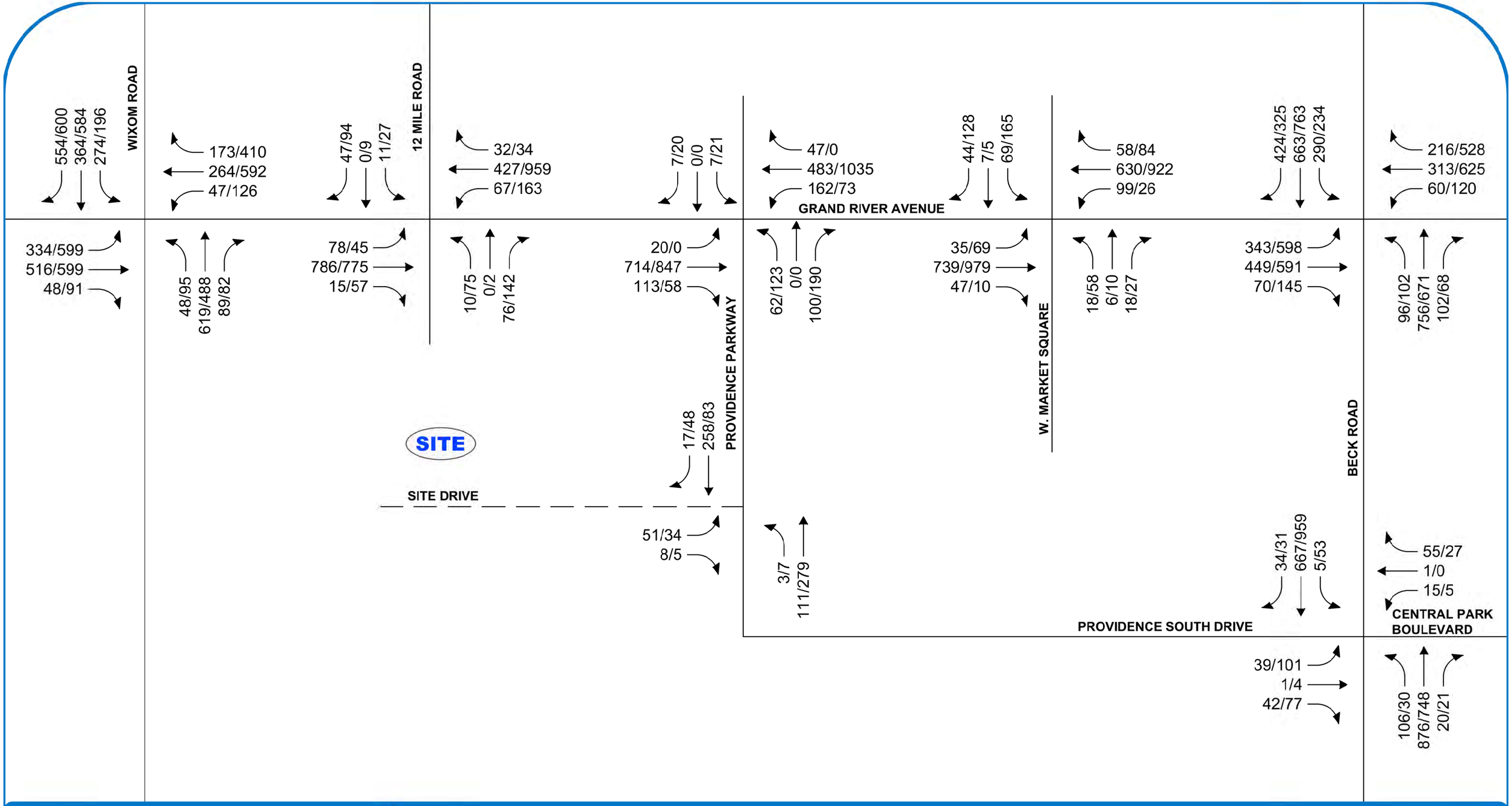


FIGURE 6

FUTURE TRAFFIC VOLUMES (2033)

PROVIDENCE PARKWAY TIS - NOVI, MI

LEGEND

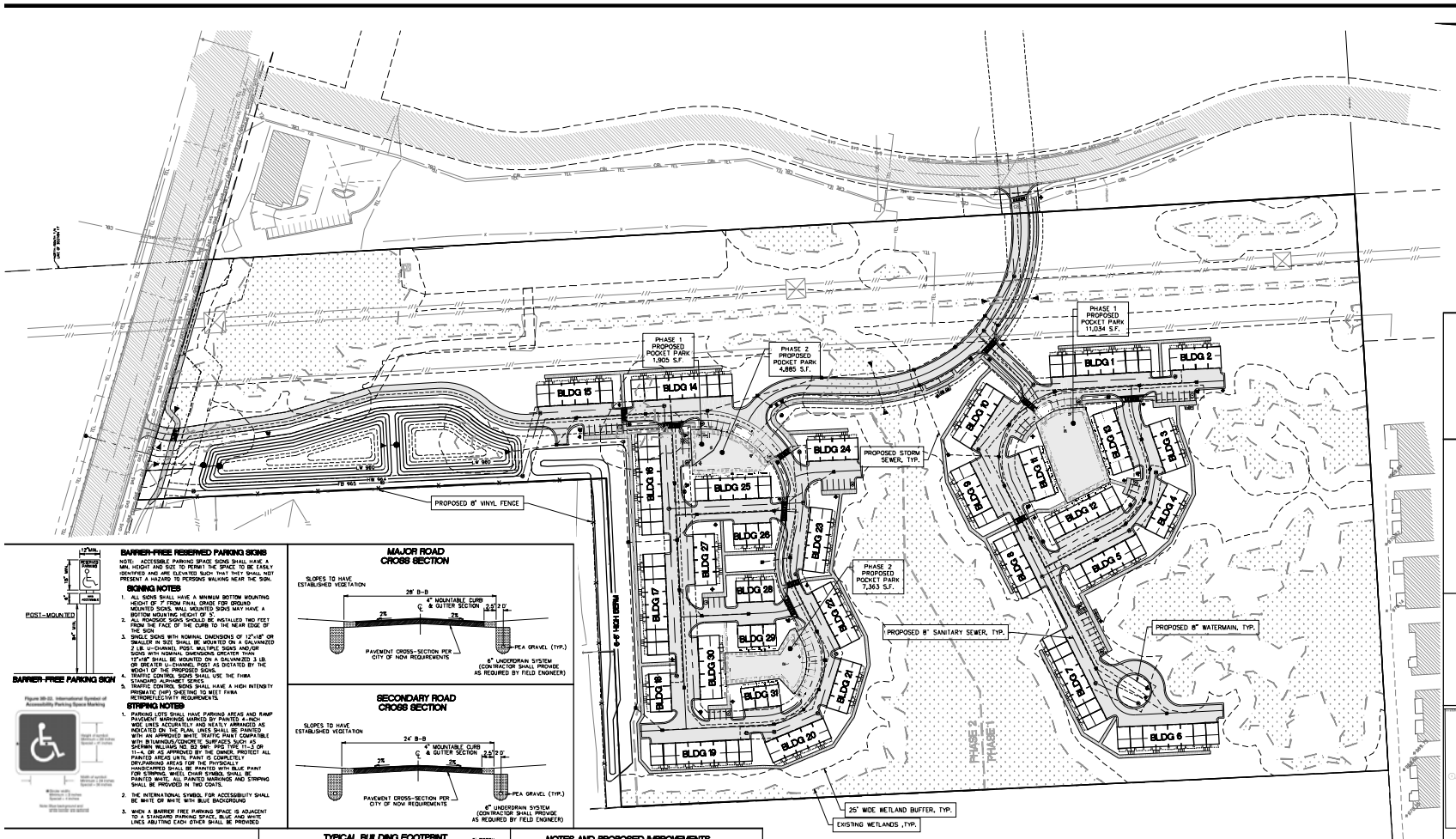
- ROADS
- PROPOSED ROADS
- TRAFFIC VOLUMES (AM/PM)

NORTH

SCALE: NOT TO SCALE

F&V

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GRAPHIC SCALE
80 0 40 80 160
(IN FEET)
1" = 80'

CROSSWALK DETAIL

NOTES
1. WHERE BIKE LINES SHALL BE 12" WIDE
2. LONGITUDINAL LINES SHALL BE 24" APART.
3. ALL STRIPING TO BE WHITE PAINT OR APPROVED EQUAL

VINYL FENCE

8 BIKES RACK PARKING LAYOUT

INVERTED 'U' BIKE RACK
NOT TO SCALE

BARRIER-FREE RESERVED PARKING SIGNS

NOTE: ACCESSIBLE PARKING SPACE SIGNS SHALL HAVE A MIN. HEIGHT AND SIZE TO PERMIT THE SPACE TO BE EASILY IDENTIFIED AND ARE ELEVATED SUCH THAT THEY SHALL NOT PRESENT A HAZARD TO PERSONS WALKING NEAR THE SIGN.

SIGNING NOTES

1. ALL SIGNS SHALL HAVE A MINIMUM BOTTOM MOUNTING HEIGHT OF 7' FROM FINAL GRADE FOR GROUND MOUNTED SIGNS. WALL MOUNTED SIGNS MAY HAVE A BOTTOM MOUNTING HEIGHT OF 5'.
2. ALL REGULATORY SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
3. SMALL SIGNS WITH NOMINAL DIMENSIONS OF 12"x18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"x18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
4. TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
5. TRAFFIC CONTROL SIGNS SHALL HAVE A HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.

POST-MOUNTED

BARRIER-FREE PARKING SIGN

STRIPING NOTES

1. PARKING LOTS SHALL HAVE PARKING AREAS AND RAMP PAVEMENT MARKINGS MARKED BY PAINTED 4-INCH WIDE LINES ACCURATELY AND NEATLY ARRANGED AS INDICATED ON THE PLAN. LINES SHALL BE PAINTED WITH AN APPROVED WHITE TRAFFIC PAINT COMPATIBLE WITH BITUMINOUS/CONCRETE SURFACES SUCH AS SHERWIN WILLIAMS NO. B3 9W1, PPG TYPE 11-3 OR 11-4, OR AS APPROVED BY THE OWNER. PROTECT ALL PAINTED AREAS UNTIL PAINT IS COMPLETELY DRY/CURED. ALL PAINTED MARKINGS AND PAVEMENT AREAS REQUIRING BLUE PAINT FOR STRIPING WHEEL CHAIR SYMBOL SHALL BE PAINTED WHITE. ALL PAINTED MARKINGS AND STRIPING SHALL BE PROVIDED IN TWO COATS.
2. THE INTERNATIONAL SYMBOL FOR ACCESSIBILITY SHALL BE WHITE OR BLUE WITH BLUE BACKGROUND
3. WHEN A BARRIER FREE PARKING SPACE IS ADJACENT TO A STANDARD PARKING SPACE, BLUE AND WHITE LINES ABUTTING EACH OTHER SHALL BE PROVIDED

MAJOR ROAD CROSS SECTION

SLOPES TO HAVE ESTABLISHED VEGETATION
28' B-B
4" MOUNTABLE CURB & GUTTER SECTION
2.5'
2%
PAVEMENT CROSS-SECTION PER CITY OF NOVI REQUIREMENTS
PEA GRAVEL (TYP.)
6" UNDERDRAIN SYSTEM (CONTRACTOR SHALL PROVIDE AS REQUIRED BY FIELD ENGINEER)

SECONDARY ROAD CROSS SECTION

SLOPES TO HAVE ESTABLISHED VEGETATION
24' B-B
4" MOUNTABLE CURB & GUTTER SECTION
2.5'
2%
PAVEMENT CROSS-SECTION PER CITY OF NOVI REQUIREMENTS
PEA GRAVEL (TYP.)
6" UNDERDRAIN SYSTEM (CONTRACTOR SHALL PROVIDE AS REQUIRED BY FIELD ENGINEER)

BUILDING COVERAGE

MAXIMUM PERMITTED LOT COVERAGE	25%
PROPOSED LOT COVERAGE	10.5%

PARKING CALCULATIONS

TYPICAL BUILDING FOOTPRINT

8-PLEX BUILDING
5' PORCH
5' PATIO
34'
20'-4"
160'-8"

NOTES AND PROPOSED IMPROVEMENTS

1. MUNICIPAL SEWER TO BE PROVIDED BY CONNECTING TO AN EXISTING 8" SANITARY SEWER FROM EXISTING PHASES TO THE SOUTH
2. MUNICIPAL WATER TO BE PROVIDED BY CONNECTING TO AN EXISTING 20" WATER MAIN LOCATED ON THE SOUTH SIDE OF TWELVE MILE ROAD, ALSO CONNECTING TO AN EXISTING 8" WATER MAIN LOCATED ON 12 OAKS DRIVE.
3. STORM WATER DETENTION SHALL BE PROVIDED IN THE REGIONAL 12 OAKS BASIN.
4. 6' WIDE CONCRETE SIDEWALKS SHALL BE CONSTRUCTED AS SHOWN.
5. ALL ROADWAYS TO BE PRIVATE
6. A CITY OF NOVI RIGHT-OF-WAY PERMIT IS REQUIRED FOR WORK WITHIN ANY PUBLIC ROAD RIGHT-OF-WAY.
7. ALL SIDEWALKS AND SIDEWALK RAMPS SHALL A.D.A. COMPLIANT.
8. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.
9. PROP. WATER MAIN AND PROP. SANITARY SEWER TO BE CENTERLINE OF 20' WIDE PUBLIC EASEMENT.
10. TRASH TO BE PICKED UP BY CURBSIDE PICK UP.
11. NO ACCESSORY STRUCTURES ARE PROPOSED.

BICYCLE PARKING

BICYCLE PARKING REQUIRED PER SECTION 5.15.1
ONE SPACE FOR EACH 5 UNITS

PHASE 1	
NUMBER OF UNITS	86 EA
BICYCLE PARKING REQUIRED	17.2 EA
BICYCLE PARKING PROVIDED	18 EA
PHASE 2	
NUMBER OF UNITS	77 EA
BICYCLE PARKING REQUIRED	15.4 EA
BICYCLE PARKING PROVIDED	16 EA

WIDTH PER PLAN
4" CONCRETE MDOT 35P
3" MIN.
1/4"/1'
PVMT.
COMPACTED SUBGRADE
4" COMPACTED SAND BASE COURSE MDOT 2NS
#4 BAR (CONTINUOUS)
6"
6"

THICKENED EDGE SIDEWALK DETAIL

SITE DATA

EXISTING ZONING	I-1
PROPOSED ZONING	RM-2 WITH PRO
GROSS ACRES	31.32 AC
WETLANDS	6.71 AC
NET ACRES	24.61 AC
NUMBER OF BUILDING	31 EA
NUMBER OF UNITS	163 EA
ALL UNITS HAVE 3 BEDROOMS (4 ROOMS)	
NUMBER OF ROOMS	700 ROOMS
2000 SF PER ROOM	1,400,000 SF
PROPOSED DENSITY	6.62 UNITS/AC

4' TALL x 6' WIDE REZONING SIGN DETAIL

ZONING CHANGE PROPOSED FROM I-1 TO RM-1 WITH PRO
Min. 8" high letters
FOR MORE INFORMATION CALL:
NOVI COMMUNITY DEVELOPMENT DEPARTMENT
248-347-0475
Min. 4" high letters

PUBLIC BENEFIT

REQUESTED DEVIATIONS

SIGN QUANTITIES

SYMBOL	DESCRIPTION	QUANITITY PANEL	POST
R1	R1-1 30"x30" "STOP" SIGN	--	--
R1	R1-2 30" "YIELD" SIGN	--	--
	12" D3-1 STREET NAME ATOP SIGN	--	--
R2	R2-1(25) "25 MPH SPEED LIMIT" SIGN	--	--
	12"x 18" V.A. BARRIER SIGN (R7-8)	--	--
	6"x 12" VAN ACCESSIBLE SIGN (R7-8P)	--	--
	"NO PARKING FIRE LANE" (R8-3) IN ACCORDANCE WITH SEC. 10-99 (a)(1).	--	--
	"NO OUTLET" (W14-2) 30"x30"	--	--

STOP
NO OUTLET
W14-2

SIGNAGE NOTES

1. STREET NAME SIGNS SHOULD BE PLACED A TOP THE INTERSECTION.
2. STREET-NAME SIGN SHALL COMPLY WITH THE CITY OF NOVI DESIGN STANDARDS.
3. ALL TRAFFIC SIGNAGE SHALL COMPLY WITH THE CURRENT MMUTCD STANDARDS.
4. SIGNS 12"x18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST.
5. SIGNS WITH NOMINAL 12"x18" SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB OR GREATER U-CHANNEL POST.
6. SIGNS BOTTOM HEIGHT OF 7' FROM FINAL GRADE
7. SIGNING SHALL BE PLACED 2' FROM THE FACE OF THE CURB OR EDGE OF THE NEAREST SIDEWALK TO THE NEAR EDGE OF THE SIGN.
8. FHWA STANDARD ALPHABET SERIES USED FOR ALL SIGN LANGUAGE.
9. HIGH-INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETRO-REFLECTIVITY.

PROPOSED LEGEND

SANITARY SEWER
WATER MAIN
STORM SEWER
SILT FENCE
TREE PROTECTION FENCE
WETLAND
CONTOUR
CURB AND GUTTER
SANITARY MANHOLE
STORM MANHOLE
STORM CATCH BASIN
END SECTION
FIRE HYDRANT
VALVE IN WELL
PAVEMENT (ASPHALT)
PAVEMENT (CONCRETE SIDEWALK)
DIRECTION SURFACE WATER FLOW
GRADE

SEIBER KEAST LEHNER
ENGINEERING | SURVEYING
27555 EXECUTIVE DRIVE, SUITE 250, FARMINGTON HILLS, MICHIGAN 48331
248.553.2834 FAX 248.553.2836

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NO.	SUBMITTAL DATE: REVISION	DATE

811
3 WORKING DAYS BEFORE YOU DIG
CALL MISS DIG
1-800-482-7171
TOLL FREE FOR THE LOCATION OF UNDERGROUND FACILITIES

PROJECT NUMBER: 24-263
PROJECT MANAGER: JJ RICHARD
DRAWN BY: -
CHECKED BY: J RICHARD
OFFICE: FARMINGTON HILLS

CLIENT INFO:
ROBERTSON HOMES
6905 TELEGRAPH ROAD, SUITE 200
BLOOMFIELD HILLS, MICHIGAN
947.257.5956

PROJECT NAME:
PROVIDENCE PARKWAY
PART OF SECTION 9
T1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MI

SHEET TITLE:
OVERALL SITE PLAN

PAGE No.
C7

Background Trip Generation (El Car Wash – 48648 Grand River Avenue)

Land Use	ITE Code	Amount	Units	Average Daily Traffic (vpd)	AM Peak Hour (vph)			PM Peak Hour (vph)		
					In	Out	Total	In	Out	Total
Automated Car Wash	948	1	Tunnel	780	39	39	78	39	39	78
Pass-By (50% AM, 50% PM)				*390*	*19*	*19*	*38*	*19*	*19*	*38*
New Trips				390	20	20	40	20	20	40

Traffic Count (TCDS)

Home | Locate | Locate All | Email This | Auto-Locate:

Disclaimer: The Michigan Department of Transportation (MDOT) works with individual agencies (cities/villages, counties, metropolitan planning organizations (MPOs), regional planning organizations (RPOs), and other areas of MDOT) to identify existing traffic count programs and/or traffic data. ... more

List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	63-5578	**MPO ID**	54393
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	0639102	**LRS Loc Pt.**	0.2643035
SF Group	Urban Non State (2025)	**Route Type**	
AF Group	NoFactor (2025)	**Route**	
GF Group	Urban Non State (2025)	**Active**	Yes
Class Dist Grp	NTL_5 (2025)	**Category**	Primary
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	(5) Major Collector	**Milepost**	
Located On	12 MILE RD		
Loc On Alias			
EAST OF	Grand River Ave		

More Detail

STATION DATA

Directions: 2-WAY | EB | WB

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	4,236[3]				4,114 (97%)	122 (3%)	Grown from 2023
	2023	4,215[3]				4,102 (97%)	113 (3%)	Grown from 2022
	2022	4,124[3]				4,006 (97%)	118 (3%)	Grown from 2021
	2021	4,120[3]				3,869 (94%)	251 (6%)	Grown from 2020
	2020	3,616[3]				3,364 (93%)	252 (7%)	Grown from 2019

|<< < > >>| 1-5 of 9

VOLUME COUNT

	Date	Int	Total
No Data			

VOLUME TREND

Year	Annual Growth
2024	0%
2023	2%
2022	0%
2021	14%
2020	-15%
2019	0%
2018	0%
2017	4%

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Traffic Count (TCDS)

MDOT Michigan Department of Transportation

MS2

Home | Locate | Locate All | Email This | Auto-Locate:

Disclaimer: The Michigan Department of Transportation (MDOT) works with individual agencies (cities/villages, counties, metropolitan planning organizations (MPOs), regional planning organizations (RPOs), and other areas of MDOT) to identify existing traffic count programs and/or traffic data. ... more

List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	63-5094	**MPO ID**	58431
Type	SPOT	**HPMS ID**	
On NHS	Yes	**On HPMS**	No
LRS ID	0656605	**LRS Loc Pt.**	3.855
SF Group	Urban Non State (2025)	**Route Type**	
AF Group	NoFactor (2025)	**Route**	
GF Group	Urban Non State (2025)	**Active**	Yes
Class Dist Grp	NTL_3 (2025)	**Category**	Primary
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	(3) Other Principal Arterial	**Milepost**	
Located On	BECK RD		
Loc On Alias			
	BETWEEN I-96 INT AND GRAND RIVER (IN NOVI)		

More Detail

STATION DATA

Directions: 2-WAY | NB | SB

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	37,675[3]		8	55	36,657 (97%)	1,018 (3%)	Grown from 2023
	2023	37,488[3]		8	55	36,213 (97%)	1,275 (3%)	Grown from 2022
	2022	36,681[3]		8	55	35,544 (97%)	1,137 (3%)	Grown from 2021
	2021	36,644[3]		8	55	35,580 (97%)	1,064 (3%)	Grown from 2020
	2020	32,161	2,421	8	55	31,085 (97%)	1,076 (3%)	

|<< < > >>| 1-5 of 9

VOLUME COUNT

	Date	Int	Total
	Tue 7/7/2020	15	32,161
	Wed 9/21/2016	60	38,067
	Tue 9/20/2016	60	37,684
	Mon 9/19/2016	60	37,689

VOLUME TREND

Year	Annual Growth
2024	0%
2023	2%
2022	0%
2021	14%
2020	-18%
2019	-1%
2018	0%
2017	4%

CLASSIFICATION

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Traffic Count (TCDS)

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List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	63-5220	**MPO ID**	
Type	SPOT	**HPMS ID**	1_2_125_083
On NHS	No	**On HPMS**	Yes
LRS ID	4104142	**LRS Loc Pt.**	7.5902621
SF Group	Urban Non State (2025)	**Route Type**	
AF Group	NoFactor (2025)	**Route**	
GF Group	Urban Non State (2025)	**Active**	Yes
Class Dist Grp	NTL_4 (2025)	**Category**	Primary
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	(4) Minor Arterial	**Milepost**	
Located On	GRAND RIVER AVE		
Loc On Alias			
WEST OF	Wixom Road		

More Detail

STATION DATA

Directions: 2-WAY | NW 1 | SE 1

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2025	19,361				17,794 (92%)	1,566 (8%)	
	2024	21,264[3]		8	56	20,669 (97%)	595 (3%)	Grown from 2023
	2023	21,158[3]		8	56	20,588 (97%)	570 (3%)	Grown from 2022
	2022	20,703[3]		8	56	20,102 (97%)	601 (3%)	Grown from 2021
	2021	20,682	1,728	8	56	19,425 (94%)	1,257 (6%)	

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VOLUME COUNT

	Date	Int	Total
	Thu 6/5/2025	15	18,993
	Wed 6/4/2025	15	19,729
	Wed 9/15/2021	15	20,929
	Tue 9/14/2021	15	20,434
	Tue 6/5/2018	15	23,844
	Mon 6/4/2018	15	24,099
	Wed 2/10/2016	60	23,803
	Tue 2/9/2016	60	22,560
	Wed 11/13/2013	60	19,334
	Tue 11/12/2013	60	18,657

VOLUME TREND

Year	Annual Growth
2025	-9%
2024	1%
2023	2%
2022	0%
2021	2%
2020	-15%
2019	-1%
2018	-1%
2017	4%

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Traffic Count (TCDS)

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List View | All DIRs | Report Center

Record 1 of 1 Goto Record go

Location ID	63-5543	**MPO ID**	40562
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	0639101	**LRS Loc Pt.**	1.593282
SF Group	Urban Non State (2025)	**Route Type**	
AF Group	NoFactor (2025)	**Route**	
GF Group	Urban Non State (2025)	**Active**	Yes
Class Dist Grp	NTL_4 (2025)	**Category**	Primary
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	(4) Minor Arterial	**Milepost**	
Located On	WIXOM RD		
Loc On Alias			
NORTH OF	11 Mile Rd		

More Detail

STATION DATA

Directions: 2-WAY | NB | SB

AADT

	Year	AADT	DHV-30	K %	D %	PA	BC	Src
	2024	8,840[3]				8,591 (97%)	249 (3%)	Grown from 2023
	2023	8,796[3]				8,557 (97%)	239 (3%)	Grown from 2022
	2022	8,607[3]				8,356 (97%)	251 (3%)	Grown from 2021
	2021	8,598[3]				8,193 (95%)	405 (5%)	Grown from 2020
	2020	7,546[3]				7,183 (95%)	363 (5%)	Grown from 2019

|<< < > >>| 1-5 of 9

VOLUME COUNT

	Date	Int	Total
No Data			

VOLUME TREND

Year	Annual Growth
2024	1%
2023	2%
2022	0%
2021	14%
2020	-15%
2019	0%
2018	0%
2017	4%

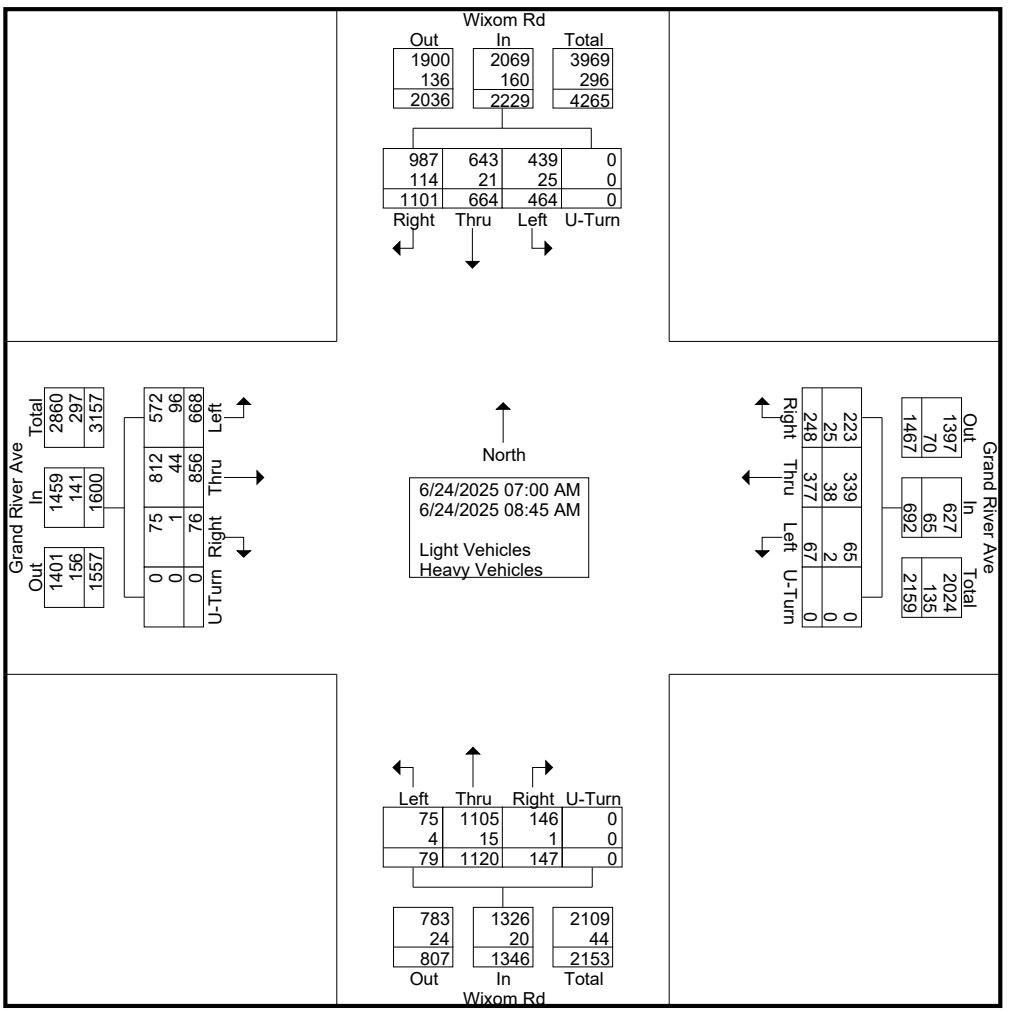
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TRUE DATA TO IMPROVE MOBILITY

File Name : 17137201 - Wixom Rd -- Grand River Ave
Site Code : 17137201
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Groups Printed- Light Vehicles - Heavy Vehicles

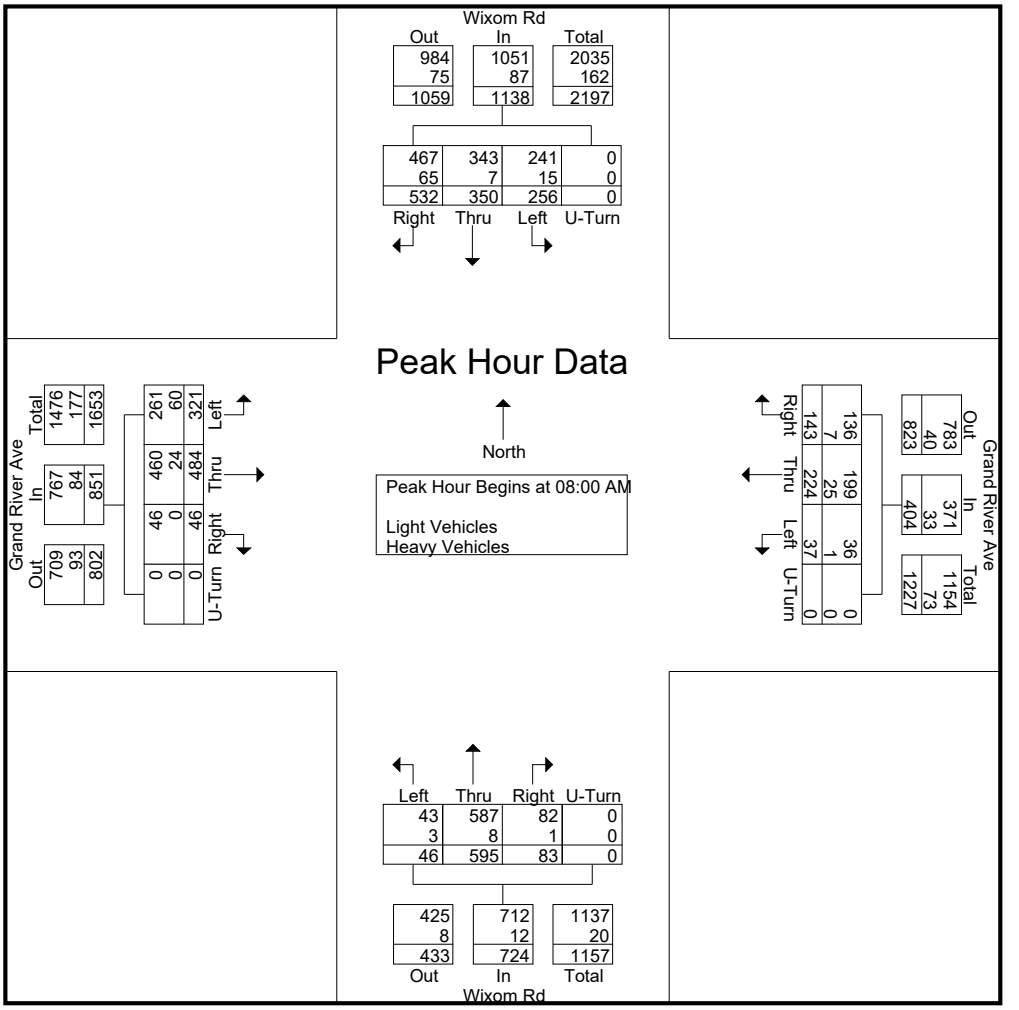
	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	97	75	12	0	184	3	33	20	0	56	6	111	9	0	126	45	60	126	0	231	597
07:15 AM	79	86	2	0	167	7	36	24	0	67	11	131	6	0	148	48	52	130	0	230	612
07:30 AM	78	122	5	0	205	8	37	32	0	77	8	139	20	0	167	66	110	135	0	311	760
07:45 AM	93	89	11	0	193	12	47	29	0	88	8	144	29	0	181	49	92	178	0	319	781
Total	347	372	30	0	749	30	153	105	0	288	33	525	64	0	622	208	314	569	0	1091	2750
08:00 AM	100	123	11	0	234	8	49	29	0	86	13	164	10	0	187	66	66	146	0	278	785
08:15 AM	82	99	11	0	192	6	49	45	0	100	9	146	23	0	178	61	89	127	0	277	747
08:30 AM	70	120	13	0	203	10	62	31	0	103	12	135	24	0	171	65	90	130	0	285	762
08:45 AM	69	142	11	0	222	13	64	38	0	115	12	150	26	0	188	64	105	129	0	298	823
Total	321	484	46	0	851	37	224	143	0	404	46	595	83	0	724	256	350	532	0	1138	3117
Grand Total	668	856	76	0	1600	67	377	248	0	692	79	1120	147	0	1346	464	664	1101	0	2229	5867
Apprch %	41.8	53.5	4.8	0		9.7	54.5	35.8	0		5.9	83.2	10.9	0		20.8	29.8	49.4	0		
Total %	11.4	14.6	1.3	0	27.3	1.1	6.4	4.2	0	11.8	1.3	19.1	2.5	0	22.9	7.9	11.3	18.8	0	38	
Light Vehicles	572	812	75	0	1459	65	339	223	0	627	75	1105	146	0	1326	439	643	987	0	2069	5481
% Light Vehicles	85.6	94.9	98.7	0	91.2	97	89.9	89.9	0	90.6	94.9	98.7	99.3	0	98.5	94.6	96.8	89.6	0	92.8	93.4
Heavy Vehicles	96	44	1	0	141	2	38	25	0	65	4	15	1	0	20	25	21	114	0	160	386
% Heavy Vehicles	14.4	5.1	1.3	0	8.8	3	10.1	10.1	0	9.4	5.1	1.3	0.7	0	1.5	5.4	3.2	10.4	0	7.2	6.6



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137201 - Wixom Rd -- Grand River Ave
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	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**100**	123	11	0	**234**	8	49	29	0	86	**13**	**164**	10	0	187	**66**	66	**146**	0	278	785
08:15 AM	82	99	11	0	192	6	49	**45**	0	100	9	146	23	0	178	61	89	127	0	277	747
08:30 AM	70	120	**13**	0	203	10	62	31	0	103	12	135	24	0	171	65	90	130	0	285	762
08:45 AM	69	**142**	11	0	222	**13**	**64**	38	0	**115**	12	150	**26**	0	**188**	64	**105**	129	0	**298**	**823**
Total Volume	321	484	46	0	851	37	224	143	0	404	46	595	83	0	724	256	350	532	0	1138	3117
% App. Total	37.7	56.9	5.4	0		9.2	55.4	35.4	0		6.4	82.2	11.5	0		22.5	30.8	46.7	0		
PHF	.803	.852	.885	.000	.909	.712	.875	.794	.000	.878	.885	.907	.798	.000	.963	.970	.833	.911	.000	.955	.947
Light Vehicles	261	460	46	0	767	36	199	136	0	371	43	587	82	0	712	241	343	467	0	1051	2901
% Light Vehicles	81.3	95.0	100	0	90.1	97.3	88.8	95.1	0	91.8	93.5	98.7	98.8	0	98.3	94.1	98.0	87.8	0	92.4	93.1
Heavy Vehicles	60	24	0	0	84	1	25	7	0	33	3	8	1	0	12	15	7	65	0	87	216
% Heavy Vehicles	18.7	5.0	0	0	9.9	2.7	11.2	4.9	0	8.2	6.5	1.3	1.2	0	1.7	5.9	2.0	12.2	0	7.6	6.9

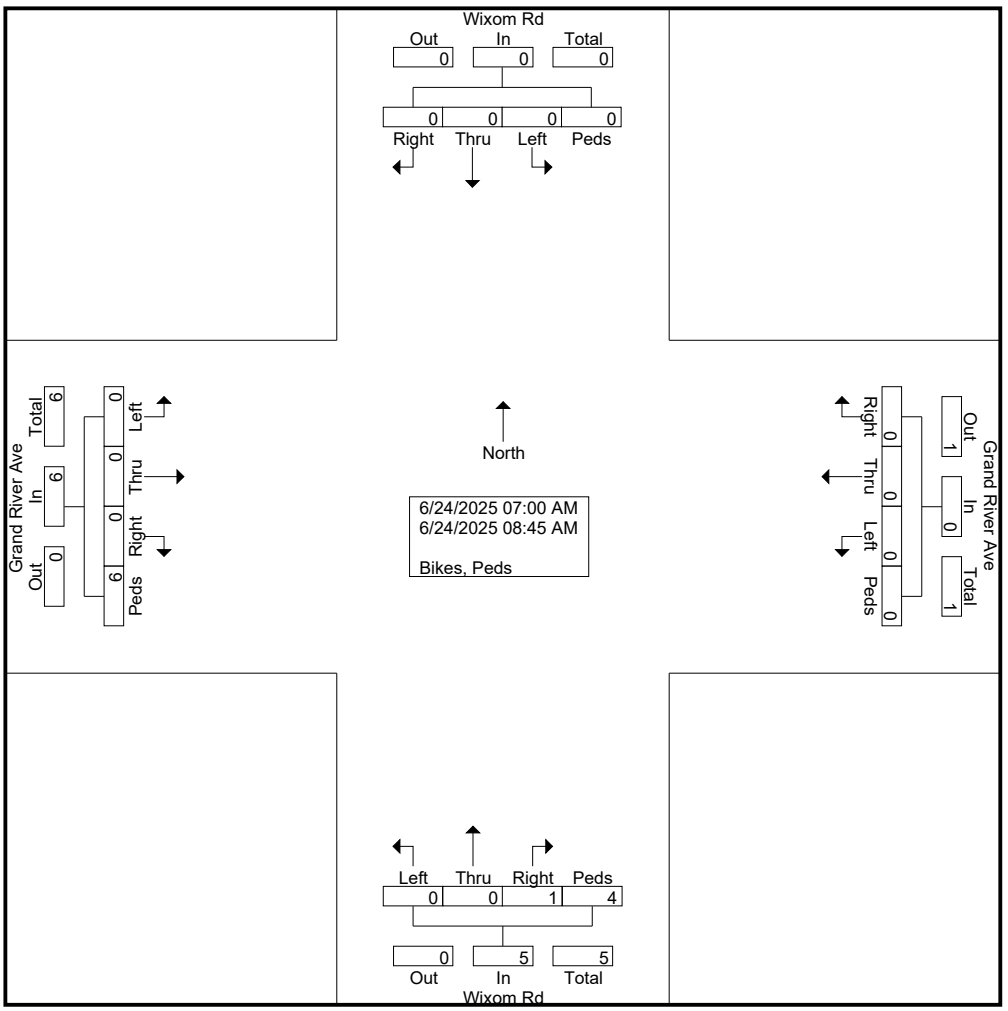


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137201 - Wixom Rd -- Grand River Ave
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Groups Printed- Bikes, Peds

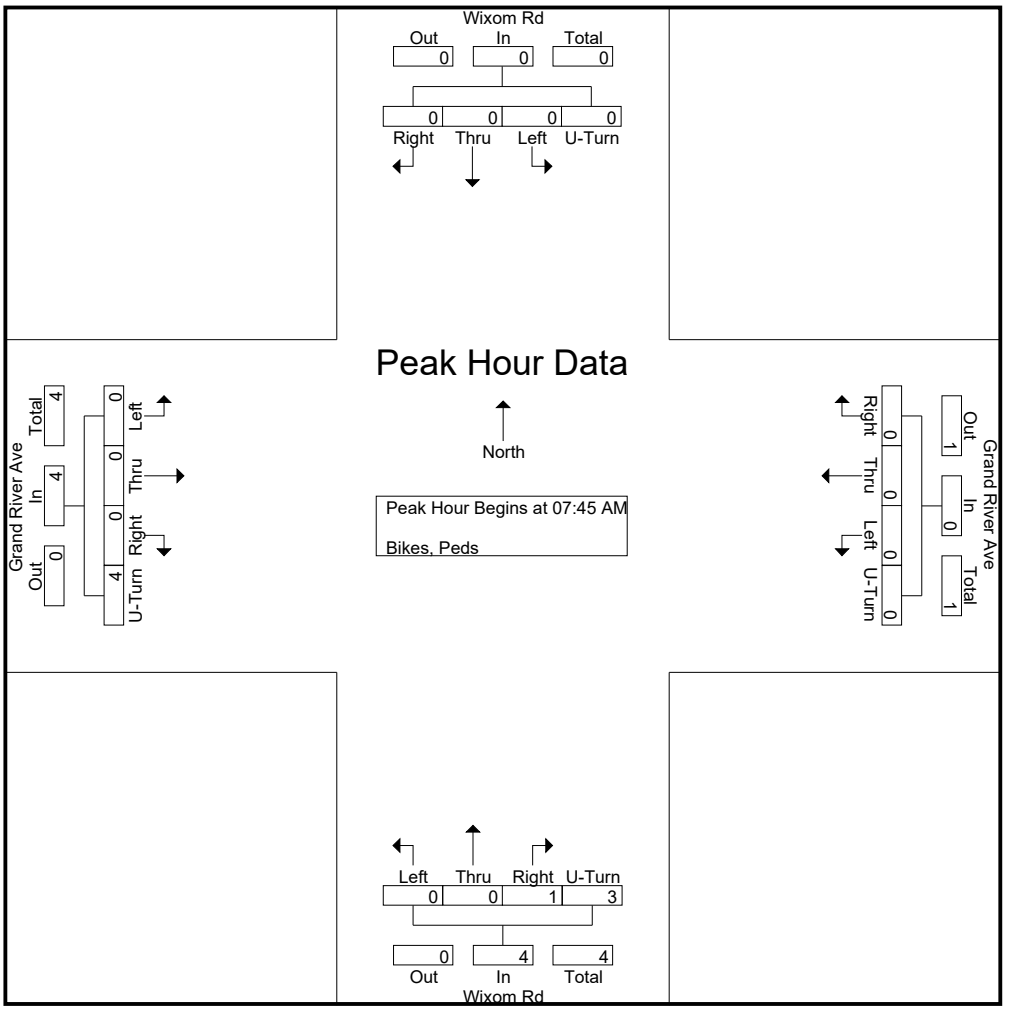
	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	3	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	7
Grand Total	0	0	0	6	6	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	11
Apprch %	0	0	0	100		0	0	0	0		0	0	20	80		0	0	0	0		
Total %	0	0	0	54.5	54.5	0	0	0	0	0	0	0	9.1	36.4	45.5	0	0	0	0	0	



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File Name : 17137201 - Wixom Rd -- Grand River Ave
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	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	**1**	**3**	**4**	0	0	0	0	0	**5**
Total Volume	0	0	0	4	4	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	8
% App. Total	0	0	0	100		0	0	0	0		0	0	25	75		0	0	0	0		
PHF	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.400

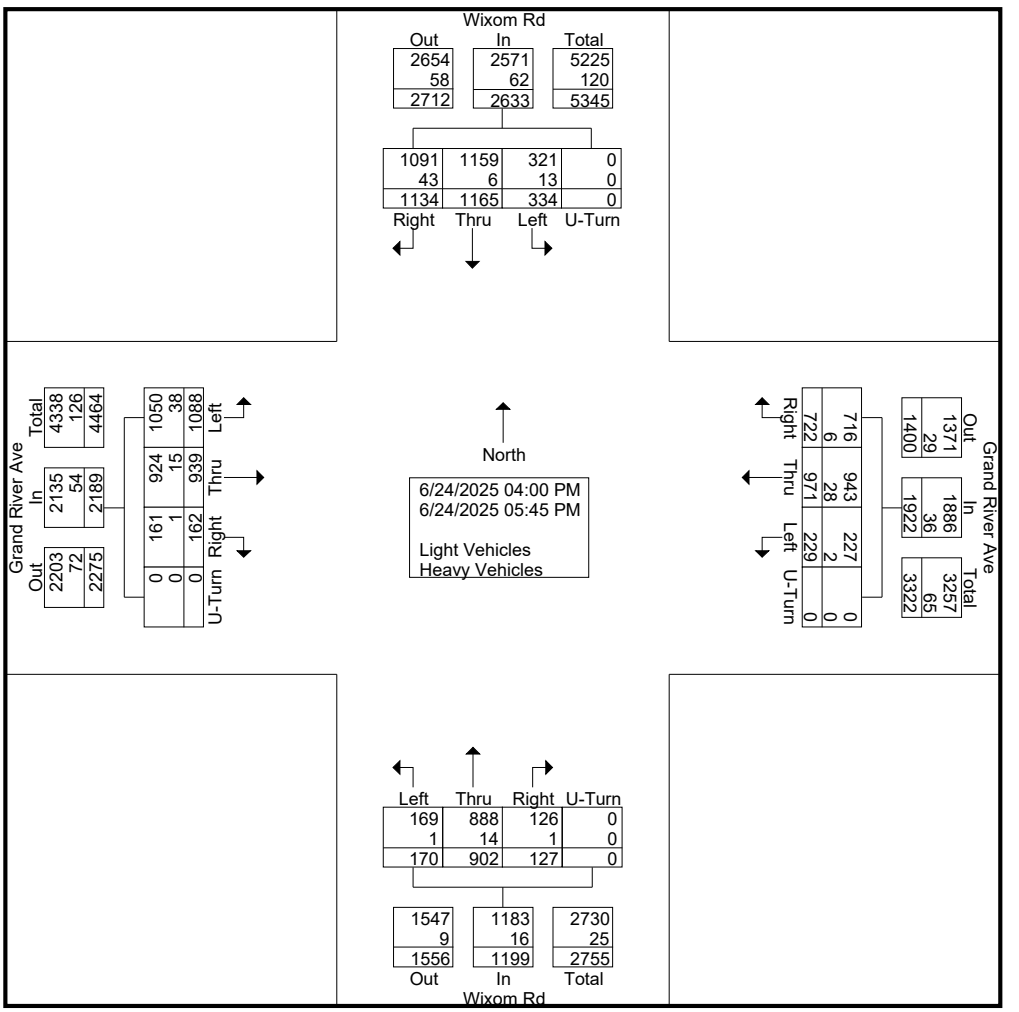


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137202 - Wixom Rd -- Grand River Ave
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Groups Printed- Light Vehicles - Heavy Vehicles

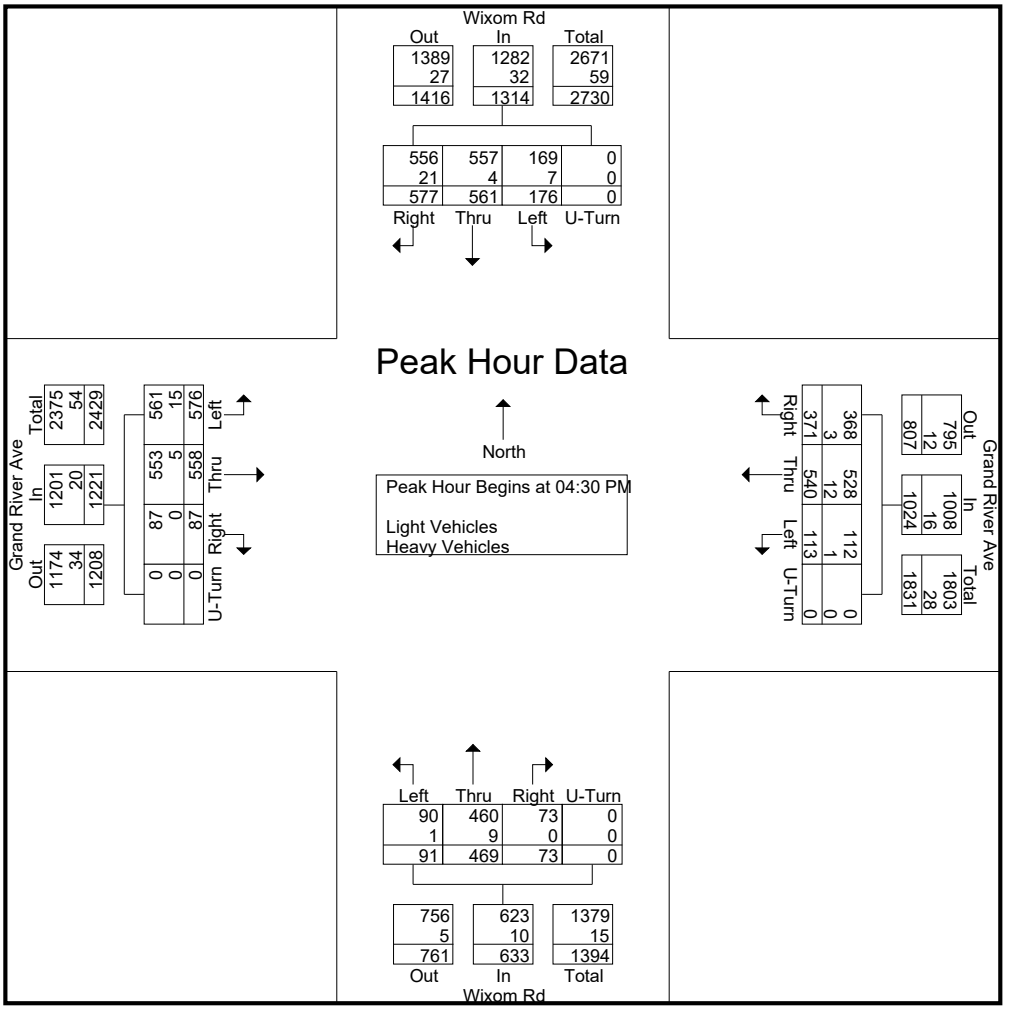
	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	144	107	22	0	273	28	107	99	0	234	23	122	14	0	159	38	129	127	0	294	960
04:15 PM	141	107	14	0	262	29	123	97	0	249	19	107	13	0	139	54	169	124	0	347	997
04:30 PM	138	157	26	0	321	20	121	91	0	232	32	106	23	0	161	48	142	135	0	325	1039
04:45 PM	152	127	12	0	291	39	137	110	0	286	16	101	20	0	137	37	138	142	0	317	1031
Total	575	498	74	0	1147	116	488	397	0	1001	90	436	70	0	596	177	578	528	0	1283	4027
05:00 PM	165	155	25	0	345	29	136	96	0	261	18	128	16	0	162	41	145	157	0	343	1111
05:15 PM	121	119	24	0	264	25	146	74	0	245	25	134	14	0	173	50	136	143	0	329	1011
05:30 PM	116	92	26	0	234	31	107	84	0	222	23	105	15	0	143	32	158	163	0	353	952
05:45 PM	111	75	13	0	199	28	94	71	0	193	14	99	12	0	125	34	148	143	0	325	842
Total	513	441	88	0	1042	113	483	325	0	921	80	466	57	0	603	157	587	606	0	1350	3916
Grand Total	1088	939	162	0	2189	229	971	722	0	1922	170	902	127	0	1199	334	1165	1134	0	2633	7943
Apprch %	49.7	42.9	7.4	0		11.9	50.5	37.6	0		14.2	75.2	10.6	0		12.7	44.2	43.1	0		
Total %	13.7	11.8	2	0	27.6	2.9	12.2	9.1	0	24.2	2.1	11.4	1.6	0	15.1	4.2	14.7	14.3	0	33.1	
Light Vehicles	1050	924	161	0	2135	227	943	716	0	1886	169	888	126	0	1183	321	1159	1091	0	2571	7775
% Light Vehicles	96.5	98.4	99.4	0	97.5	99.1	97.1	99.2	0	98.1	99.4	98.4	99.2	0	98.7	96.1	99.5	96.2	0	97.6	97.9
Heavy Vehicles	38	15	1	0	54	2	28	6	0	36	1	14	1	0	16	13	6	43	0	62	168
% Heavy Vehicles	3.5	1.6	0.6	0	2.5	0.9	2.9	0.8	0	1.9	0.6	1.6	0.8	0	1.3	3.9	0.5	3.8	0	2.4	2.1



TRUE DATA TO IMPROVE MOBILITY

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	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	138	**157**	**26**	0	321	20	121	91	0	232	**32**	106	**23**	0	161	48	142	135	0	325	1039
04:45 PM	152	127	12	0	291	**39**	137	**110**	0	**286**	16	101	20	0	137	37	138	142	0	317	1031
05:00 PM	**165**	155	25	0	**345**	29	136	96	0	261	18	128	16	0	162	41	**145**	**157**	0	**343**	**1111**
05:15 PM	121	119	24	0	264	25	**146**	74	0	245	25	**134**	14	0	**173**	**50**	136	143	0	329	1011
Total Volume	576	558	87	0	1221	113	540	371	0	1024	91	469	73	0	633	176	561	577	0	1314	4192
% App. Total	47.2	45.7	7.1	0		11	52.7	36.2	0		14.4	74.1	11.5	0		13.4	42.7	43.9	0		
PHF	.873	.889	.837	.000	.885	.724	.925	.843	.000	.895	.711	.875	.793	.000	.915	.880	.967	.919	.000	.958	.943
Light Vehicles	561	553	87	0	1201	112	528	368	0	1008	90	460	73	0	623	169	557	556	0	1282	4114
% Light Vehicles	97.4	99.1	100	0	98.4	99.1	97.8	99.2	0	98.4	98.9	98.1	100	0	98.4	96.0	99.3	96.4	0	97.6	98.1
Heavy Vehicles	15	5	0	0	20	1	12	3	0	16	1	9	0	0	10	7	4	21	0	32	78
% Heavy Vehicles	2.6	0.9	0	0	1.6	0.9	2.2	0.8	0	1.6	1.1	1.9	0	0	1.6	4.0	0.7	3.6	0	2.4	1.9

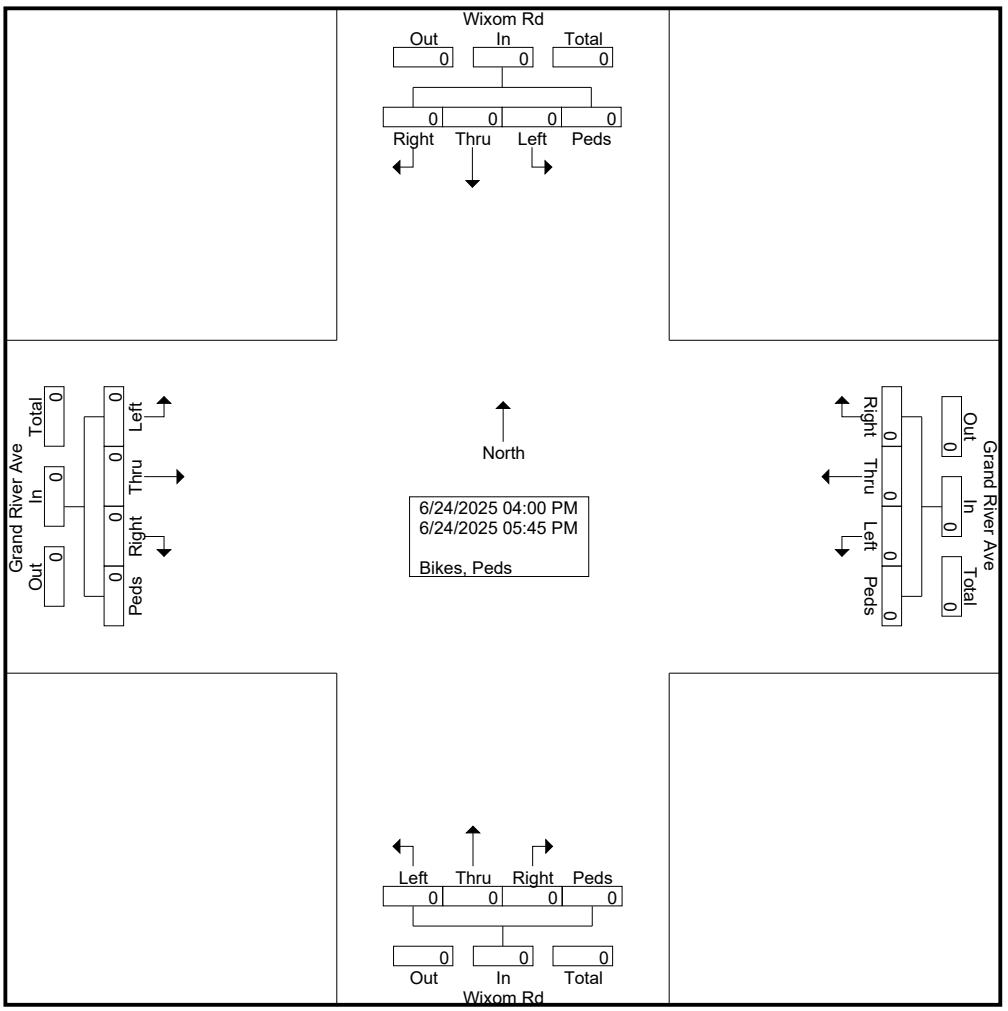


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137202 - Wixom Rd -- Grand River Ave
Site Code : 17137202
Start Date : 6/24/2025
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Groups Printed- Bikes, Peds

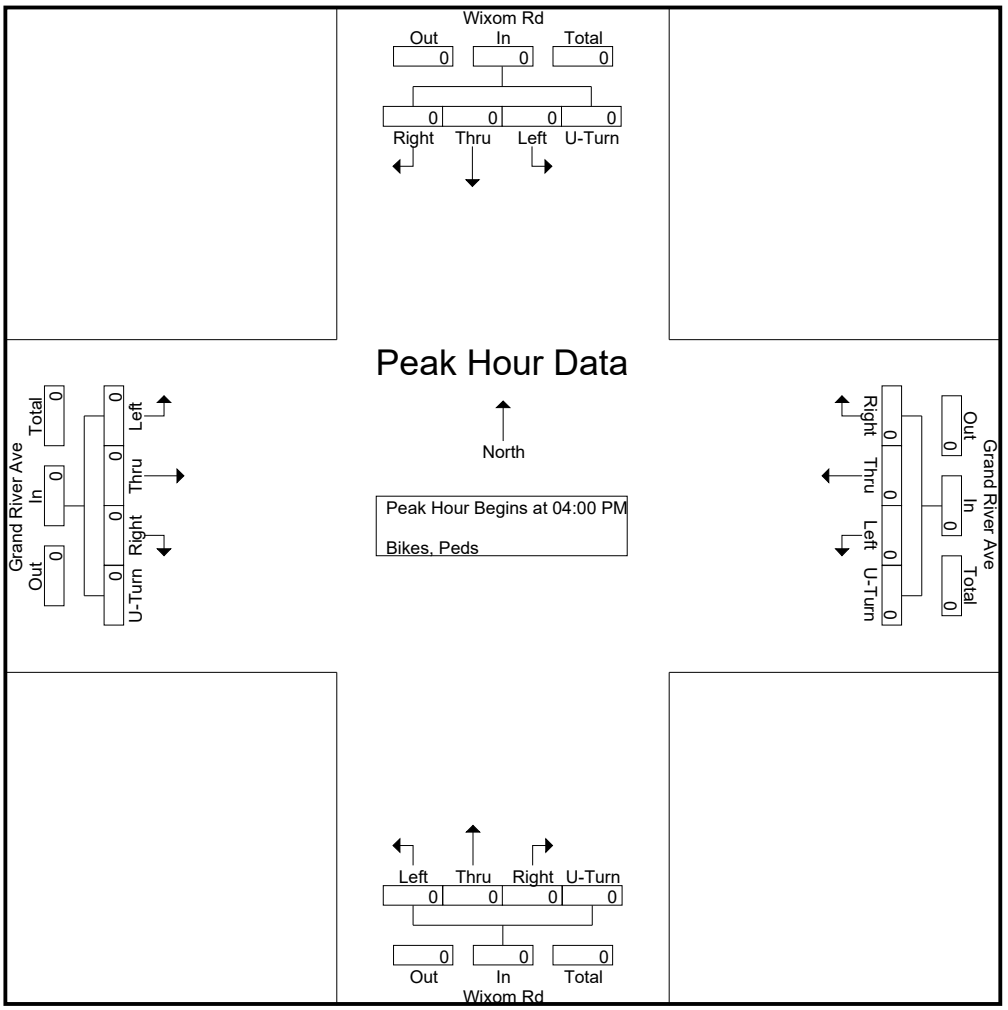
	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137202 - Wixom Rd -- Grand River Ave
Site Code : 17137202
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					Wixom Rd Northbound					Wixom Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

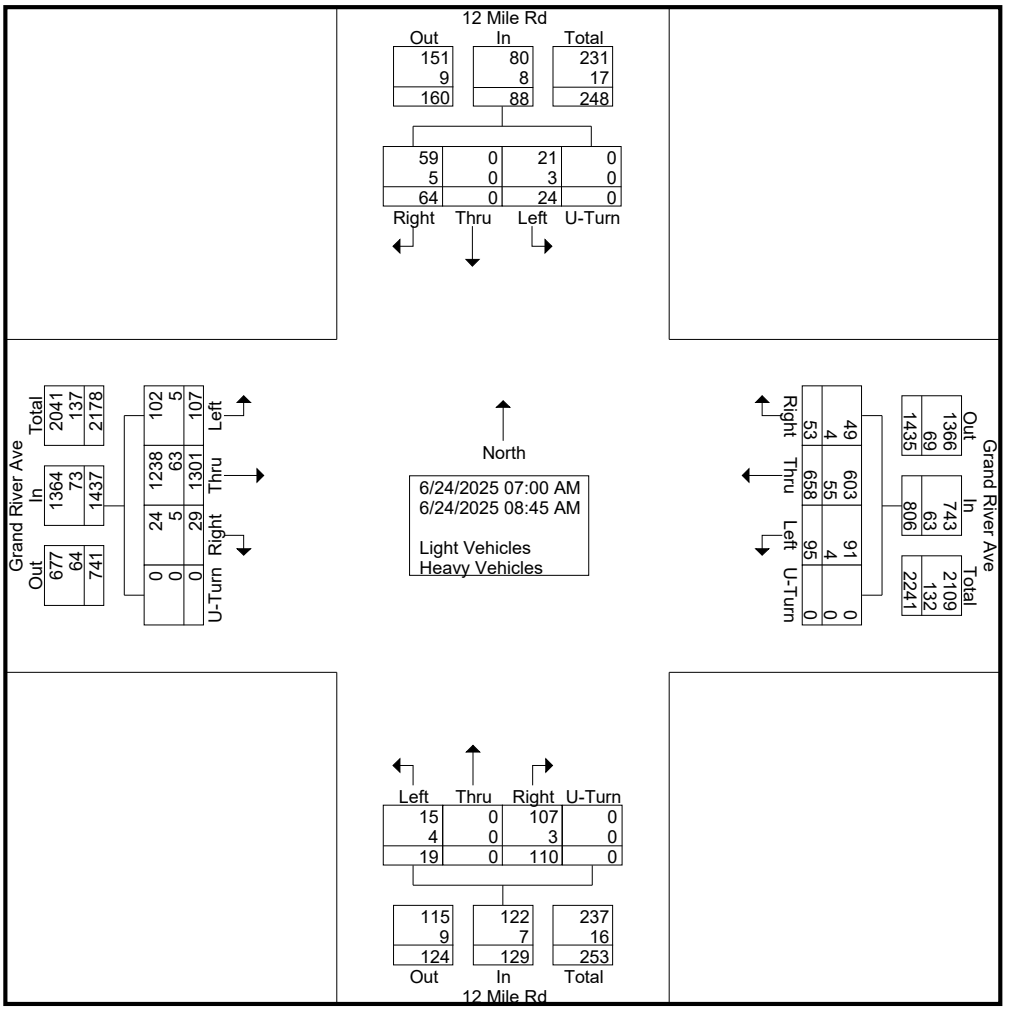


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137203 - 12 Mile Rd -- Grand River Ave
Site Code : 17137203
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

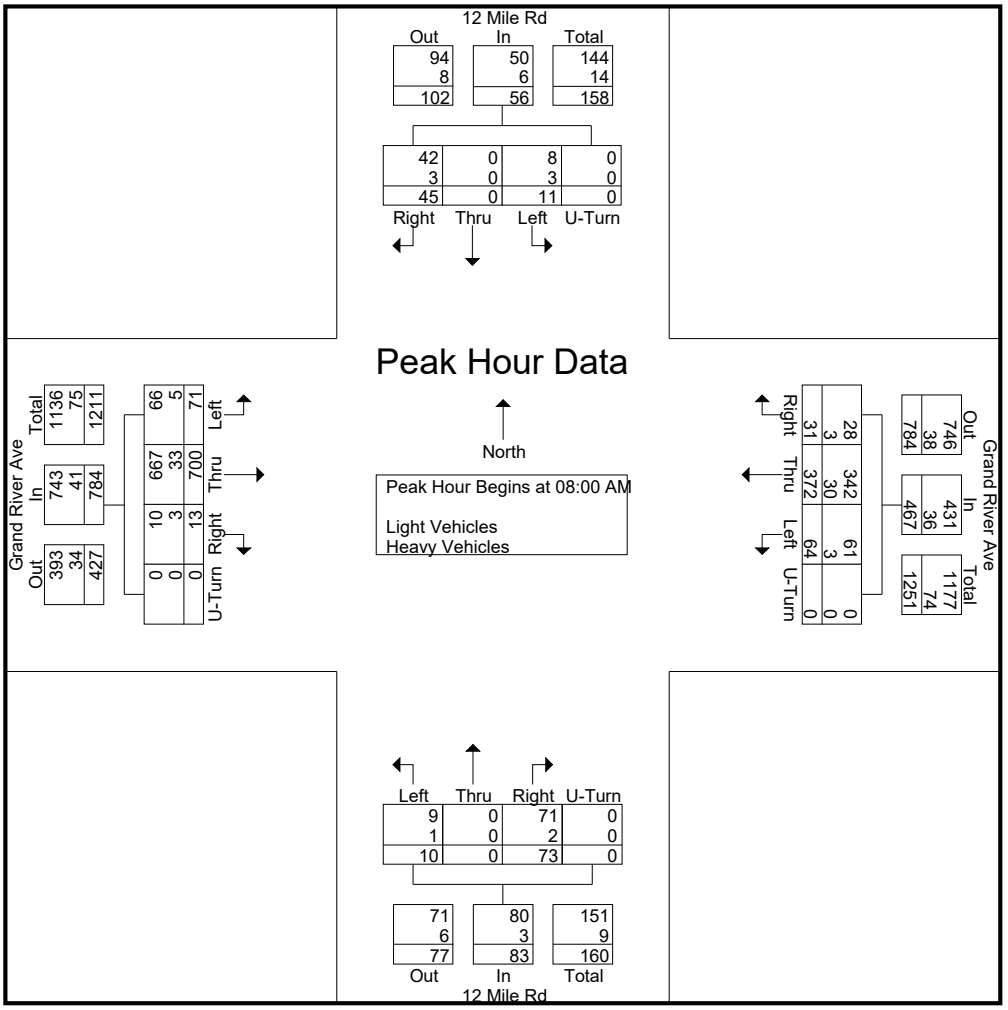
	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	8	118	2	0	128	7	59	4	0	70	1	0	6	0	7	1	0	3	0	4	209
07:15 AM	8	140	5	0	153	7	65	5	0	77	2	0	7	0	9	2	0	3	0	5	244
07:30 AM	9	178	5	0	192	5	79	9	0	93	6	0	9	0	15	6	0	7	0	13	313
07:45 AM	11	165	4	0	180	12	83	4	0	99	0	0	15	0	15	4	0	6	0	10	304
Total	36	601	16	0	653	31	286	22	0	339	9	0	37	0	46	13	0	19	0	32	1070
08:00 AM	18	155	5	0	178	14	85	7	0	106	2	0	12	0	14	3	0	5	0	8	306
08:15 AM	16	163	4	0	183	14	94	5	0	113	1	0	17	0	18	4	0	10	0	14	328
08:30 AM	18	175	1	0	194	17	87	8	0	112	3	0	20	0	23	2	0	14	0	16	345
08:45 AM	19	207	3	0	229	19	106	11	0	136	4	0	24	0	28	2	0	16	0	18	411
Total	71	700	13	0	784	64	372	31	0	467	10	0	73	0	83	11	0	45	0	56	1390
Grand Total	107	1301	29	0	1437	95	658	53	0	806	19	0	110	0	129	24	0	64	0	88	2460
Apprch %	7.4	90.5	2	0		11.8	81.6	6.6	0		14.7	0	85.3	0		27.3	0	72.7	0		
Total %	4.3	52.9	1.2	0	58.4	3.9	26.7	2.2	0	32.8	0.8	0	4.5	0	5.2	1	0	2.6	0	3.6	
Light Vehicles	102	1238	24	0	1364	91	603	49	0	743	15	0	107	0	122	21	0	59	0	80	2309
% Light Vehicles	95.3	95.2	82.8	0	94.9	95.8	91.6	92.5	0	92.2	78.9	0	97.3	0	94.6	87.5	0	92.2	0	90.9	93.9
Heavy Vehicles	5	63	5	0	73	4	55	4	0	63	4	0	3	0	7	3	0	5	0	8	151
% Heavy Vehicles	4.7	4.8	17.2	0	5.1	4.2	8.4	7.5	0	7.8	21.1	0	2.7	0	5.4	12.5	0	7.8	0	9.1	6.1



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137203 - 12 Mile Rd -- Grand River Ave
Site Code : 17137203
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	18	155	**5**	0	178	14	85	7	0	106	2	0	12	0	14	3	0	5	0	8	306
08:15 AM	16	163	4	0	183	14	94	5	0	113	1	0	17	0	18	**4**	0	10	0	14	328
08:30 AM	18	175	1	0	194	17	87	8	0	112	3	0	20	0	23	2	0	14	0	16	345
08:45 AM	**19**	**207**	3	0	**229**	**19**	**106**	**11**	0	**136**	**4**	0	**24**	0	**28**	2	0	**16**	0	**18**	**411**
Total Volume	71	700	13	0	784	64	372	31	0	467	10	0	73	0	83	11	0	45	0	56	1390
% App. Total	9.1	89.3	1.7	0		13.7	79.7	6.6	0		12	0	88	0		19.6	0	80.4	0		
PHF	.934	.845	.650	.000	.856	.842	.877	.705	.000	.858	.625	.000	.760	.000	.741	.688	.000	.703	.000	.778	.845
Light Vehicles	66	667	10	0	743	61	342	28	0	431	9	0	71	0	80	8	0	42	0	50	1304
% Light Vehicles	93.0	95.3	76.9	0	94.8	95.3	91.9	90.3	0	92.3	90.0	0	97.3	0	96.4	72.7	0	93.3	0	89.3	93.8
Heavy Vehicles	5	33	3	0	41	3	30	3	0	36	1	0	2	0	3	3	0	3	0	6	86
% Heavy Vehicles	7.0	4.7	23.1	0	5.2	4.7	8.1	9.7	0	7.7	10.0	0	2.7	0	3.6	27.3	0	6.7	0	10.7	6.2

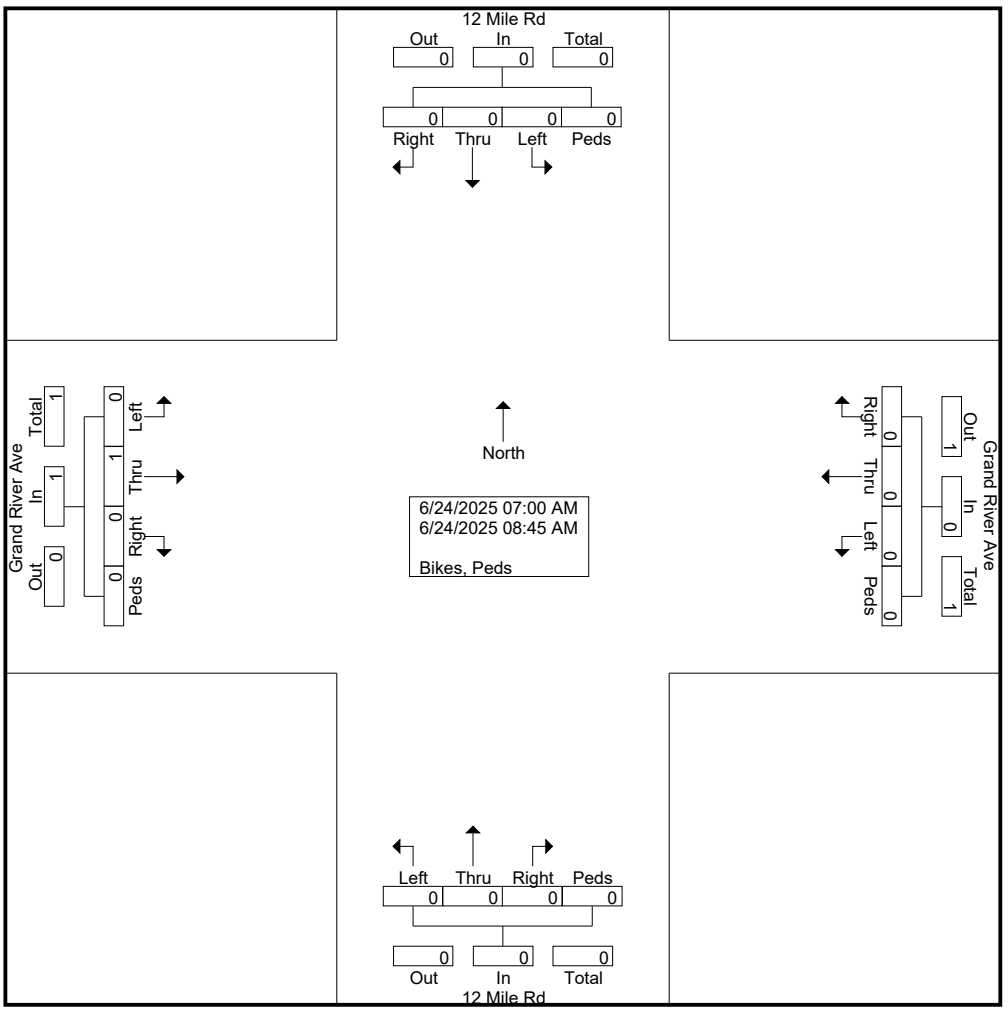


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137203 - 12 Mile Rd -- Grand River Ave
Site Code : 17137203
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

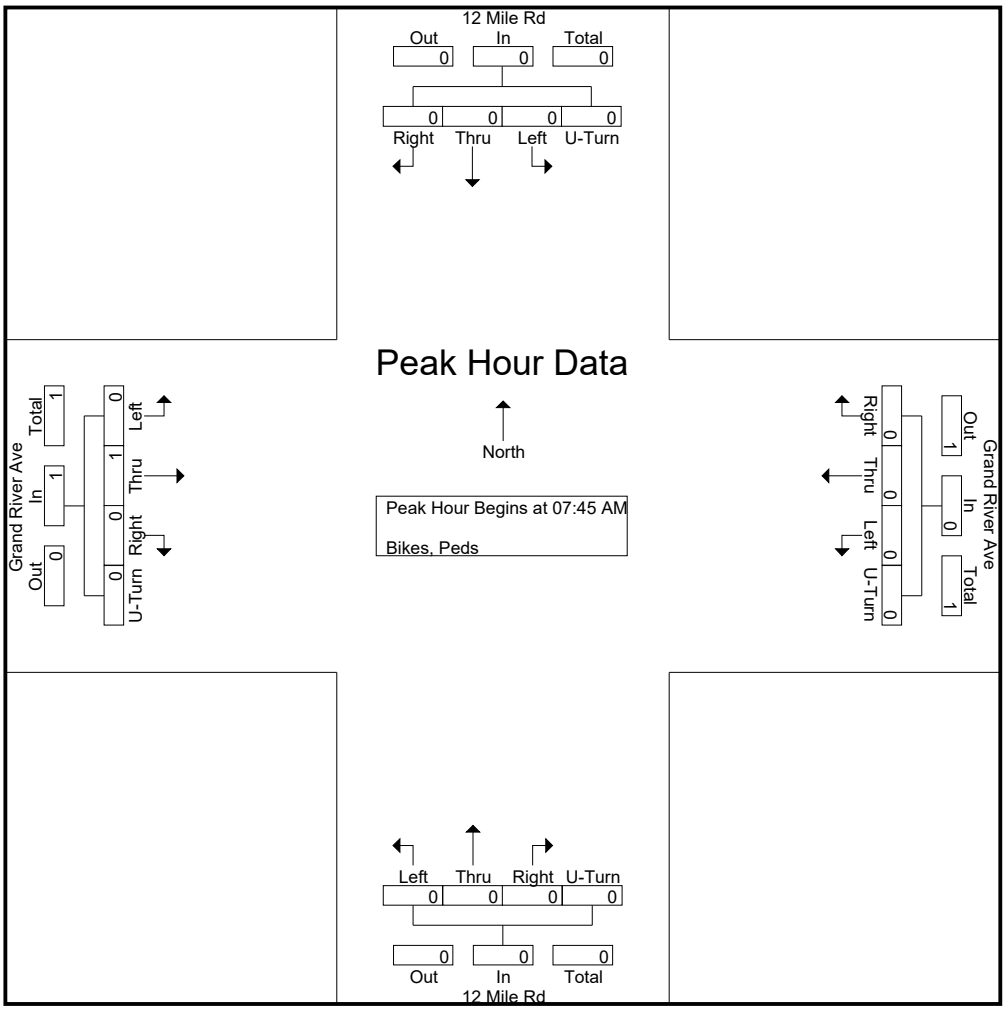
	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137203 - 12 Mile Rd -- Grand River Ave
Site Code : 17137203
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

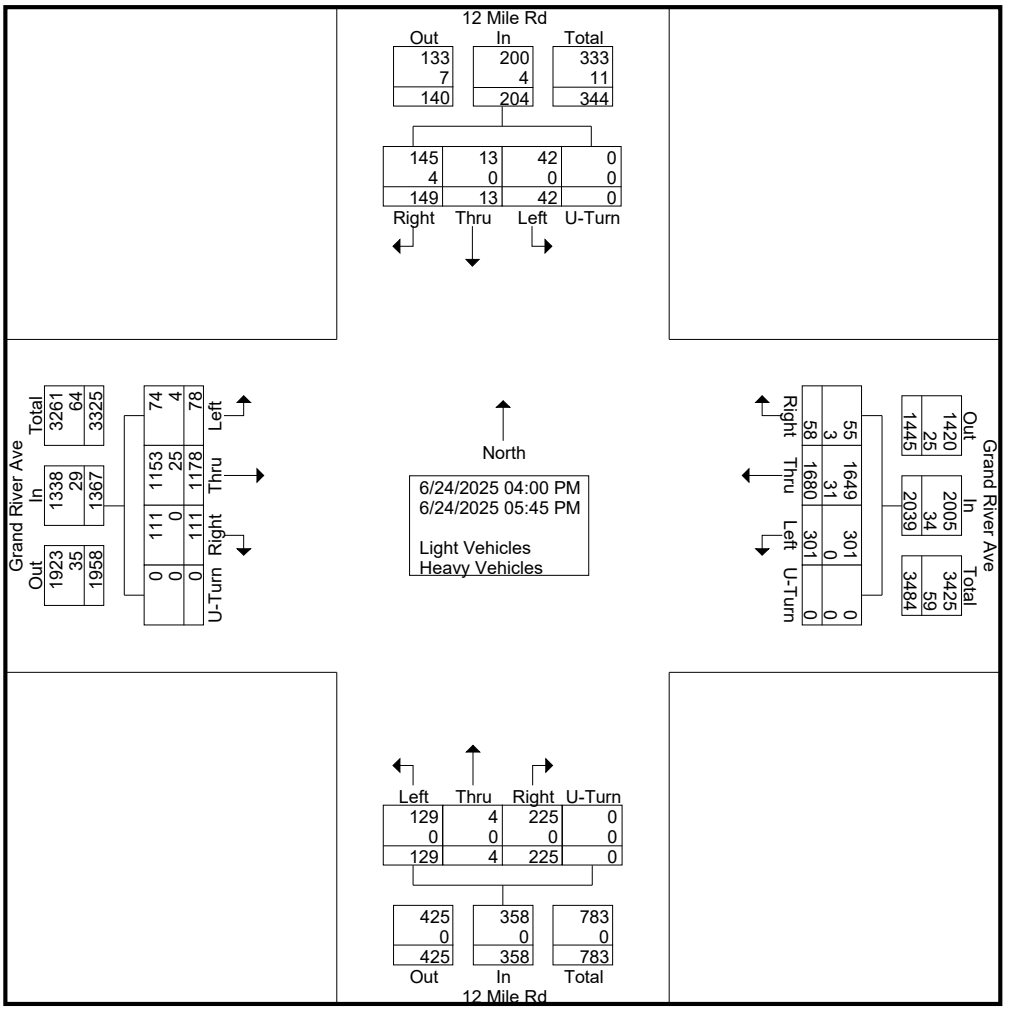


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137204 - 12 Mile Rd -- Grand River Ave
Site Code : 17137204
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

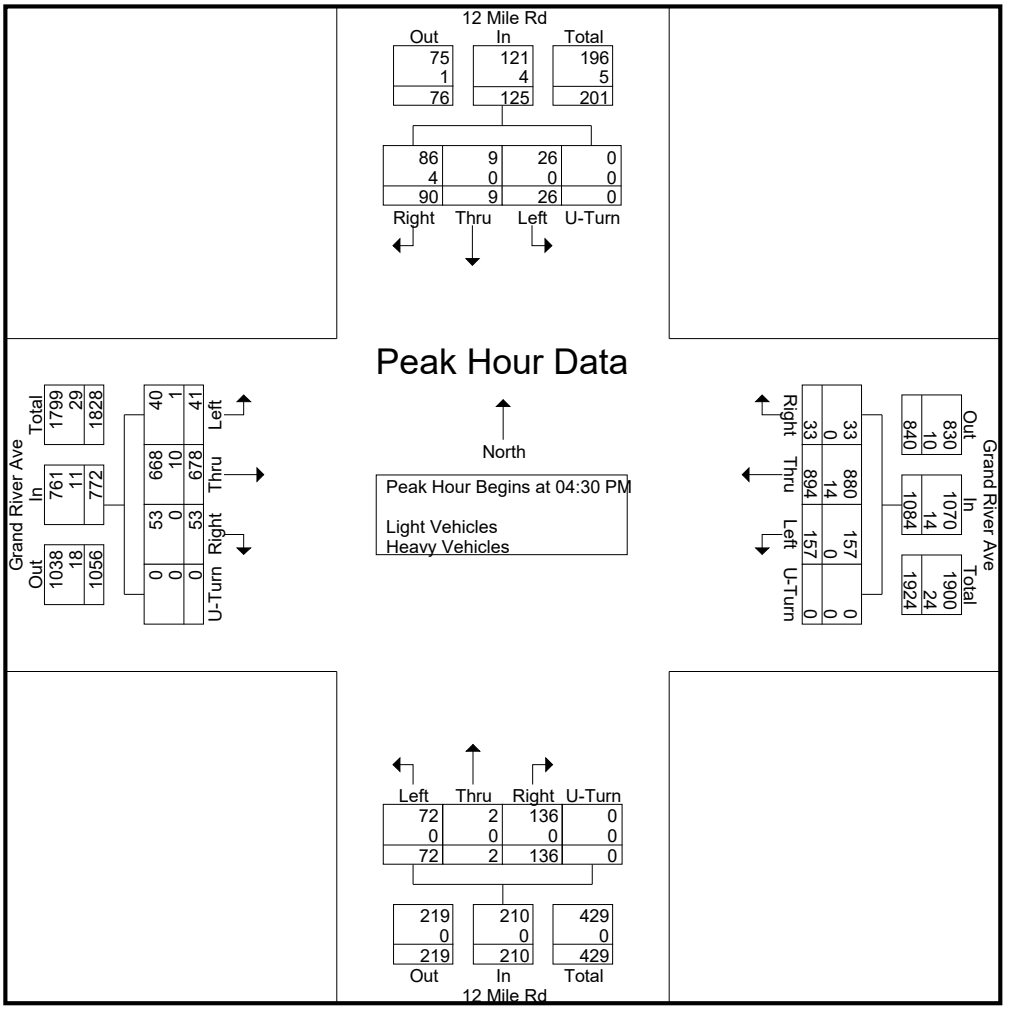
	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	13	133	16	0	162	26	225	15	0	266	18	1	25	0	44	3	0	18	0	21	493
04:15 PM	11	137	17	0	165	46	207	6	0	259	13	1	23	0	37	6	0	16	0	22	483
04:30 PM	13	178	11	0	202	44	229	6	0	279	19	2	30	0	51	6	1	17	0	24	556
04:45 PM	10	159	17	0	186	40	243	12	0	295	16	0	34	0	50	7	5	33	0	45	576
Total	47	607	61	0	715	156	904	39	0	1099	66	4	112	0	182	22	6	84	0	112	2108
05:00 PM	9	181	15	0	205	45	215	10	0	270	17	0	39	0	56	5	1	28	0	34	565
05:15 PM	9	160	10	0	179	28	207	5	0	240	20	0	33	0	53	8	2	12	0	22	494
05:30 PM	9	127	13	0	149	36	185	1	0	222	13	0	22	0	35	5	3	17	0	25	431
05:45 PM	4	103	12	0	119	36	169	3	0	208	13	0	19	0	32	2	1	8	0	11	370
Total	31	571	50	0	652	145	776	19	0	940	63	0	113	0	176	20	7	65	0	92	1860
Grand Total	78	1178	111	0	1367	301	1680	58	0	2039	129	4	225	0	358	42	13	149	0	204	3968
Apprch %	5.7	86.2	8.1	0		14.8	82.4	2.8	0		36	1.1	62.8	0		20.6	6.4	73	0		
Total %	2	29.7	2.8	0	34.5	7.6	42.3	1.5	0	51.4	3.3	0.1	5.7	0	9	1.1	0.3	3.8	0	5.1	
Light Vehicles	74	1153	111	0	1338	301	1649	55	0	2005	129	4	225	0	358	42	13	145	0	200	3901
% Light Vehicles	94.9	97.9	100	0	97.9	100	98.2	94.8	0	98.3	100	100	100	0	100	100	100	97.3	0	98	98.3
Heavy Vehicles	4	25	0	0	29	0	31	3	0	34	0	0	0	0	0	0	0	4	0	4	67
% Heavy Vehicles	5.1	2.1	0	0	2.1	0	1.8	5.2	0	1.7	0	0	0	0	0	0	0	2.7	0	2	1.7



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137204 - 12 Mile Rd -- Grand River Ave
Site Code : 17137204
Start Date : 6/24/2025
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	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**13**	178	11	0	202	44	229	6	0	279	19	**2**	30	0	51	6	1	17	0	24	556
04:45 PM	10	159	**17**	0	186	40	**243**	**12**	0	**295**	16	0	34	0	50	7	**5**	**33**	0	**45**	**576**
05:00 PM	9	**181**	15	0	**205**	**45**	215	10	0	270	17	0	**39**	0	**56**	5	1	28	0	34	565
05:15 PM	9	160	10	0	179	28	207	5	0	240	**20**	0	33	0	53	**8**	2	12	0	22	494
Total Volume	41	678	53	0	772	157	894	33	0	1084	72	2	136	0	210	26	9	90	0	125	2191
% App. Total	5.3	87.8	6.9	0		14.5	82.5	3	0		34.3	1	64.8	0		20.8	7.2	72	0		
PHF	.788	.936	.779	.000	.941	.872	.920	.688	.000	.919	.900	.250	.872	.000	.938	.813	.450	.682	.000	.694	.951
Light Vehicles	40	668	53	0	761	157	880	33	0	1070	72	2	136	0	210	26	9	86	0	121	2162
% Light Vehicles	97.6	98.5	100	0	98.6	100	98.4	100	0	98.7	100	100	100	0	100	100	100	95.6	0	96.8	98.7
Heavy Vehicles	1	10	0	0	11	0	14	0	0	14	0	0	0	0	0	0	0	4	0	4	29
% Heavy Vehicles	2.4	1.5	0	0	1.4	0	1.6	0	0	1.3	0	0	0	0	0	0	0	4.4	0	3.2	1.3

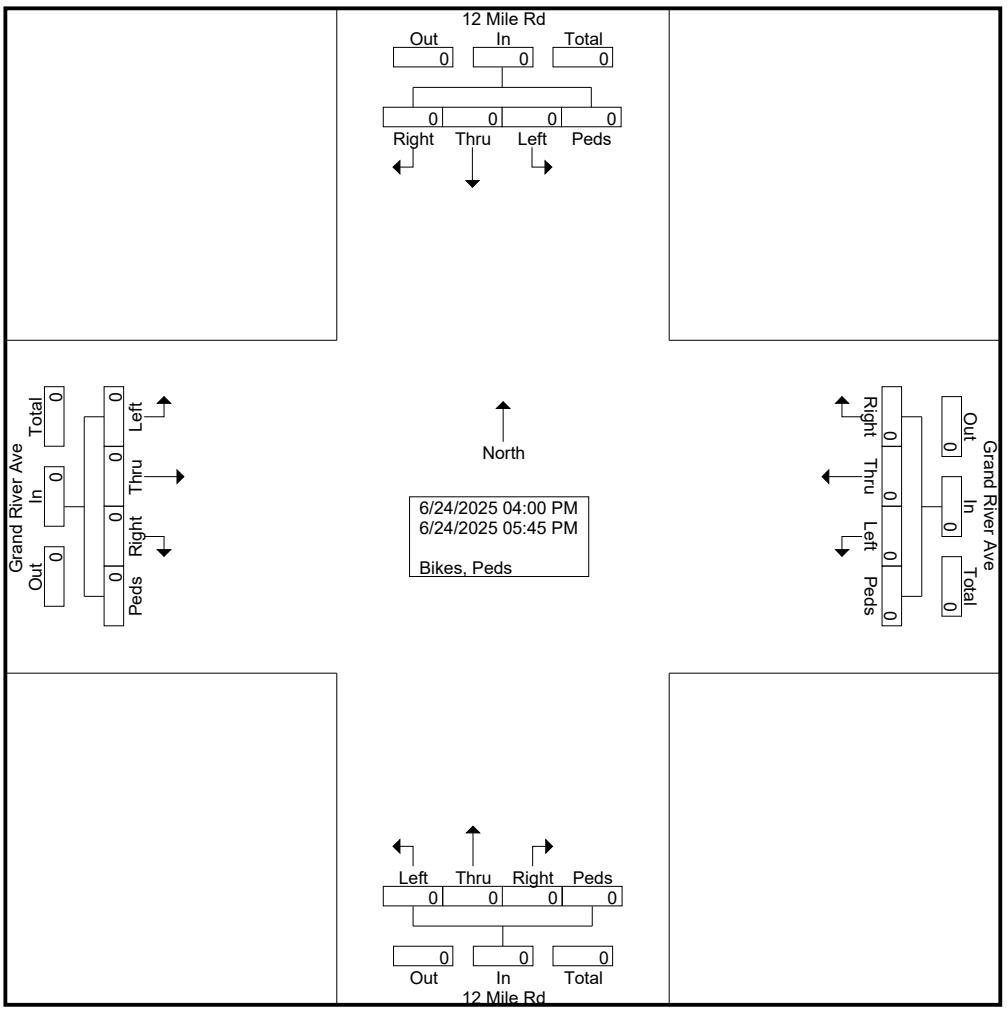


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137204 - 12 Mile Rd -- Grand River Ave
Site Code : 17137204
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

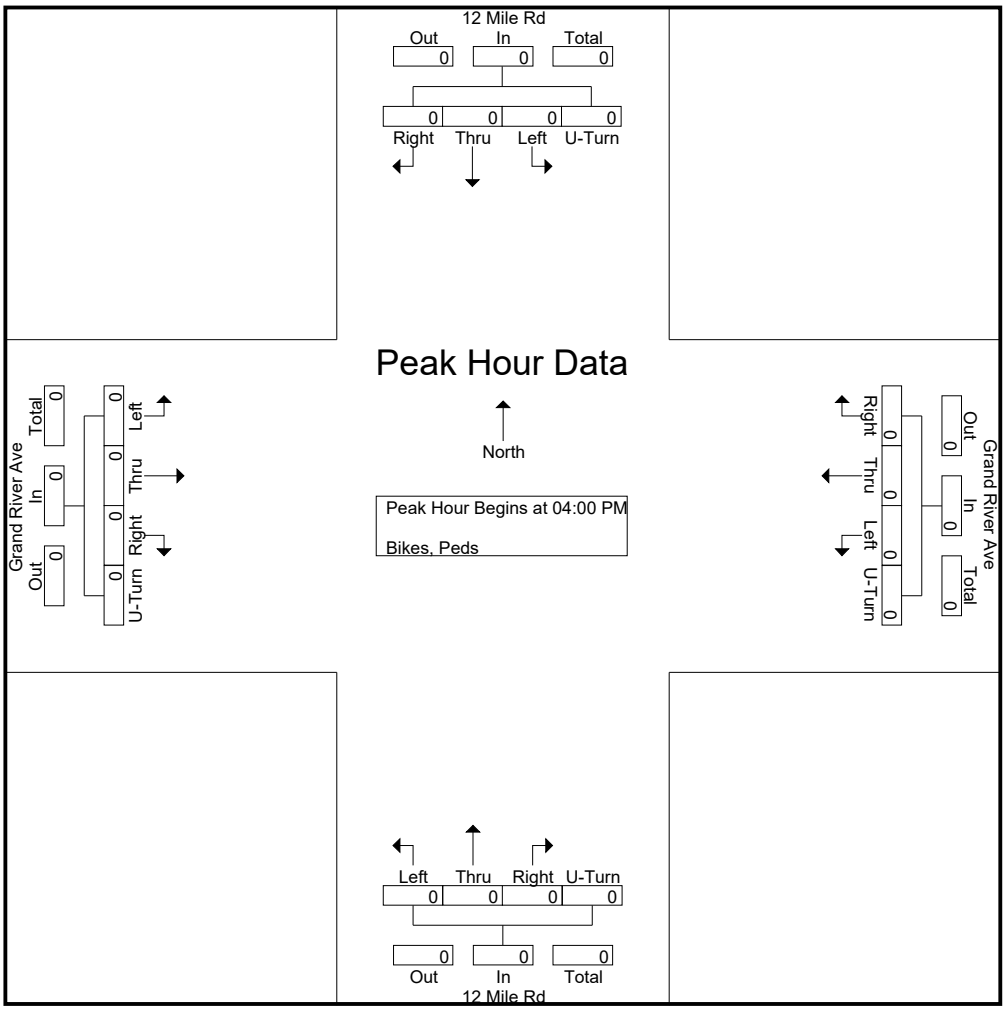
	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137204 - 12 Mile Rd -- Grand River Ave
Site Code : 17137204
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					12 Mile Rd Northbound					12 Mile Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

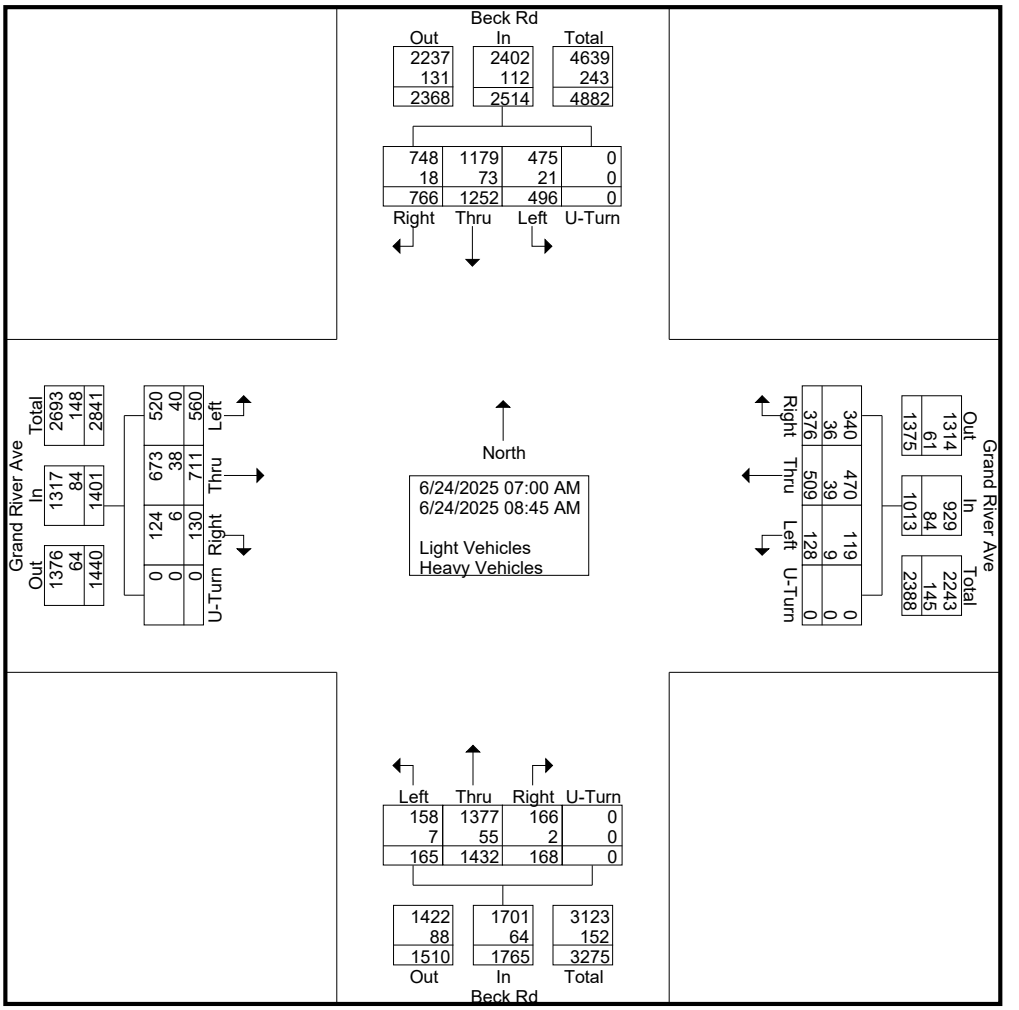


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137205 - Beck Rd -- Grand River Ave
Site Code : 17137205
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

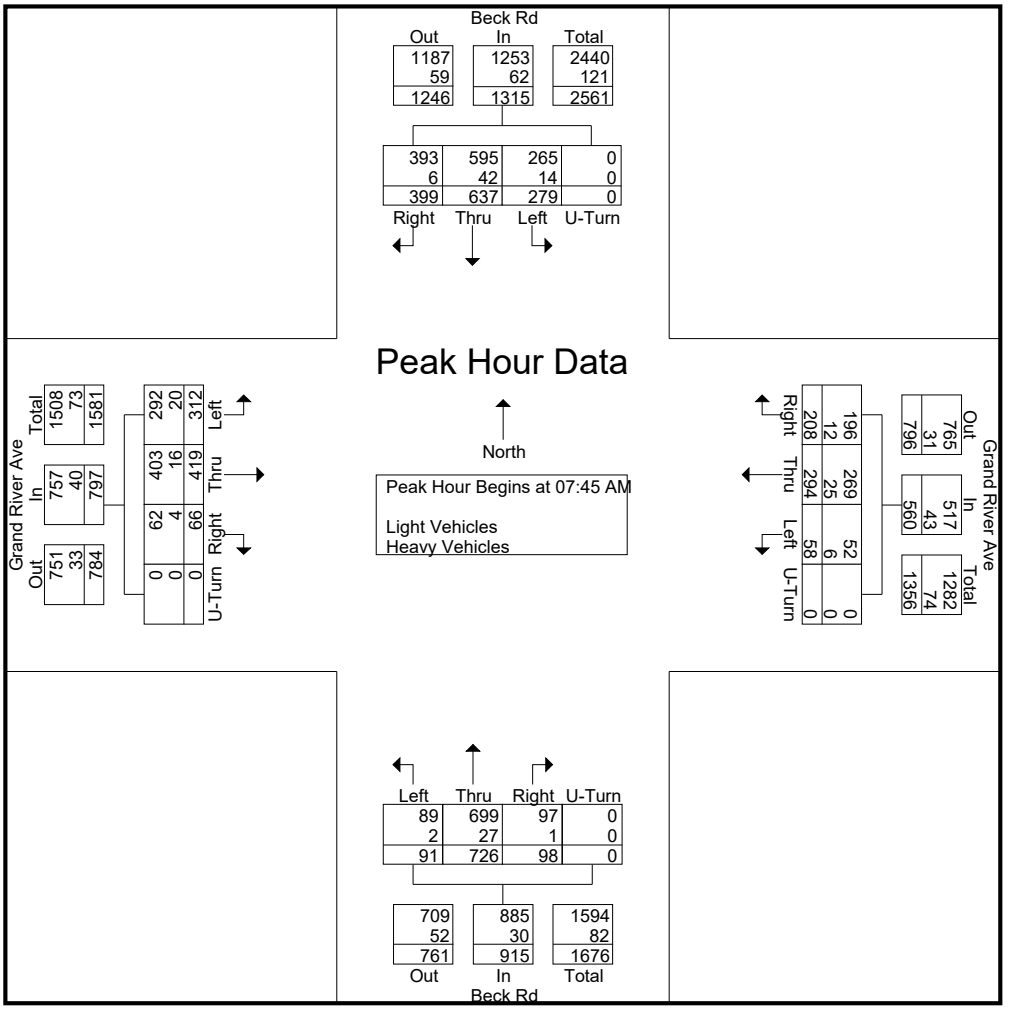
	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	36	41	11	0	88	21	38	28	0	87	15	174	11	0	200	39	135	78	0	252	627
07:15 AM	43	69	19	0	131	18	55	43	0	116	11	178	11	0	200	44	131	91	0	266	713
07:30 AM	75	84	12	0	171	15	55	47	0	117	19	204	28	0	251	65	172	89	0	326	865
07:45 AM	84	98	10	0	192	12	68	66	0	146	23	172	24	0	219	70	183	104	0	357	914
Total	238	292	52	0	582	66	216	184	0	466	68	728	74	0	870	218	621	362	0	1201	3119
08:00 AM	66	109	13	0	188	14	69	52	0	135	24	185	24	0	233	40	148	91	0	279	835
08:15 AM	75	93	20	0	188	17	99	48	0	164	21	198	29	0	248	71	142	104	0	317	917
08:30 AM	87	119	23	0	229	15	58	42	0	115	23	171	21	0	215	98	164	100	0	362	921
08:45 AM	94	98	22	0	214	16	67	50	0	133	29	150	20	0	199	69	177	109	0	355	901
Total	322	419	78	0	819	62	293	192	0	547	97	704	94	0	895	278	631	404	0	1313	3574
Grand Total	560	711	130	0	1401	128	509	376	0	1013	165	1432	168	0	1765	496	1252	766	0	2514	6693
Apprch %	40	50.7	9.3	0		12.6	50.2	37.1	0		9.3	81.1	9.5	0		19.7	49.8	30.5	0		
Total %	8.4	10.6	1.9	0	20.9	1.9	7.6	5.6	0	15.1	2.5	21.4	2.5	0	26.4	7.4	18.7	11.4	0	37.6	
Light Vehicles	520	673	124	0	1317	119	470	340	0	929	158	1377	166	0	1701	475	1179	748	0	2402	6349
% Light Vehicles	92.9	94.7	95.4	0	94	93	92.3	90.4	0	91.7	95.8	96.2	98.8	0	96.4	95.8	94.2	97.7	0	95.5	94.9
Heavy Vehicles	40	38	6	0	84	9	39	36	0	84	7	55	2	0	64	21	73	18	0	112	344
% Heavy Vehicles	7.1	5.3	4.6	0	6	7	7.7	9.6	0	8.3	4.2	3.8	1.2	0	3.6	4.2	5.8	2.3	0	4.5	5.1



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137205 - Beck Rd -- Grand River Ave
Site Code : 17137205
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	84	98	10	0	192	12	68	**66**	0	146	23	172	24	0	219	70	**183**	**104**	0	357	914
08:00 AM	66	109	13	0	188	14	69	52	0	135	**24**	185	24	0	233	40	148	91	0	279	835
08:15 AM	75	93	20	0	188	**17**	**99**	48	0	**164**	21	**198**	**29**	0	**248**	71	142	104	0	317	917
08:30 AM	**87**	**119**	**23**	0	**229**	15	58	42	0	115	23	171	21	0	215	**98**	164	100	0	**362**	**921**
Total Volume	312	419	66	0	797	58	294	208	0	560	91	726	98	0	915	279	637	399	0	1315	3587
% App. Total	39.1	52.6	8.3	0		10.4	52.5	37.1	0		9.9	79.3	10.7	0		21.2	48.4	30.3	0		
PHF	.897	.880	.717	.000	.870	.853	.742	.788	.000	.854	.948	.917	.845	.000	.922	.712	.870	.959	.000	.908	.974
Light Vehicles	292	403	62	0	757	52	269	196	0	517	89	699	97	0	885	265	595	393	0	1253	3412
% Light Vehicles	93.6	96.2	93.9	0	95.0	89.7	91.5	94.2	0	92.3	97.8	96.3	99.0	0	96.7	95.0	93.4	98.5	0	95.3	95.1
Heavy Vehicles	20	16	4	0	40	6	25	12	0	43	2	27	1	0	30	14	42	6	0	62	175
% Heavy Vehicles	6.4	3.8	6.1	0	5.0	10.3	8.5	5.8	0	7.7	2.2	3.7	1.0	0	3.3	5.0	6.6	1.5	0	4.7	4.9

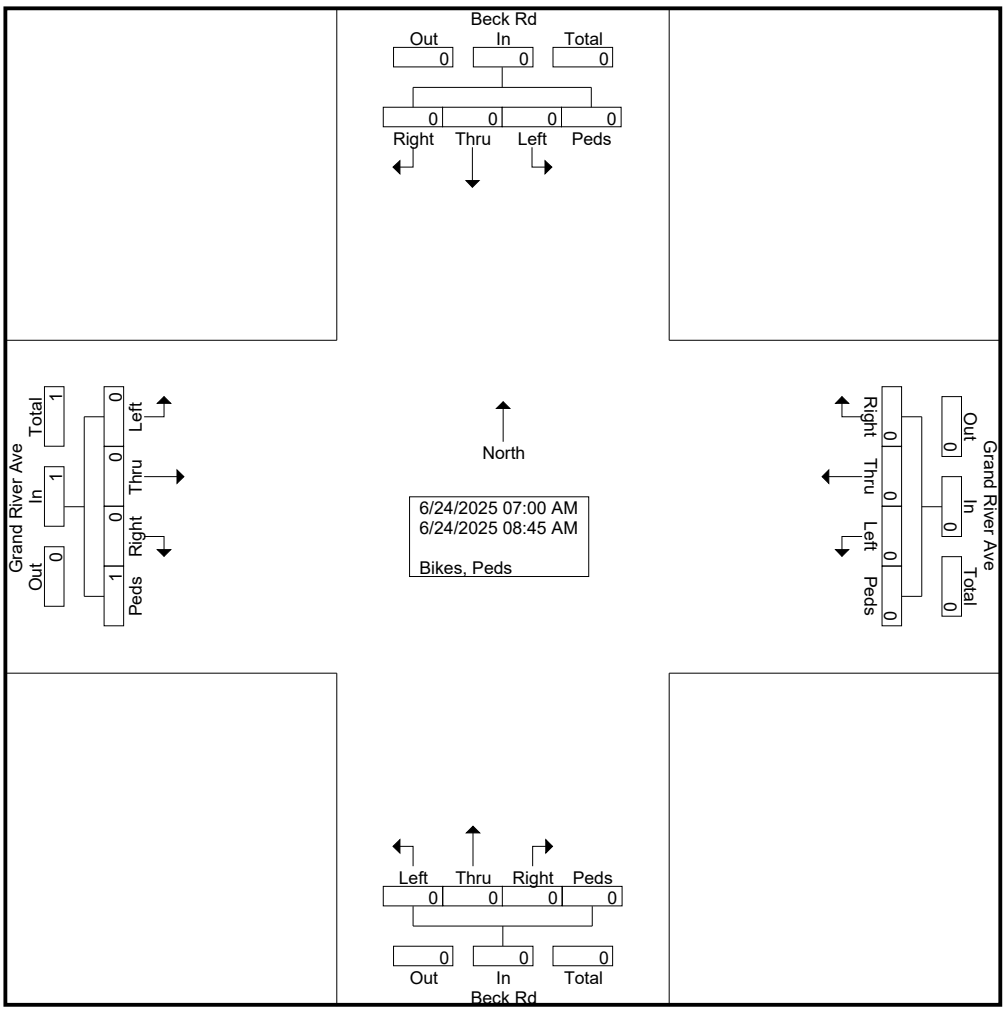


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137205 - Beck Rd -- Grand River Ave
Site Code : 17137205
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

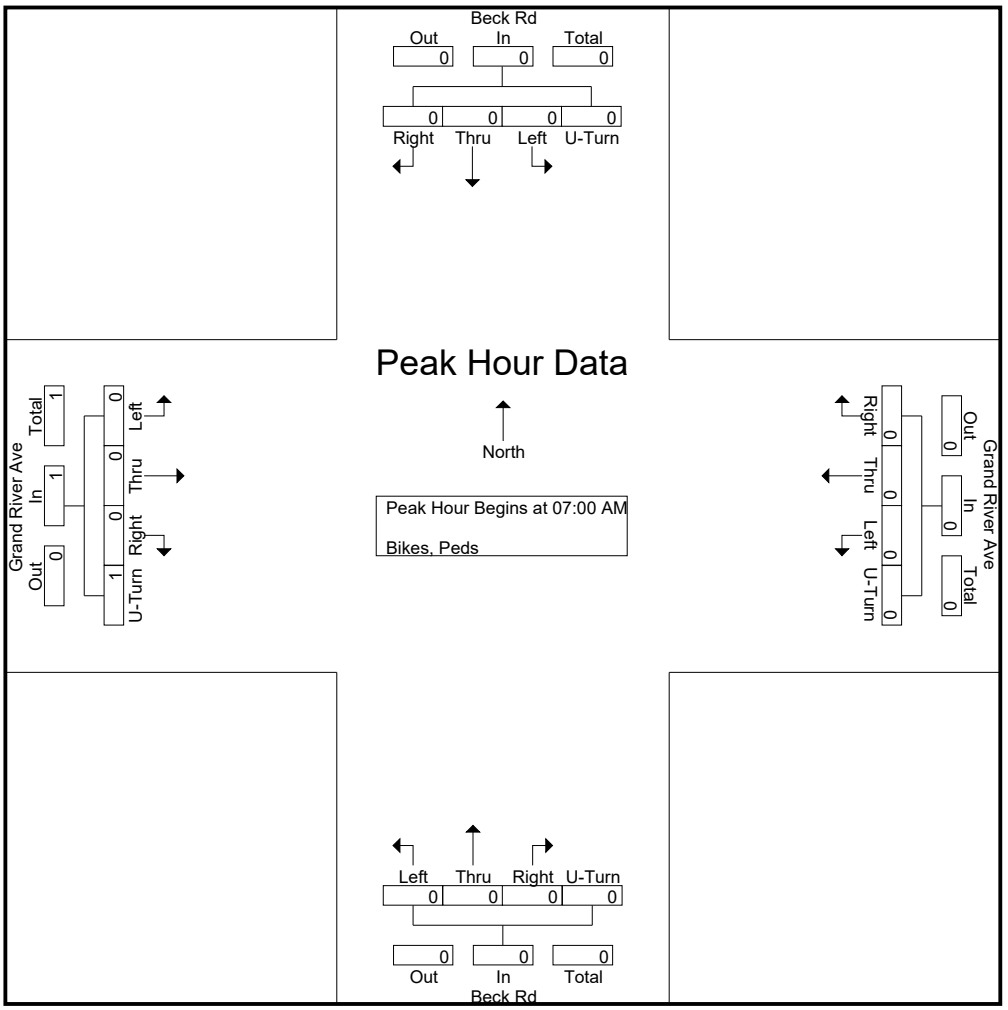
	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137205 - Beck Rd -- Grand River Ave
Site Code : 17137205
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

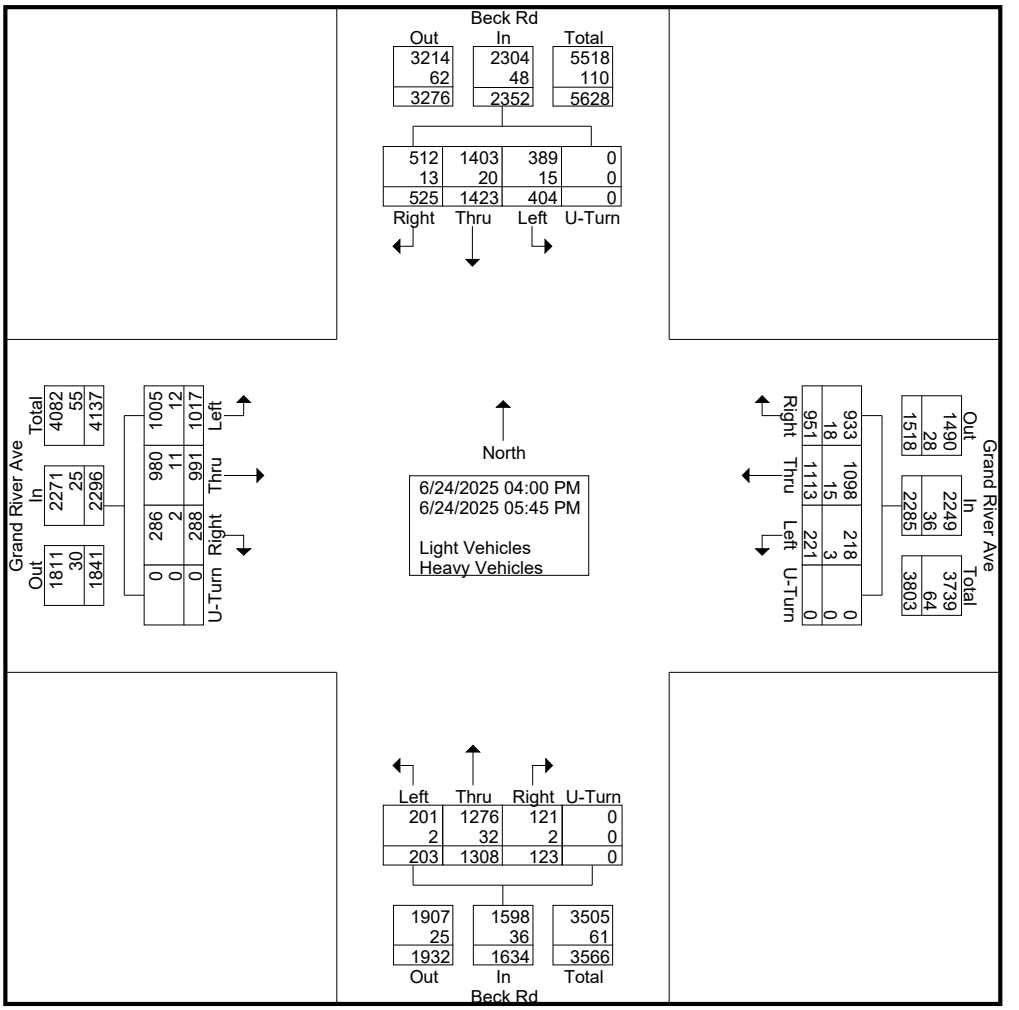


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137206 - Beck Rd -- Grand River Ave
Site Code : 17137206
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

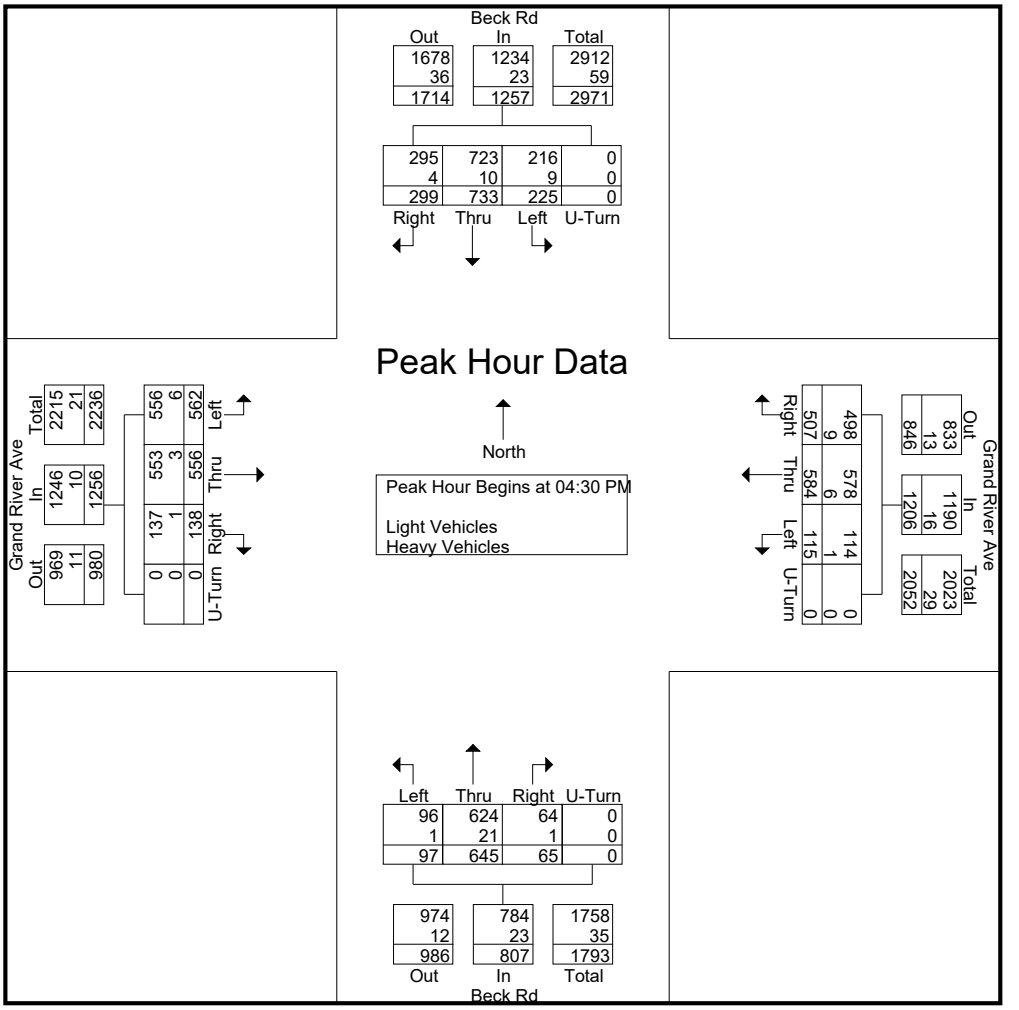
	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	128	131	39	0	298	38	139	144	0	321	31	178	12	0	221	38	164	69	0	271	1111
04:15 PM	110	103	30	0	243	24	142	149	0	315	23	143	13	0	179	46	164	57	0	267	1004
04:30 PM	146	155	22	0	323	38	144	145	0	327	21	144	17	0	182	44	166	66	0	276	1108
04:45 PM	163	128	30	0	321	24	161	121	0	306	31	158	10	0	199	43	182	88	0	313	1139
Total	547	517	121	0	1185	124	586	559	0	1269	106	623	52	0	781	171	676	280	0	1127	4362
05:00 PM	130	150	38	0	318	25	145	136	0	306	23	167	18	0	208	66	202	68	0	336	1168
05:15 PM	123	123	48	0	294	28	134	105	0	267	22	176	20	0	218	72	183	77	0	332	1111
05:30 PM	124	121	44	0	289	17	128	90	0	235	26	155	17	0	198	42	161	46	0	249	971
05:45 PM	93	80	37	0	210	27	120	61	0	208	26	187	16	0	229	53	201	54	0	308	955
Total	470	474	167	0	1111	97	527	392	0	1016	97	685	71	0	853	233	747	245	0	1225	4205
Grand Total	1017	991	288	0	2296	221	1113	951	0	2285	203	1308	123	0	1634	404	1423	525	0	2352	8567
Apprch %	44.3	43.2	12.5	0		9.7	48.7	41.6	0		12.4	80	7.5	0		17.2	60.5	22.3	0		
Total %	11.9	11.6	3.4	0	26.8	2.6	13	11.1	0	26.7	2.4	15.3	1.4	0	19.1	4.7	16.6	6.1	0	27.5	
Light Vehicles	1005	980	286	0	2271	218	1098	933	0	2249	201	1276	121	0	1598	389	1403	512	0	2304	8422
% Light Vehicles	98.8	98.9	99.3	0	98.9	98.6	98.7	98.1	0	98.4	99	97.6	98.4	0	97.8	96.3	98.6	97.5	0	98	98.3
Heavy Vehicles	12	11	2	0	25	3	15	18	0	36	2	32	2	0	36	15	20	13	0	48	145
% Heavy Vehicles	1.2	1.1	0.7	0	1.1	1.4	1.3	1.9	0	1.6	1	2.4	1.6	0	2.2	3.7	1.4	2.5	0	2	1.7



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137206 - Beck Rd -- Grand River Ave
Site Code : 17137206
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	146	**155**	22	0	**323**	**38**	144	**145**	0	**327**	21	144	17	0	182	44	166	66	0	276	1108
04:45 PM	**163**	128	30	0	321	24	**161**	121	0	306	**31**	158	10	0	199	43	182	**88**	0	313	1139
05:00 PM	130	150	38	0	318	25	145	136	0	306	23	167	18	0	208	66	**202**	68	0	**336**	**1168**
05:15 PM	123	123	**48**	0	294	28	134	105	0	267	22	**176**	**20**	0	**218**	**72**	183	77	0	332	1111
Total Volume	562	556	138	0	1256	115	584	507	0	1206	97	645	65	0	807	225	733	299	0	1257	4526
% App. Total	44.7	44.3	11	0		9.5	48.4	42	0		12	79.9	8.1	0		17.9	58.3	23.8	0		
PHF	.862	.897	.719	.000	.972	.757	.907	.874	.000	.922	.782	.916	.813	.000	.925	.781	.907	.849	.000	.935	.969
Light Vehicles	556	553	137	0	1246	114	578	498	0	1190	96	624	64	0	784	216	723	295	0	1234	4454
% Light Vehicles	98.9	99.5	99.3	0	99.2	99.1	99.0	98.2	0	98.7	99.0	96.7	98.5	0	97.1	96.0	98.6	98.7	0	98.2	98.4
Heavy Vehicles	6	3	1	0	10	1	6	9	0	16	1	21	1	0	23	9	10	4	0	23	72
% Heavy Vehicles	1.1	0.5	0.7	0	0.8	0.9	1.0	1.8	0	1.3	1.0	3.3	1.5	0	2.9	4.0	1.4	1.3	0	1.8	1.6

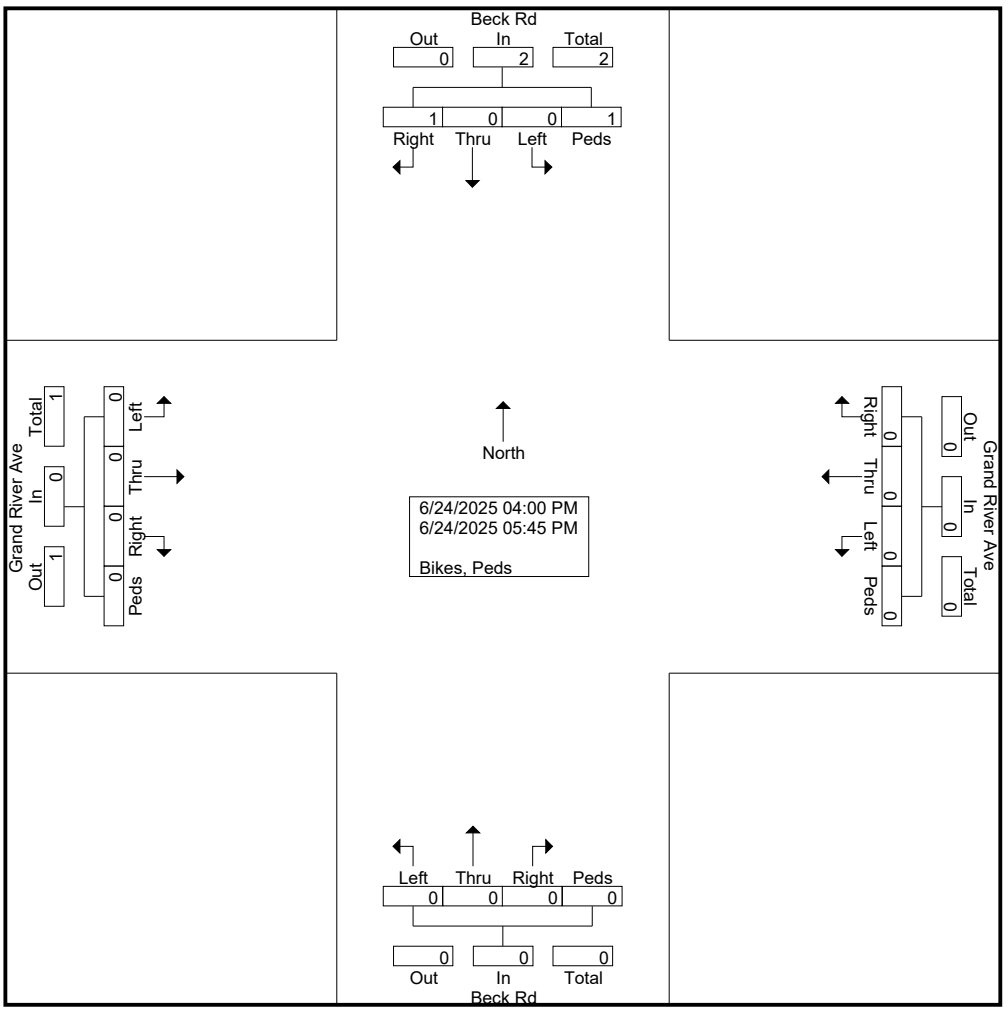


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137206 - Beck Rd -- Grand River Ave
Site Code : 17137206
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

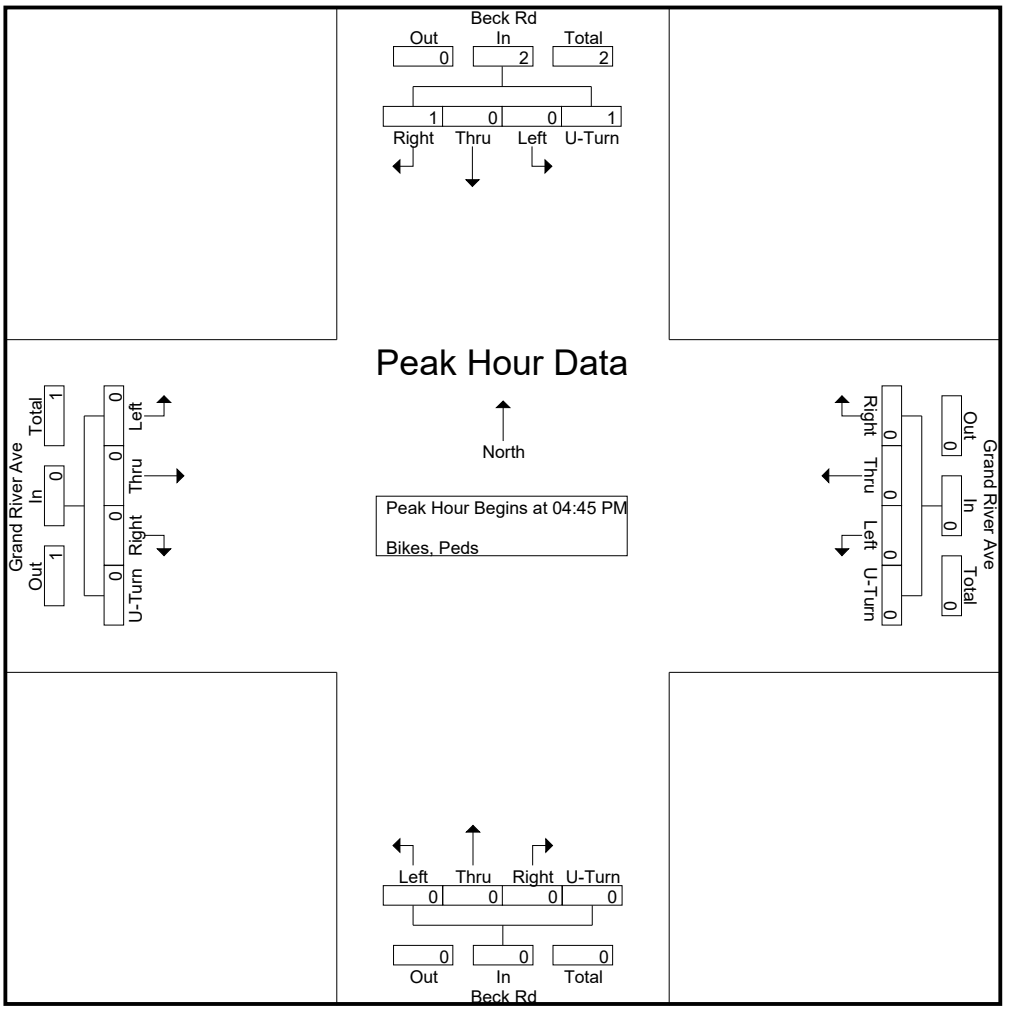
	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	50	50		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	100	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137206 - Beck Rd -- Grand River Ave
Site Code : 17137206
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	50	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

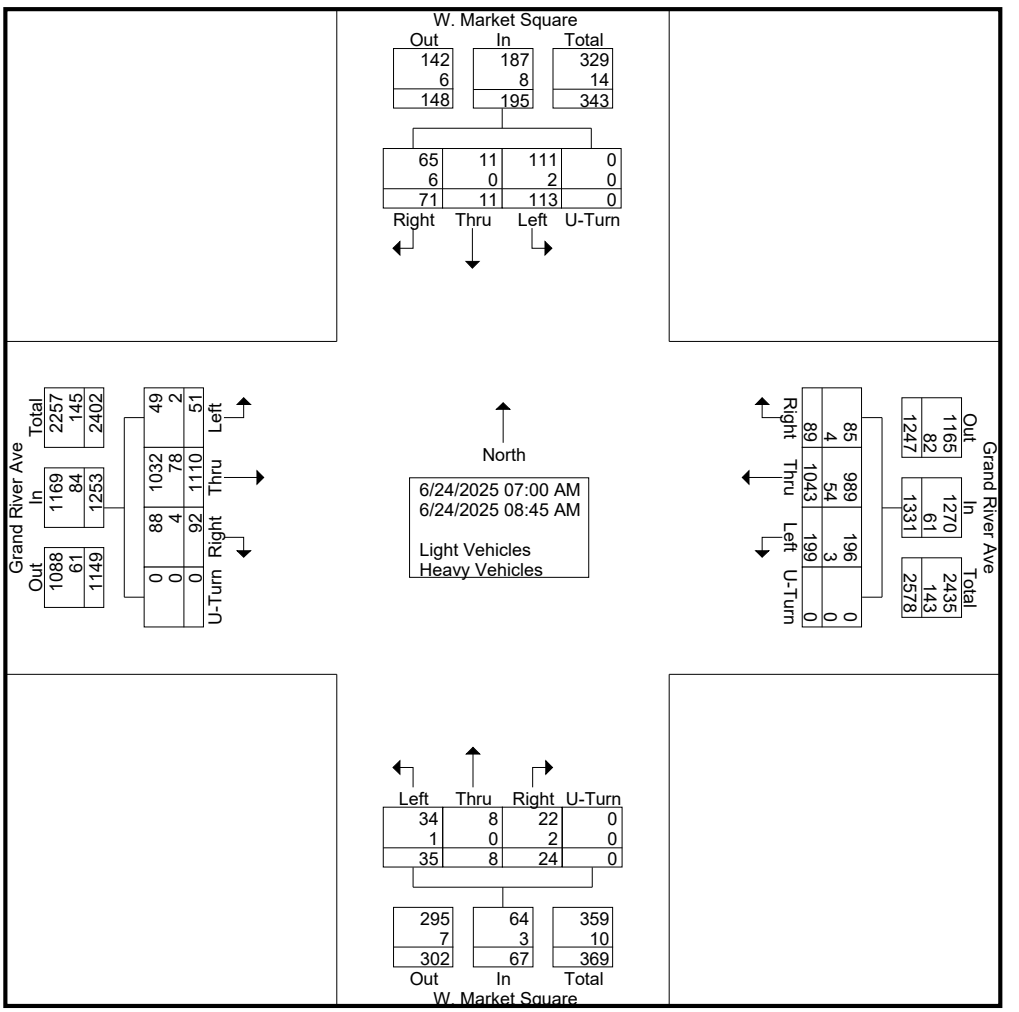


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137207 - W. Market Square -- Grand River Ave
Site Code : 17137207
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

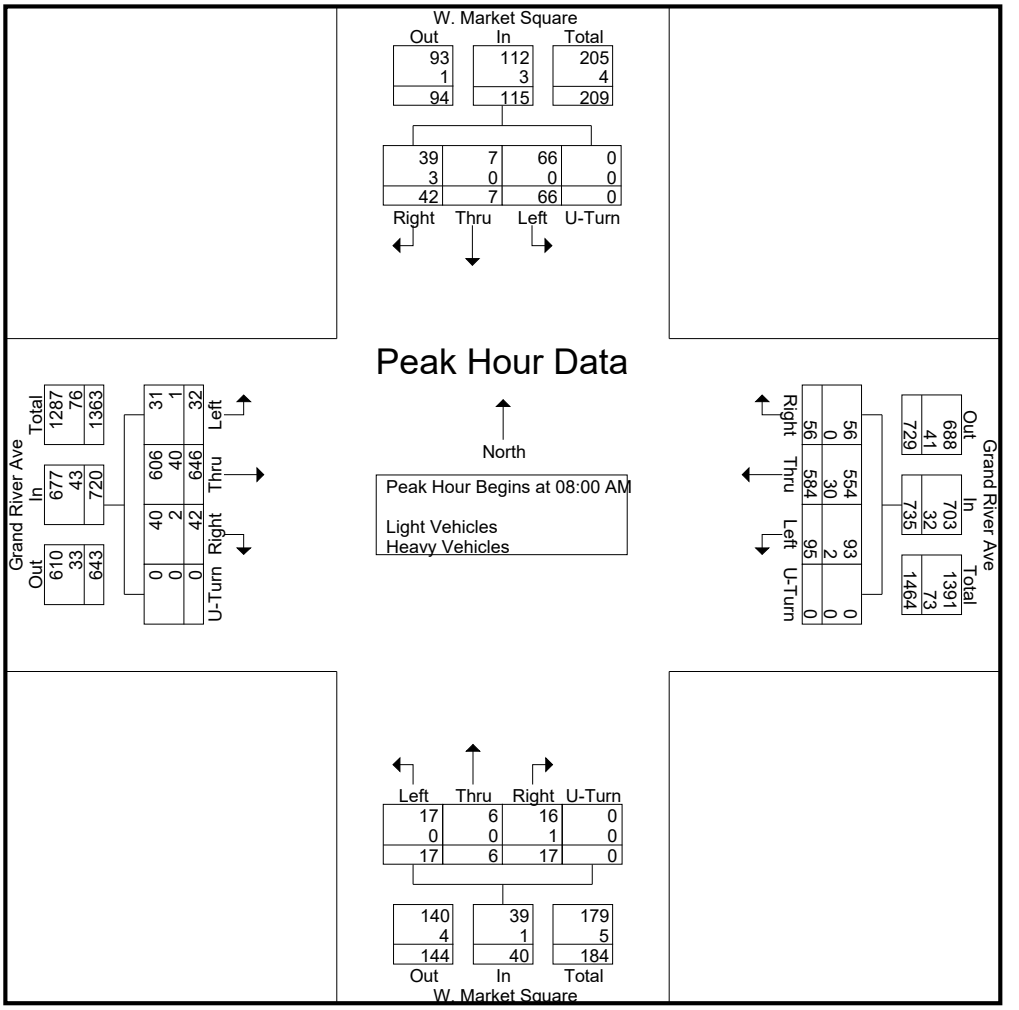
	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	4	76	9	0	89	19	101	6	0	126	1	1	2	0	4	4	0	8	0	12	231
07:15 AM	2	111	13	0	126	27	101	8	0	136	4	0	1	0	5	8	2	4	0	14	281
07:30 AM	7	143	17	0	167	29	122	8	0	159	5	1	0	0	6	14	1	10	0	25	357
07:45 AM	6	134	11	0	151	29	135	11	0	175	8	0	4	0	12	21	1	7	0	29	367
Total	19	464	50	0	533	104	459	33	0	596	18	2	7	0	27	47	4	29	0	80	1236
08:00 AM	4	145	12	0	161	17	137	16	0	170	3	2	3	0	8	14	1	6	0	21	360
08:15 AM	7	148	13	0	168	32	146	17	0	195	5	0	4	0	9	11	2	16	0	29	401
08:30 AM	8	175	8	0	191	27	134	12	0	173	5	2	7	0	14	24	1	8	0	33	411
08:45 AM	13	178	9	0	200	19	167	11	0	197	4	2	3	0	9	17	3	12	0	32	438
Total	32	646	42	0	720	95	584	56	0	735	17	6	17	0	40	66	7	42	0	115	1610
Grand Total	51	1110	92	0	1253	199	1043	89	0	1331	35	8	24	0	67	113	11	71	0	195	2846
Apprch %	4.1	88.6	7.3	0		15	78.4	6.7	0		52.2	11.9	35.8	0		57.9	5.6	36.4	0		
Total %	1.8	39	3.2	0	44	7	36.6	3.1	0	46.8	1.2	0.3	0.8	0	2.4	4	0.4	2.5	0	6.9	
Light Vehicles	49	1032	88	0	1169	196	989	85	0	1270	34	8	22	0	64	111	11	65	0	187	2690
% Light Vehicles	96.1	93	95.7	0	93.3	98.5	94.8	95.5	0	95.4	97.1	100	91.7	0	95.5	98.2	100	91.5	0	95.9	94.5
Heavy Vehicles	2	78	4	0	84	3	54	4	0	61	1	0	2	0	3	2	0	6	0	8	156
% Heavy Vehicles	3.9	7	4.3	0	6.7	1.5	5.2	4.5	0	4.6	2.9	0	8.3	0	4.5	1.8	0	8.5	0	4.1	5.5



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137207 - W. Market Square -- Grand River Ave
Site Code : 17137207
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	145	12	0	161	17	137	16	0	170	3	**2**	3	0	8	14	1	6	0	21	360
08:15 AM	7	148	**13**	0	168	**32**	146	**17**	0	195	**5**	0	4	0	9	11	2	**16**	0	29	401
08:30 AM	8	175	8	0	191	27	134	12	0	173	5	2	**7**	0	**14**	**24**	1	8	0	**33**	411
08:45 AM	**13**	**178**	9	0	**200**	19	**167**	11	0	**197**	4	2	3	0	9	17	**3**	12	0	32	**438**
Total Volume	32	646	42	0	720	95	584	56	0	735	17	6	17	0	40	66	7	42	0	115	1610
% App. Total	4.4	89.7	5.8	0		12.9	79.5	7.6	0		42.5	15	42.5	0		57.4	6.1	36.5	0		
PHF	.615	.907	.808	.000	.900	.742	.874	.824	.000	.933	.850	.750	.607	.000	.714	.688	.583	.656	.000	.871	.919
Light Vehicles	31	606	40	0	677	93	554	56	0	703	17	6	16	0	39	66	7	39	0	112	1531
% Light Vehicles	96.9	93.8	95.2	0	94.0	97.9	94.9	100	0	95.6	100	100	94.1	0	97.5	100	100	92.9	0	97.4	95.1
Heavy Vehicles	1	40	2	0	43	2	30	0	0	32	0	0	1	0	1	0	0	3	0	3	79
% Heavy Vehicles	3.1	6.2	4.8	0	6.0	2.1	5.1	0	0	4.4	0	0	5.9	0	2.5	0	0	7.1	0	2.6	4.9

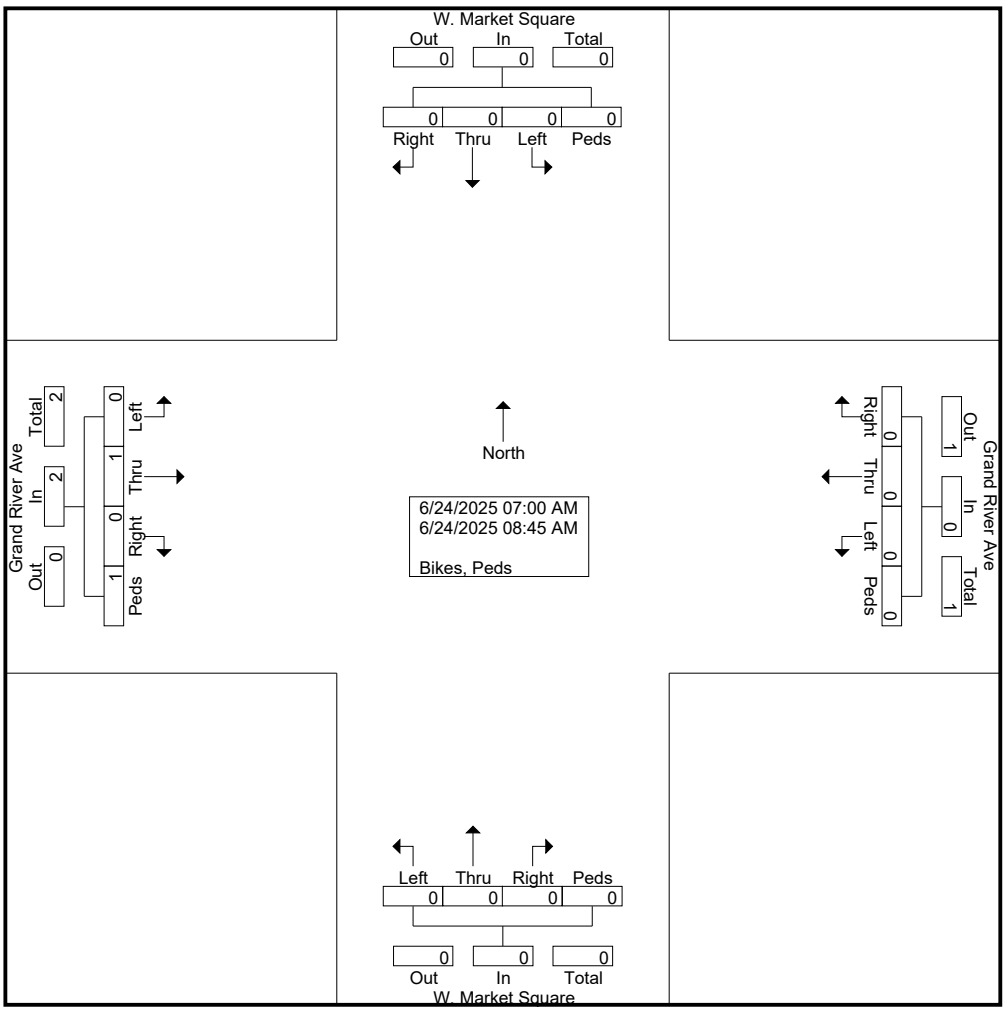


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137207 - W. Market Square -- Grand River Ave
Site Code : 17137207
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

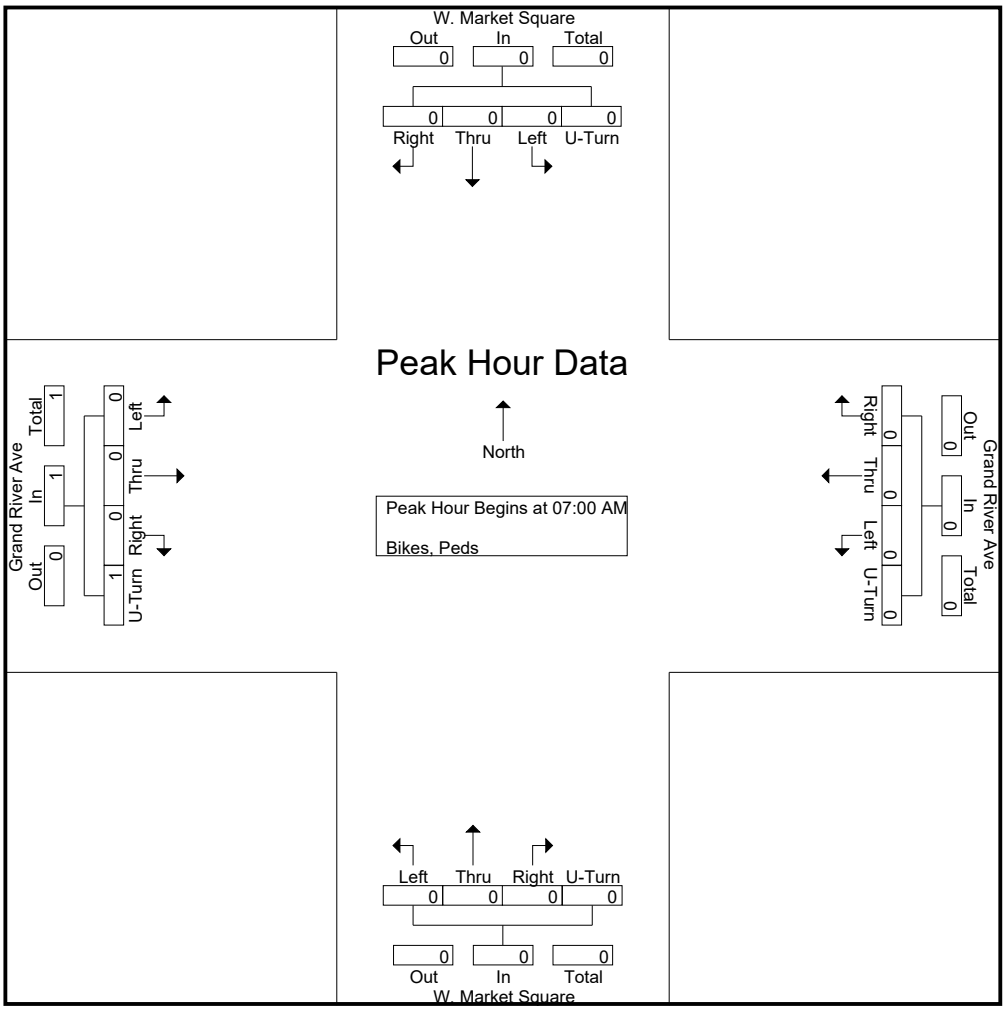
	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	50	0	50		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	50	0	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137207 - W. Market Square -- Grand River Ave
Site Code : 17137207
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

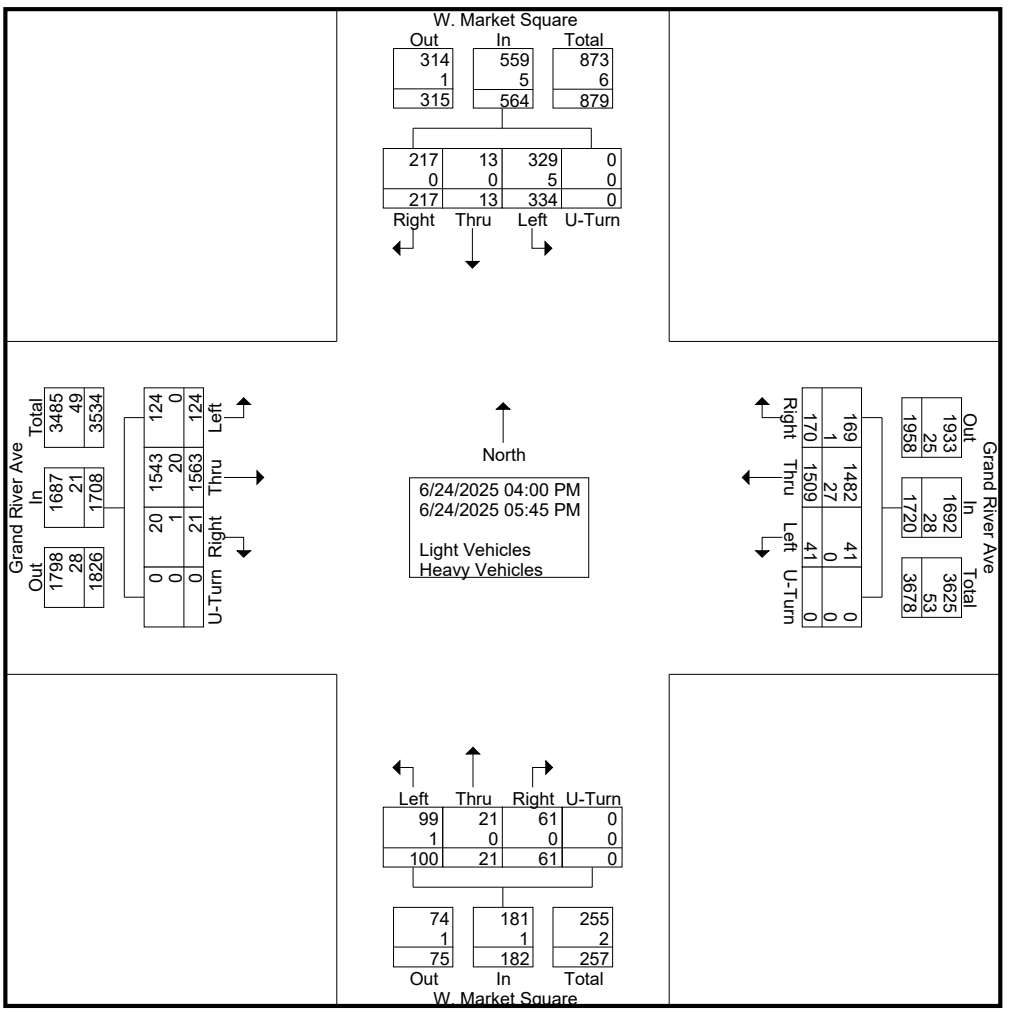


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137208 - W. Market Square -- Grand River Ave
Site Code : 17137208
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

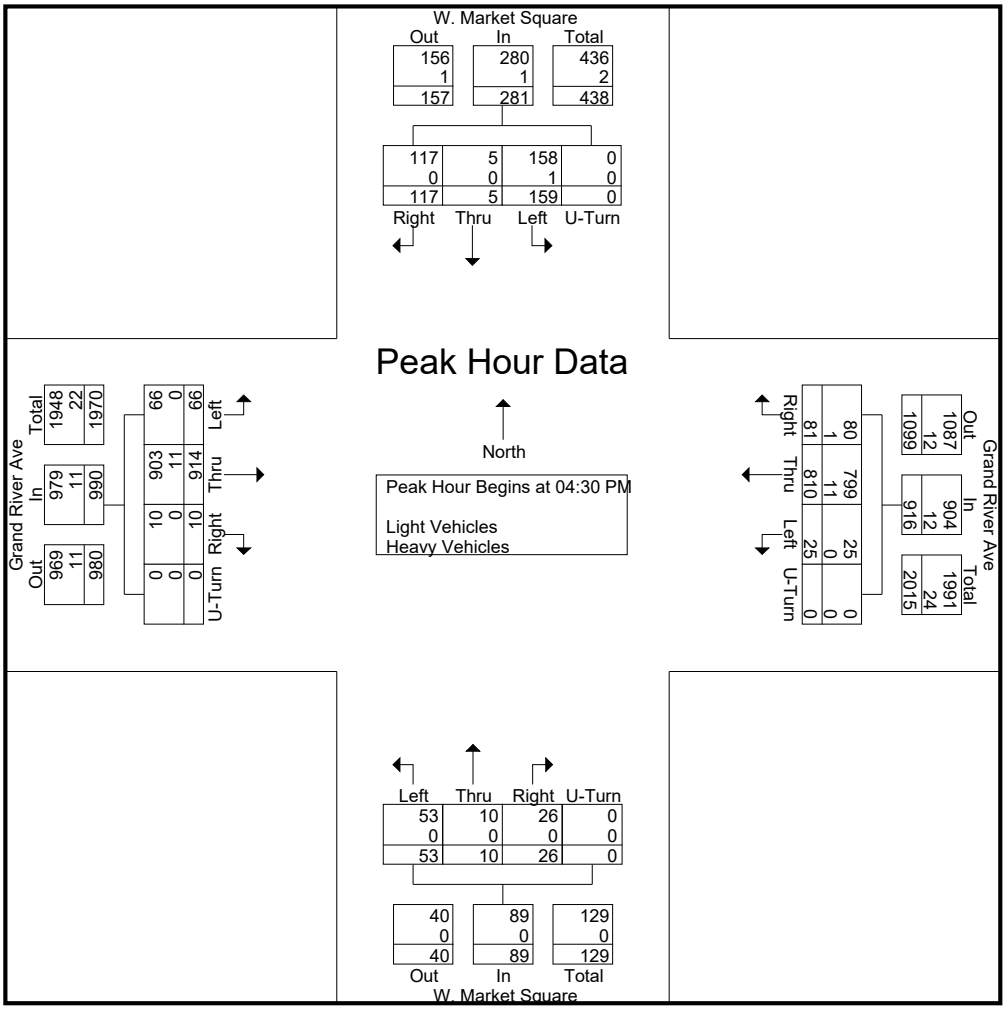
	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	12	188	4	0	204	4	199	20	0	223	23	5	19	0	47	33	2	20	0	55	529
04:15 PM	20	167	1	0	188	6	184	16	0	206	14	5	9	0	28	39	1	24	0	64	486
04:30 PM	14	247	5	0	266	7	187	26	0	220	21	3	14	0	38	37	1	32	0	70	594
04:45 PM	16	229	1	0	246	4	245	18	0	267	10	0	3	0	13	37	1	23	0	61	587
Total	62	831	11	0	904	21	815	80	0	916	68	13	45	0	126	146	5	99	0	250	2196
05:00 PM	13	236	2	0	251	7	202	16	0	225	16	5	3	0	24	39	3	27	0	69	569
05:15 PM	23	202	2	0	227	7	176	21	0	204	6	2	6	0	14	46	0	35	0	81	526
05:30 PM	17	164	2	0	183	3	163	28	0	194	6	1	5	0	12	53	2	22	0	77	466
05:45 PM	9	130	4	0	143	3	153	25	0	181	4	0	2	0	6	50	3	34	0	87	417
Total	62	732	10	0	804	20	694	90	0	804	32	8	16	0	56	188	8	118	0	314	1978
Grand Total	124	1563	21	0	1708	41	1509	170	0	1720	100	21	61	0	182	334	13	217	0	564	4174
Apprch %	7.3	91.5	1.2	0		2.4	87.7	9.9	0		54.9	11.5	33.5	0		59.2	2.3	38.5	0		
Total %	3	37.4	0.5	0	40.9	1	36.2	4.1	0	41.2	2.4	0.5	1.5	0	4.4	8	0.3	5.2	0	13.5	
Light Vehicles	124	1543	20	0	1687	41	1482	169	0	1692	99	21	61	0	181	329	13	217	0	559	4119
% Light Vehicles	100	98.7	95.2	0	98.8	100	98.2	99.4	0	98.4	99	100	100	0	99.5	98.5	100	100	0	99.1	98.7
Heavy Vehicles	0	20	1	0	21	0	27	1	0	28	1	0	0	0	1	5	0	0	0	5	55
% Heavy Vehicles	0	1.3	4.8	0	1.2	0	1.8	0.6	0	1.6	1	0	0	0	0.5	1.5	0	0	0	0.9	1.3



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137208 - W. Market Square -- Grand River Ave
Site Code : 17137208
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	14	**247**	**5**	0	**266**	**7**	187	**26**	0	220	**21**	3	**14**	0	**38**	37	1	32	0	70	**594**
04:45 PM	16	229	1	0	246	4	**245**	18	0	**267**	10	0	3	0	13	37	1	23	0	61	587
05:00 PM	13	236	2	0	251	7	202	16	0	225	16	**5**	3	0	24	39	**3**	27	0	69	569
05:15 PM	**23**	202	2	0	227	7	176	21	0	204	6	2	6	0	14	**46**	0	**35**	0	**81**	526
Total Volume	66	914	10	0	990	25	810	81	0	916	53	10	26	0	89	159	5	117	0	281	2276
% App. Total	6.7	92.3	1	0		2.7	88.4	8.8	0		59.6	11.2	29.2	0		56.6	1.8	41.6	0		
PHF	.717	.925	.500	.000	.930	.893	.827	.779	.000	.858	.631	.500	.464	.000	.586	.864	.417	.836	.000	.867	.958
Light Vehicles	66	903	10	0	979	25	799	80	0	904	53	10	26	0	89	158	5	117	0	280	2252
% Light Vehicles	100	98.8	100	0	98.9	100	98.6	98.8	0	98.7	100	100	100	0	100	99.4	100	100	0	99.6	98.9
Heavy Vehicles	0	11	0	0	11	0	11	1	0	12	0	0	0	0	0	1	0	0	0	1	24
% Heavy Vehicles	0	1.2	0	0	1.1	0	1.4	1.2	0	1.3	0	0	0	0	0	0.6	0	0	0	0.4	1.1

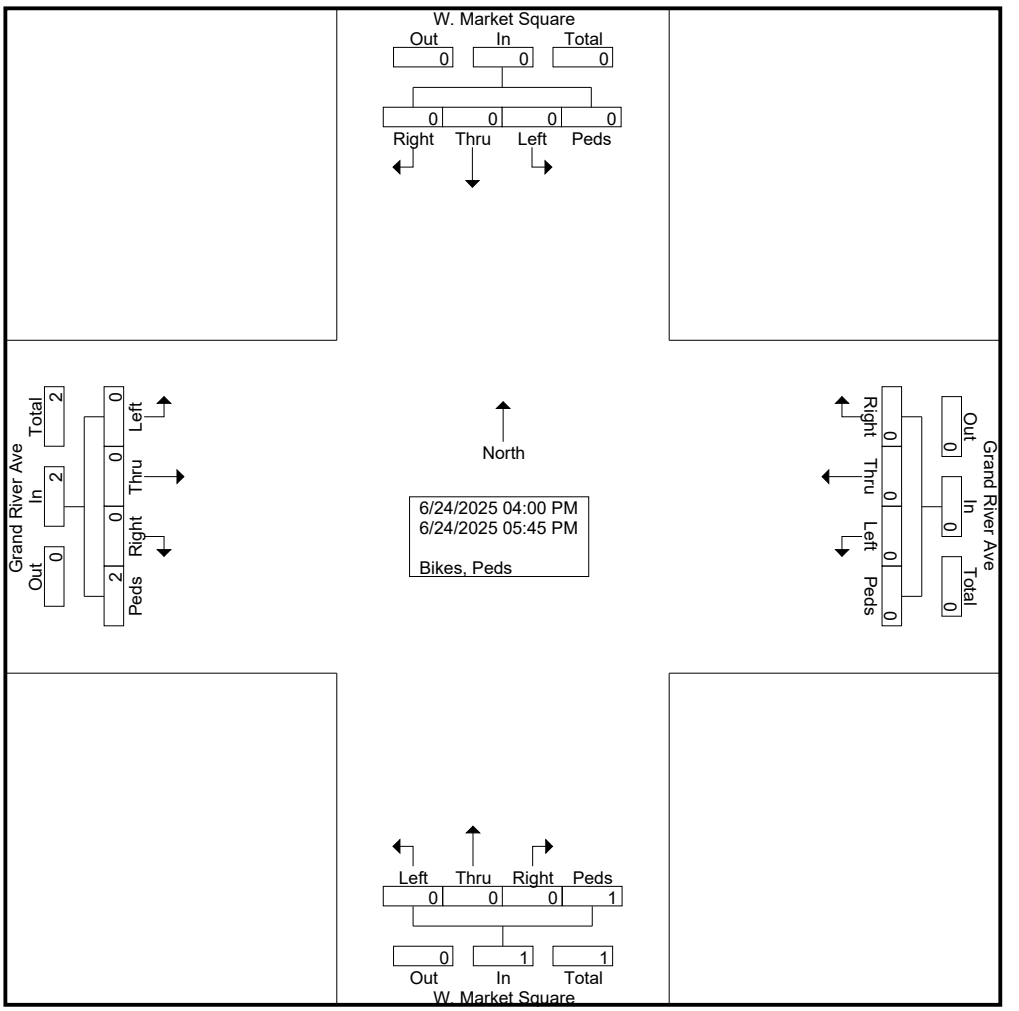


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137208 - W. Market Square -- Grand River Ave
Site Code : 17137208
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

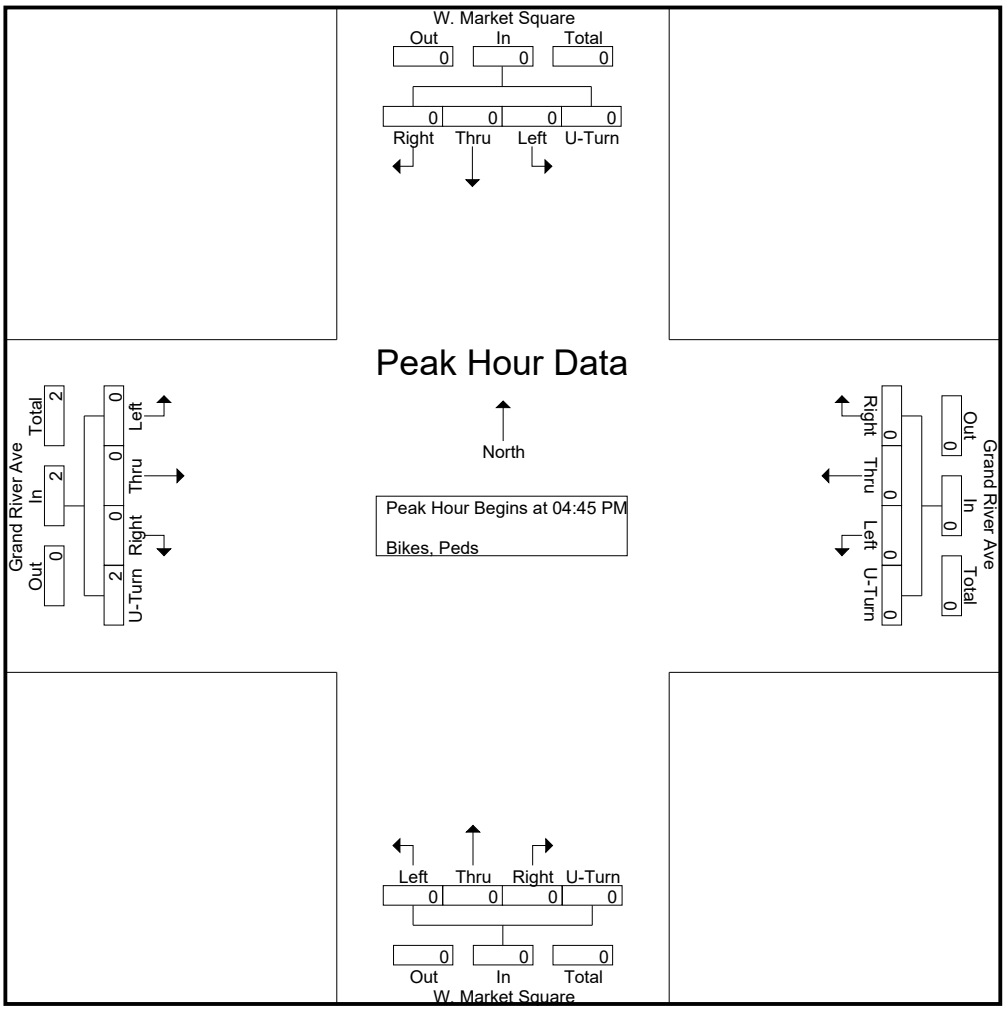
	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137208 - W. Market Square -- Grand River Ave
Site Code : 17137208
Start Date : 6/24/2025
Page No : 2

	Grand River Ave Eastbound					Grand River Ave Westbound					W. Market Square Northbound					W. Market Square Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

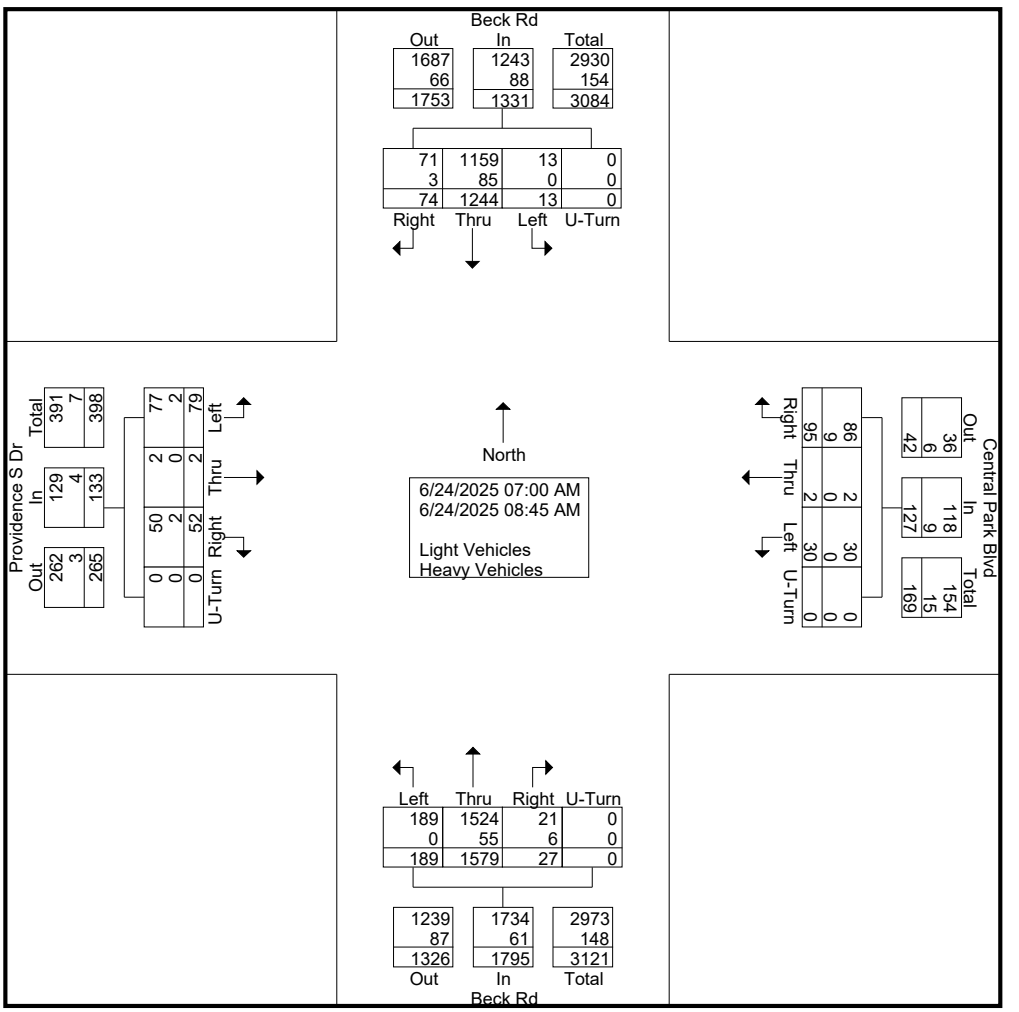


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137209 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137209
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

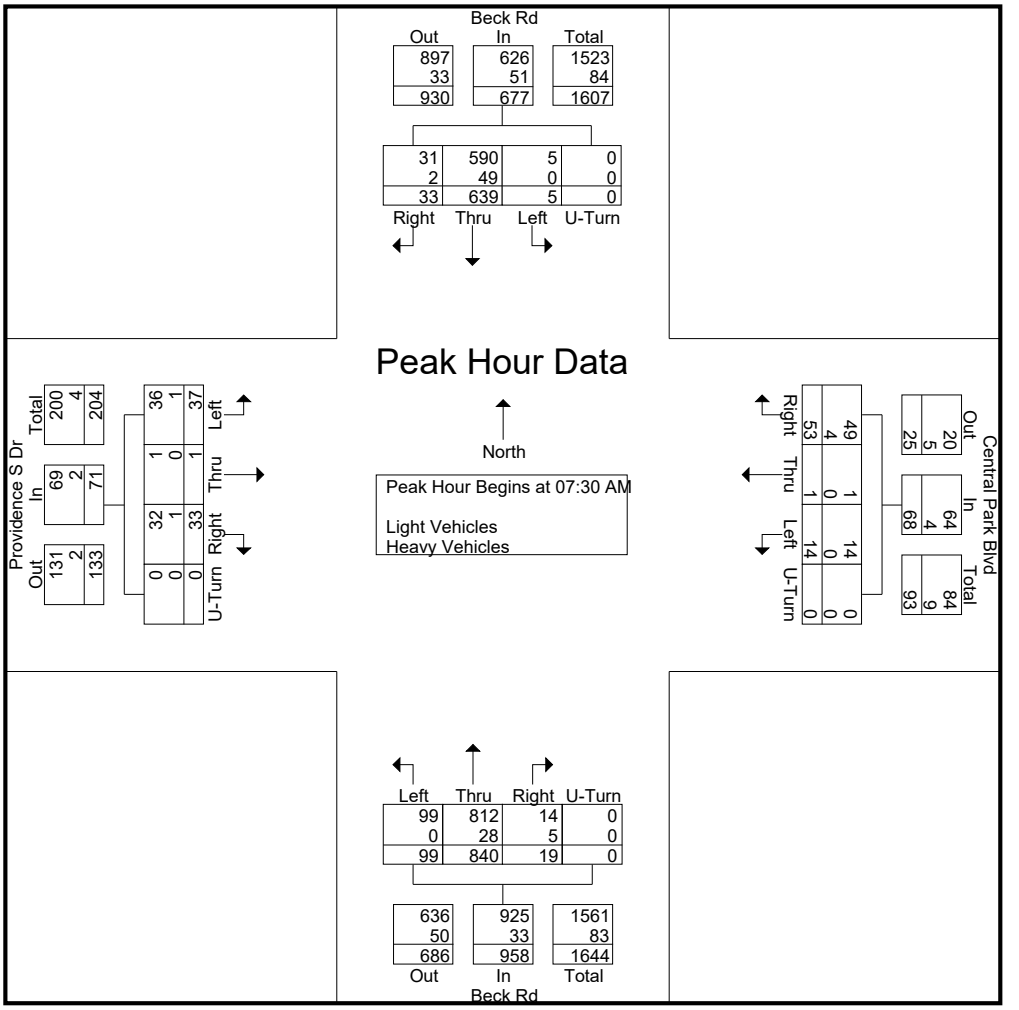
	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	13	0	4	0	17	4	0	6	0	10	16	180	0	0	196	2	123	10	0	135	358
07:15 AM	20	0	4	0	24	4	0	8	0	12	23	184	1	0	208	0	145	7	0	152	396
07:30 AM	14	1	9	0	24	2	0	14	0	16	26	222	8	0	256	4	166	8	0	178	474
07:45 AM	10	0	7	0	17	4	0	18	0	22	32	182	6	0	220	0	179	4	0	183	442
Total	57	1	24	0	82	14	0	46	0	60	97	768	15	0	880	6	613	29	0	648	1670
08:00 AM	4	0	8	0	12	5	1	11	0	17	24	219	2	0	245	0	139	12	0	151	425
08:15 AM	9	0	9	0	18	3	0	10	0	13	17	217	3	0	237	1	155	9	0	165	433
08:30 AM	4	0	8	0	12	5	0	15	0	20	20	191	5	0	216	3	159	12	0	174	422
08:45 AM	5	1	3	0	9	3	1	13	0	17	31	184	2	0	217	3	178	12	0	193	436
Total	22	1	28	0	51	16	2	49	0	67	92	811	12	0	915	7	631	45	0	683	1716
Grand Total	79	2	52	0	133	30	2	95	0	127	189	1579	27	0	1795	13	1244	74	0	1331	3386
Apprch %	59.4	1.5	39.1	0		23.6	1.6	74.8	0		10.5	88	1.5	0		1	93.5	5.6	0		
Total %	2.3	0.1	1.5	0	3.9	0.9	0.1	2.8	0	3.8	5.6	46.6	0.8	0	53	0.4	36.7	2.2	0	39.3	
Light Vehicles	77	2	50	0	129	30	2	86	0	118	189	1524	21	0	1734	13	1159	71	0	1243	3224
% Light Vehicles	97.5	100	96.2	0	97	100	100	90.5	0	92.9	100	96.5	77.8	0	96.6	100	93.2	95.9	0	93.4	95.2
Heavy Vehicles	2	0	2	0	4	0	0	9	0	9	0	55	6	0	61	0	85	3	0	88	162
% Heavy Vehicles	2.5	0	3.8	0	3	0	0	9.5	0	7.1	0	3.5	22.2	0	3.4	0	6.8	4.1	0	6.6	4.8



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137209 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137209
Start Date : 6/24/2025
Page No : 2

	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**14**	**1**	**9**	0	**24**	2	0	14	0	16	26	**222**	**8**	0	**256**	**4**	166	8	0	178	**474**
07:45 AM	10	0	7	0	17	4	0	**18**	0	**22**	**32**	182	6	0	220	0	**179**	4	0	**183**	442
08:00 AM	4	0	8	0	12	**5**	**1**	11	0	17	24	219	2	0	245	0	139	**12**	0	151	425
08:15 AM	9	0	9	0	18	3	0	10	0	13	17	217	3	0	237	1	155	9	0	165	433
Total Volume	37	1	33	0	71	14	1	53	0	68	99	840	19	0	958	5	639	33	0	677	1774
% App. Total	52.1	1.4	46.5	0		20.6	1.5	77.9	0		10.3	87.7	2	0		0.7	94.4	4.9	0		
PHF	.661	.250	.917	.000	.740	.700	.250	.736	.000	.773	.773	.946	.594	.000	.936	.313	.892	.688	.000	.925	.936
Light Vehicles	36	1	32	0	69	14	1	49	0	64	99	812	14	0	925	5	590	31	0	626	1684
% Light Vehicles	97.3	100	97.0	0	97.2	100	100	92.5	0	94.1	100	96.7	73.7	0	96.6	100	92.3	93.9	0	92.5	94.9
Heavy Vehicles	1	0	1	0	2	0	0	4	0	4	0	28	5	0	33	0	49	2	0	51	90
% Heavy Vehicles	2.7	0	3.0	0	2.8	0	0	7.5	0	5.9	0	3.3	26.3	0	3.4	0	7.7	6.1	0	7.5	5.1

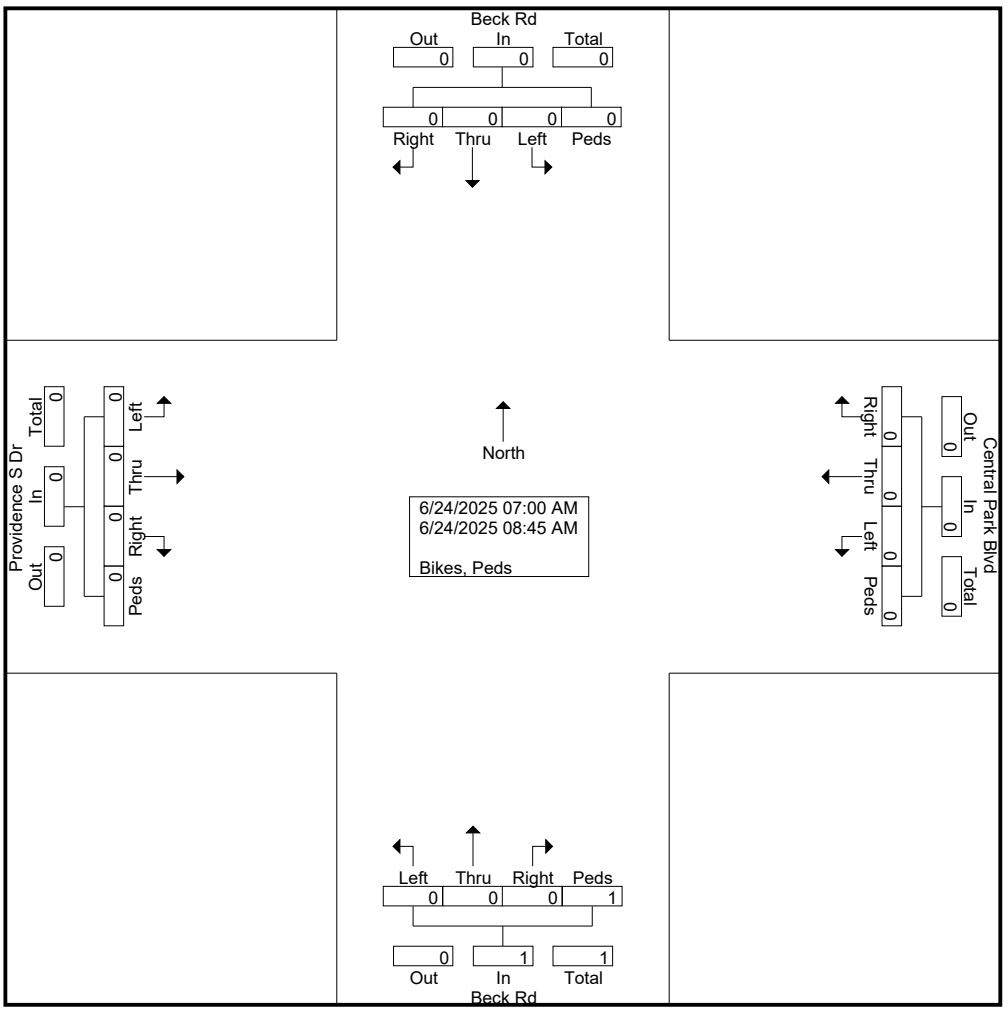


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137209 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137209
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

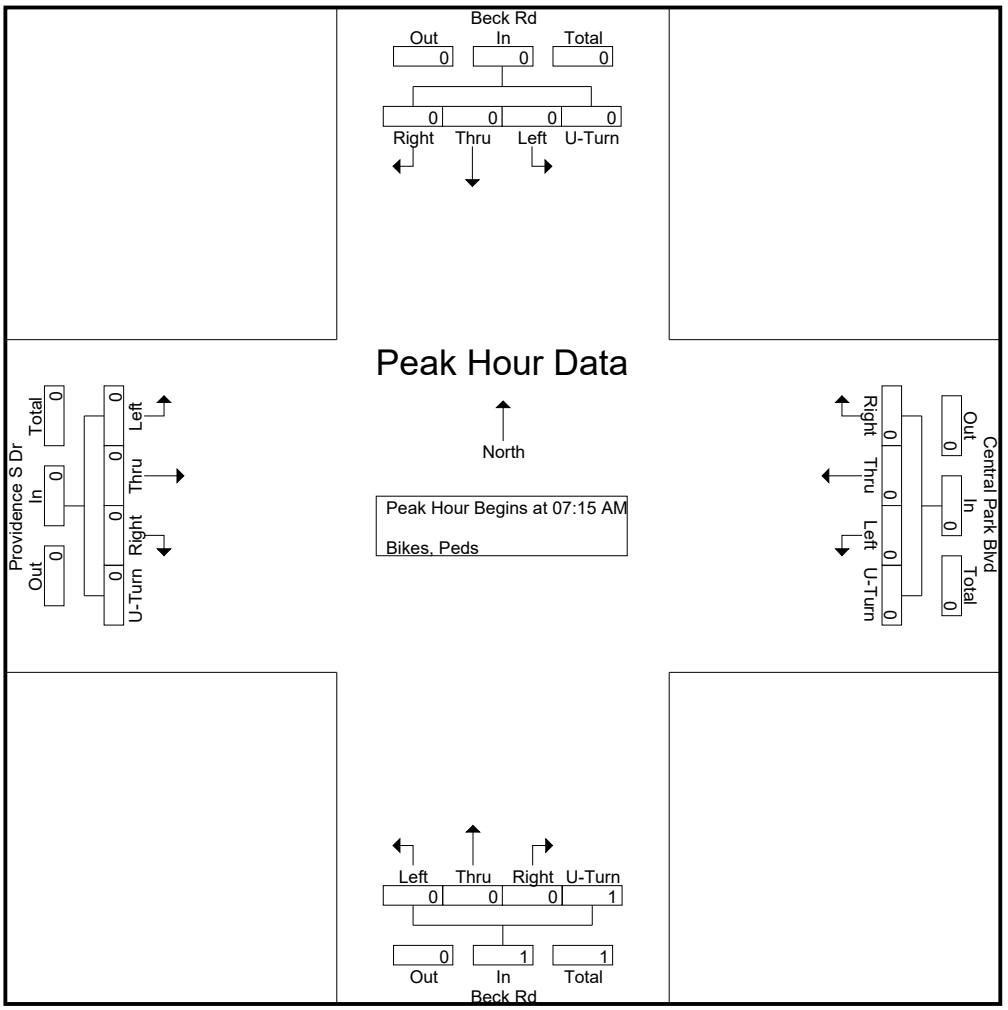
	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137209 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137209
Start Date : 6/24/2025
Page No : 2

	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250

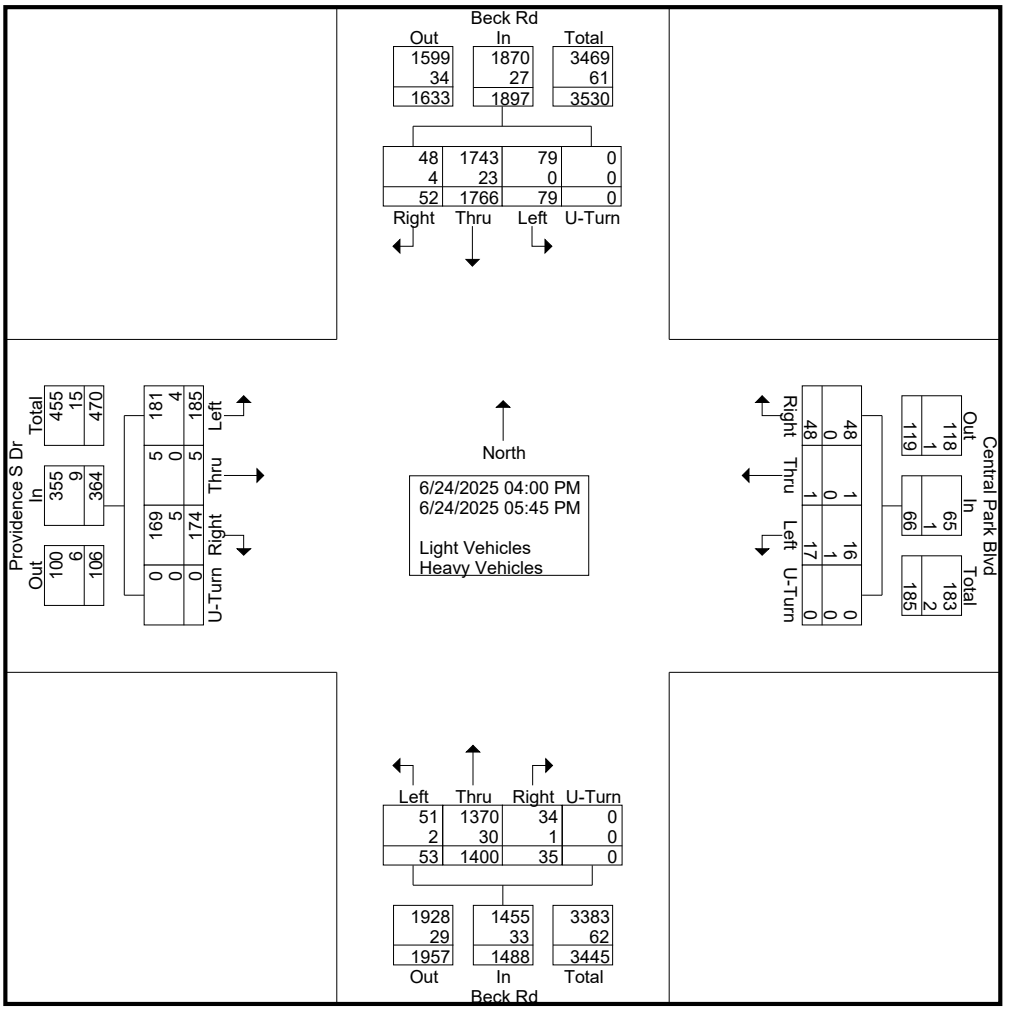


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137210 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137210
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

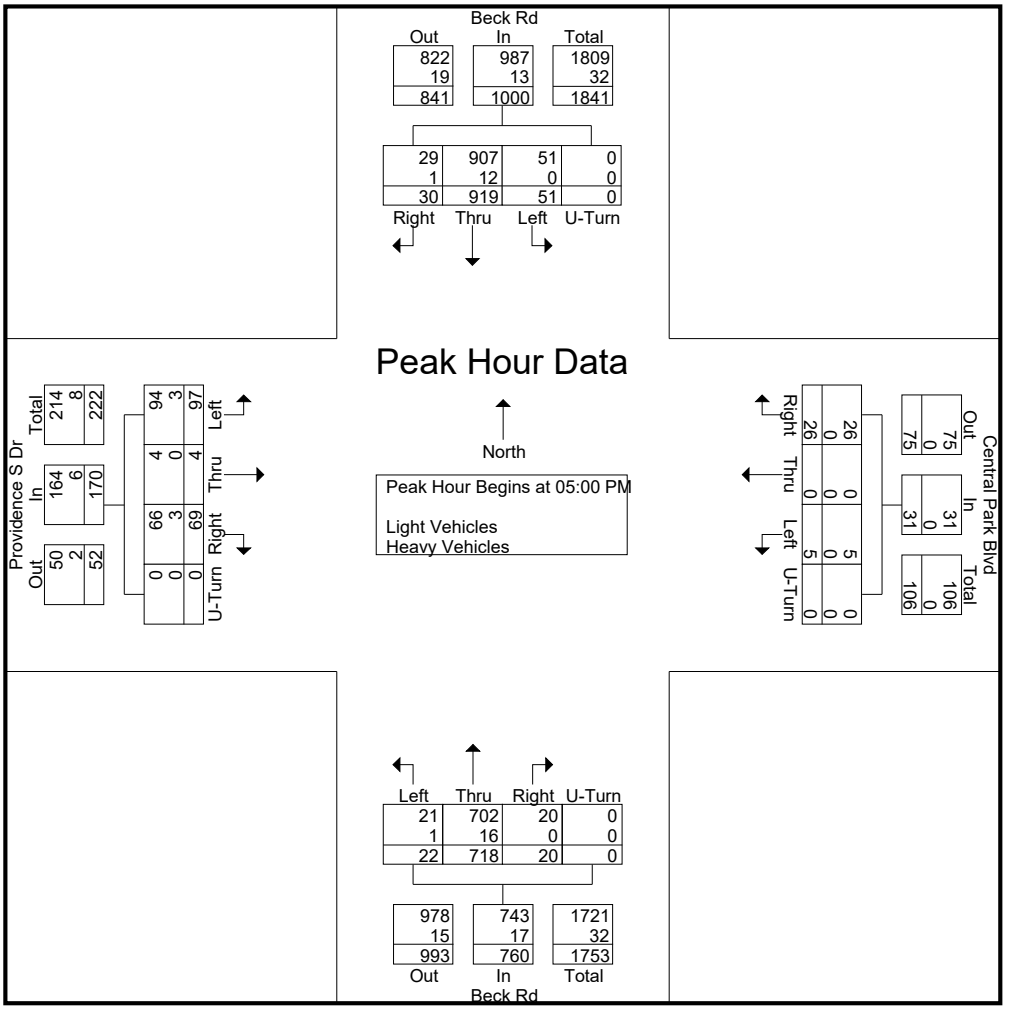
	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	35	0	35	0	70	0	0	6	0	6	9	163	1	0	173	6	222	4	0	232	481
04:15 PM	17	0	23	0	40	7	1	6	0	14	10	170	1	0	181	10	194	7	0	211	446
04:30 PM	22	0	27	0	49	1	0	6	0	7	6	161	8	0	175	4	216	7	0	227	458
04:45 PM	14	1	20	0	35	4	0	4	0	8	6	188	5	0	199	8	215	4	0	227	469
Total	88	1	105	0	194	12	1	22	0	35	31	682	15	0	728	28	847	22	0	897	1854
05:00 PM	35	2	29	0	66	2	0	4	0	6	4	184	6	0	194	11	250	13	0	274	540
05:15 PM	22	0	16	0	38	1	0	4	0	5	9	168	7	0	184	10	237	6	0	253	480
05:30 PM	19	1	15	0	35	1	0	9	0	10	6	181	5	0	192	12	208	5	0	225	462
05:45 PM	21	1	9	0	31	1	0	9	0	10	3	185	2	0	190	18	224	6	0	248	479
Total	97	4	69	0	170	5	0	26	0	31	22	718	20	0	760	51	919	30	0	1000	1961
Grand Total	185	5	174	0	364	17	1	48	0	66	53	1400	35	0	1488	79	1766	52	0	1897	3815
Apprch %	50.8	1.4	47.8	0		25.8	1.5	72.7	0		3.6	94.1	2.4	0		4.2	93.1	2.7	0		
Total %	4.8	0.1	4.6	0	9.5	0.4	0	1.3	0	1.7	1.4	36.7	0.9	0	39	2.1	46.3	1.4	0	49.7	
Light Vehicles	181	5	169	0	355	16	1	48	0	65	51	1370	34	0	1455	79	1743	48	0	1870	3745
% Light Vehicles	97.8	100	97.1	0	97.5	94.1	100	100	0	98.5	96.2	97.9	97.1	0	97.8	100	98.7	92.3	0	98.6	98.2
Heavy Vehicles	4	0	5	0	9	1	0	0	0	1	2	30	1	0	33	0	23	4	0	27	70
% Heavy Vehicles	2.2	0	2.9	0	2.5	5.9	0	0	0	1.5	3.8	2.1	2.9	0	2.2	0	1.3	7.7	0	1.4	1.8



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137210 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137210
Start Date : 6/24/2025
Page No : 2

	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**35**	**2**	**29**	0	**66**	**2**	0	4	0	6	4	184	6	0	**194**	11	**250**	**13**	0	**274**	**540**
05:15 PM	22	0	16	0	38	1	0	4	0	5	**9**	168	**7**	0	184	10	237	6	0	253	480
05:30 PM	19	1	15	0	35	1	0	**9**	0	**10**	6	181	5	0	192	12	208	5	0	225	462
05:45 PM	21	1	9	0	31	1	0	9	0	10	3	**185**	2	0	190	**18**	224	6	0	248	479
Total Volume	97	4	69	0	170	5	0	26	0	31	22	718	20	0	760	51	919	30	0	1000	1961
% App. Total	57.1	2.4	40.6	0		16.1	0	83.9	0		2.9	94.5	2.6	0		5.1	91.9	3	0		
PHF	.693	.500	.595	.000	.644	.625	.000	.722	.000	.775	.611	.970	.714	.000	.979	.708	.919	.577	.000	.912	.908
Light Vehicles	94	4	66	0	164	5	0	26	0	31	21	702	20	0	743	51	907	29	0	987	1925
% Light Vehicles	96.9	100	95.7	0	96.5	100	0	100	0	100	95.5	97.8	100	0	97.8	100	98.7	96.7	0	98.7	98.2
Heavy Vehicles	3	0	3	0	6	0	0	0	0	0	1	16	0	0	17	0	12	1	0	13	36
% Heavy Vehicles	3.1	0	4.3	0	3.5	0	0	0	0	0	4.5	2.2	0	0	2.2	0	1.3	3.3	0	1.3	1.8

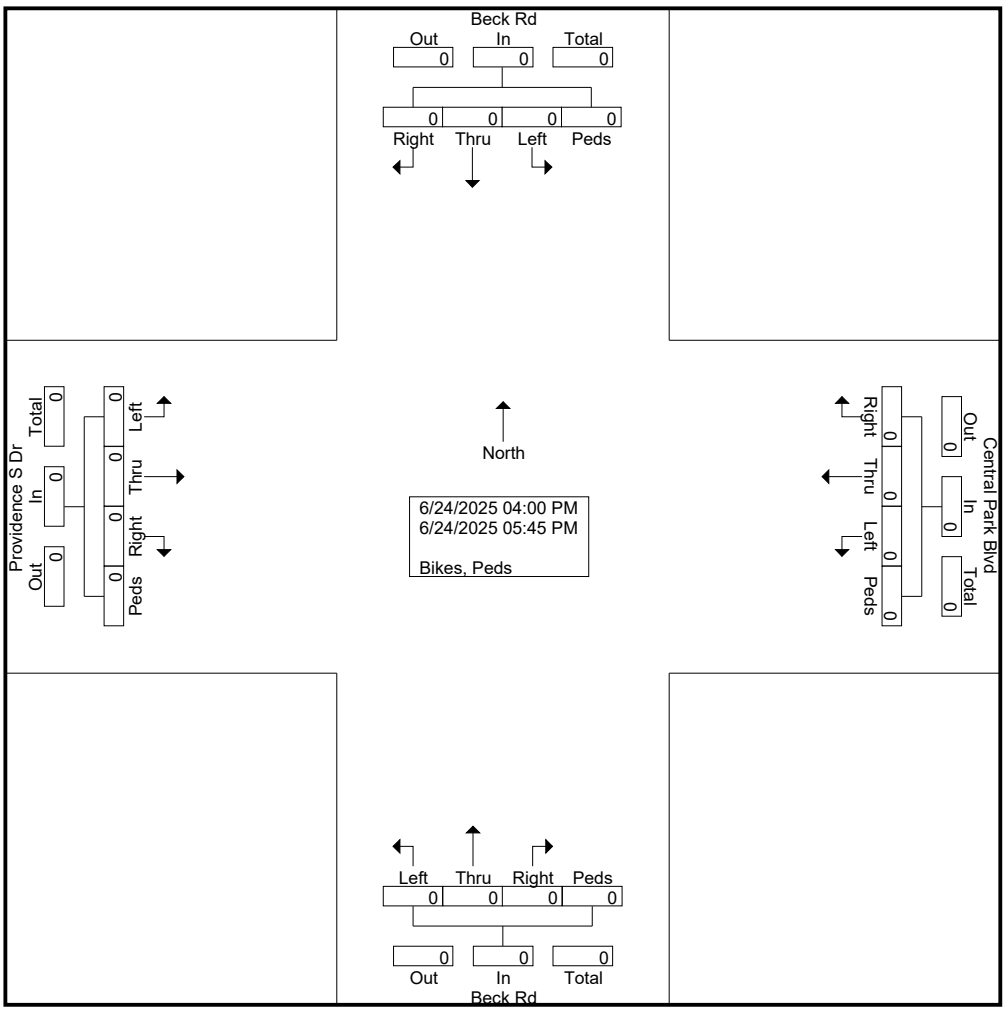


TRUE DATA TO IMPROVE MOBILITY

File Name : 17137210 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137210
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

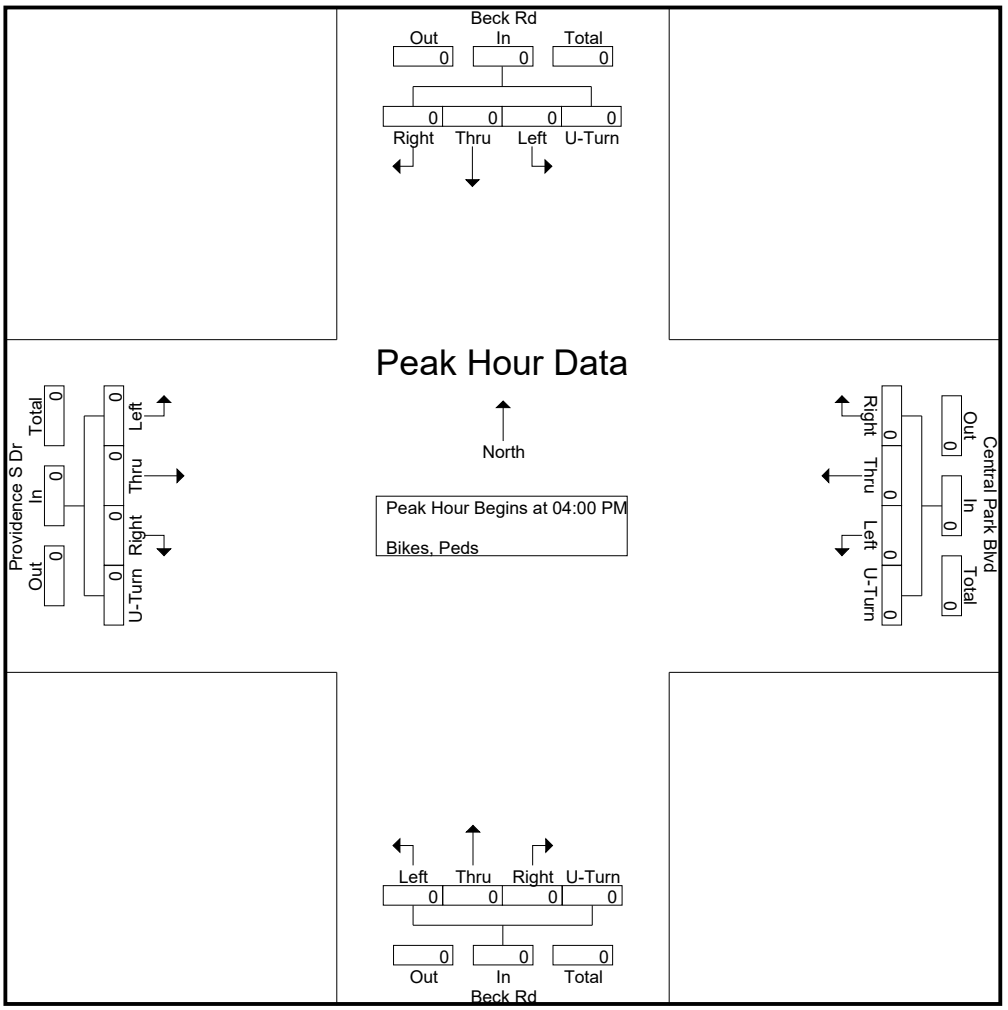
	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137210 - Beck Rd -- Providence S Dr_Central Park Blvd
Site Code : 17137210
Start Date : 6/24/2025
Page No : 2

	Providence S Dr Eastbound					Central Park Blvd Westbound					Beck Rd Northbound					Beck Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



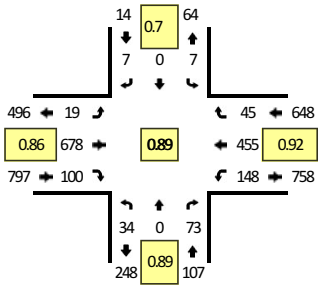
Type of peak hour being reported: User-Defined

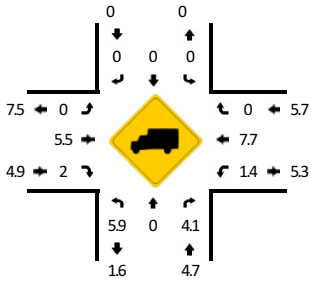
Method for determining peak hour: Total Entering Volume

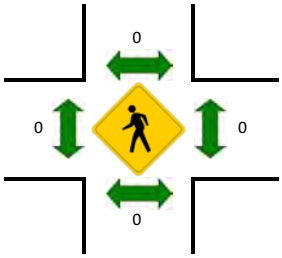
LOCATION: Providence Pkwy -- Grand River Ave
CITY/STATE: Novi, MI

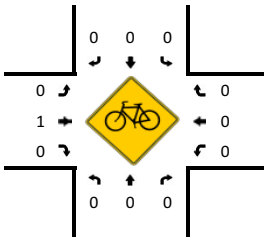
QC JOB #: 17137211
DATE: Tue, Jun 24 2025

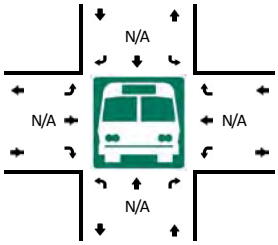
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

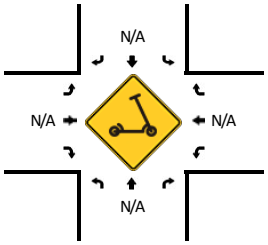












15-Min Count Period Beginning At	Providence Pkwy (Northbound)				Providence Pkwy (Southbound)				Grand River Ave (Eastbound)				Grand River Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	0	6	0	0	0	0	0	1	90	16	0	33	75	2	0	228	
7:15 AM	3	0	8	0	0	0	1	0	0	112	29	0	38	75	3	0	269	
7:30 AM	5	0	14	0	0	0	0	0	3	165	27	0	41	97	5	0	357	
7:45 AM	8	0	21	0	0	0	0	0	8	133	34	0	35	90	16	0	345	1199
8:00 AM	7	0	16	0	0	0	0	0	1	148	25	0	42	98	9	0	346	1317
8:15 AM	9	0	17	0	2	0	2	0	2	161	23	0	52	115	10	0	393	1441
8:30 AM	9	0	19	0	2	0	3	0	8	174	23	0	27	111	12	0	388	1472
8:45 AM	9	0	21	0	3	0	2	0	8	195	29	0	27	131	14	0	439	1566
9:00 AM	17	0	30	0	3	0	0	0	8	156	21	0	28	135	6	0	404	1624
9:15 AM	11	0	39	0	4	0	5	0	9	142	17	0	36	147	5	0	415	1646
9:30 AM	17	0	37	0	7	0	6	0	2	162	22	0	32	133	5	0	423	1681
9:45 AM	11	0	43	0	5	0	6	0	2	168	20	0	33	131	5	0	424	1666
10:00 AM	27	0	31	0	1	0	8	0	4	148	23	0	21	116	3	0	382	1644
10:15 AM	15	0	27	0	6	0	4	0	3	141	23	0	33	136	3	0	391	1620
10:30 AM	18	0	32	0	7	0	2	0	1	134	18	0	26	130	5	0	373	1570
10:45 AM	19	0	31	0	2	0	3	0	1	137	30	0	28	142	3	0	396	1542
11:00 AM	16	0	37	0	4	0	3	0	0	144	16	0	23	128	3	0	374	1534
11:15 AM	18	1	46	0	7	0	5	0	1	162	15	0	15	170	3	0	443	1586
11:30 AM	15	1	32	0	9	1	6	0	2	172	12	0	21	198	1	0	470	1683
11:45 AM	22	0	49	0	1	1	1	0	1	187	21	0	22	205	3	0	513	1800
12:00 PM	18	0	45	0	9	0	7	0	5	225	10	0	19	185	4	0	527	1953
12:15 PM	28	0	29	0	4	0	6	0	3	195	17	0	18	240	7	0	547	2057
12:30 PM	15	0	32	0	8	1	8	0	2	225	28	0	21	187	3	0	530	2117
12:45 PM	13	0	28	0	2	0	3	0	5	193	24	0	22	208	7	0	505	2109
1:00 PM	14	0	31	0	1	0	4	0	2	181	11	0	23	175	5	0	447	2029
1:15 PM	10	0	32	0	1	0	3	0	3	172	21	0	29	184	2	0	457	1939
1:30 PM	13	0	25	0	0	0	4	0	5	160	7	0	18	196	5	0	433	1842
1:45 PM	20	0	33	0	4	0	3	0	5	155	18	0	21	168	9	0	436	1773
2:00 PM	15	0	31	0	4	1	2	0	5	166	14	0	30	181	8	0	457	1783
2:15 PM	13	0	29	0	5	0	3	0	1	169	11	0	24	202	2	0	459	1785
2:30 PM	19	0	35	0	2	0	5	0	2	189	23	0	28	189	4	0	496	1848
2:45 PM	19	0	33	0	1	0	3	0	1	161	8	0	11	187	8	0	432	1844
3:00 PM	17	1	44	0	6	0	6	0	0	165	12	0	10	207	5	0	473	1860
3:15 PM	20	0	32	0	4	0	5	0	2	191	16	0	13	209	5	0	497	1898
3:30 PM	16	0	26	0	5	0	3	0	3	150	10	0	17	214	6	0	450	1852
3:45 PM	25	0	35	0	11	0	4	0	2	167	9	0	15	192	4	0	464	1884
4:00 PM	16	0	43	0	10	0	9	0	1	164	4	0	11	231	2	0	491	1902
4:15 PM	32	0	47	0	4	0	3	0	0	161	8	0	19	227	0	0	501	1906

15-Min Count Period Beginning At	Providence Pkwy (Northbound)				Providence Pkwy (Southbound)				Grand River Ave (Eastbound)				Grand River Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:30 PM	26	0	46	0	15	0	13	0	0	215	5	0	14	235	0	0	569	2025
4:45 PM	26	0	41	0	0	0	2	0	0	194	10	0	10	272	0	0	555	2116
5:00 PM	16	0	34	0	1	0	1	0	0	225	7	0	7	250	0	0	541	2166
5:15 PM	14	0	31	0	1	0	0	0	0	201	5	0	14	213	0	0	479	2144
5:30 PM	9	0	34	0	2	0	3	0	0	158	6	0	10	210	0	0	432	2007
5:45 PM	6	0	16	0	0	0	0	0	0	125	2	0	5	189	1	0	344	1796
6:00 PM	9	0	18	0	0	0	0	0	0	160	4	0	3	160	0	0	354	1609
6:15 PM	4	0	5	0	0	0	0	0	0	127	2	0	5	165	1	0	309	1439
6:30 PM	5	0	16	0	1	0	0	0	0	122	7	0	3	164	0	0	318	1325
6:45 PM	3	0	10	0	0	0	0	0	0	124	6	0	1	161	0	0	305	1286

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	0	84	0	12	0	8	0	32	780	116	0	108	524	56	0	1756
Heavy Trucks	0	0	4		0	0	0		0	32	0		0	36	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 7/9/2025 9:33 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 1

Groups Printed- Light Vehicles - Heavy Vehicles

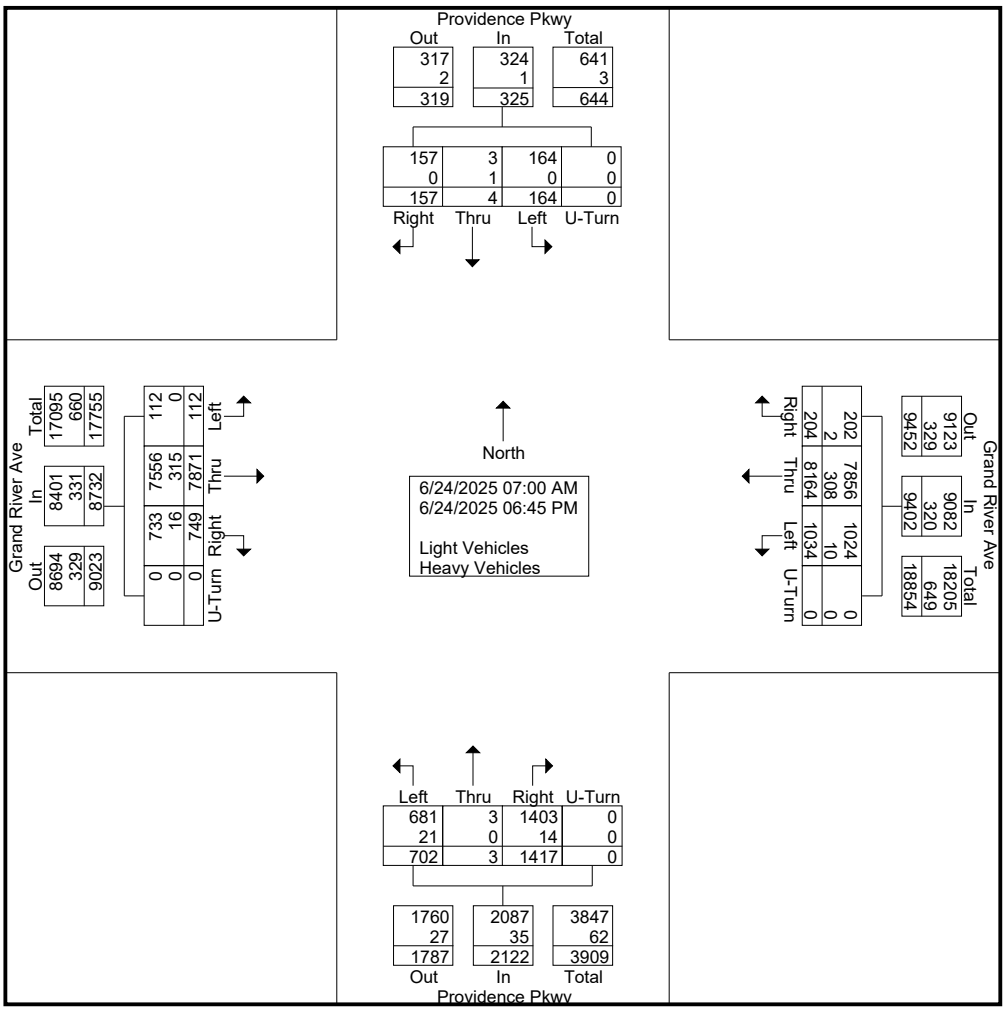
	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	1	90	16	0	107	33	75	2	0	110	5	0	6	0	11	0	0	0	0	0	228
07:15 AM	0	112	29	0	141	38	75	3	0	116	3	0	8	0	11	0	0	1	0	1	269
07:30 AM	3	165	27	0	195	41	97	5	0	143	5	0	14	0	19	0	0	0	0	0	357
07:45 AM	8	133	34	0	175	35	90	16	0	141	8	0	21	0	29	0	0	0	0	0	345
Total	12	500	106	0	618	147	337	26	0	510	21	0	49	0	70	0	0	1	0	1	1199
08:00 AM	1	148	25	0	174	42	98	9	0	149	7	0	16	0	23	0	0	0	0	0	346
08:15 AM	2	161	23	0	186	52	115	10	0	177	9	0	17	0	26	2	0	2	0	4	393
08:30 AM	8	174	23	0	205	27	111	12	0	150	9	0	19	0	28	2	0	3	0	5	388
08:45 AM	8	195	29	0	232	27	131	14	0	172	9	0	21	0	30	3	0	2	0	5	439
Total	19	678	100	0	797	148	455	45	0	648	34	0	73	0	107	7	0	7	0	14	1566
09:00 AM	8	156	21	0	185	28	135	6	0	169	17	0	30	0	47	3	0	0	0	3	404
09:15 AM	9	142	17	0	168	36	147	5	0	188	11	0	39	0	50	4	0	5	0	9	415
09:30 AM	2	162	22	0	186	32	133	5	0	170	17	0	37	0	54	7	0	6	0	13	423
09:45 AM	2	168	20	0	190	33	131	5	0	169	11	0	43	0	54	5	0	6	0	11	424
Total	21	628	80	0	729	129	546	21	0	696	56	0	149	0	205	19	0	17	0	36	1666
10:00 AM	4	148	23	0	175	21	116	3	0	140	27	0	31	0	58	1	0	8	0	9	382
10:15 AM	3	141	23	0	167	33	136	3	0	172	15	0	27	0	42	6	0	4	0	10	391
10:30 AM	1	134	18	0	153	26	130	5	0	161	18	0	32	0	50	7	0	2	0	9	373
10:45 AM	1	137	30	0	168	28	142	3	0	173	19	0	31	0	50	2	0	3	0	5	396
Total	9	560	94	0	663	108	524	14	0	646	79	0	121	0	200	16	0	17	0	33	1542
11:00 AM	0	144	16	0	160	23	128	3	0	154	16	0	37	0	53	4	0	3	0	7	374
11:15 AM	1	162	15	0	178	15	170	3	0	188	18	1	46	0	65	7	0	5	0	12	443
11:30 AM	2	172	12	0	186	21	198	1	0	220	15	1	32	0	48	9	1	6	0	16	470
11:45 AM	1	187	21	0	209	22	205	3	0	230	22	0	49	0	71	1	1	1	0	3	513
Total	4	665	64	0	733	81	701	10	0	792	71	2	164	0	237	21	2	15	0	38	1800
12:00 PM	5	225	10	0	240	19	185	4	0	208	18	0	45	0	63	9	0	7	0	16	527
12:15 PM	3	195	17	0	215	18	240	7	0	265	28	0	29	0	57	4	0	6	0	10	547
12:30 PM	2	225	28	0	255	21	187	3	0	211	15	0	32	0	47	8	1	8	0	17	530
12:45 PM	5	193	24	0	222	22	208	7	0	237	13	0	28	0	41	2	0	3	0	5	505
Total	15	838	79	0	932	80	820	21	0	921	74	0	134	0	208	23	1	24	0	48	2109
01:00 PM	2	181	11	0	194	23	175	5	0	203	14	0	31	0	45	1	0	4	0	5	447
01:15 PM	3	172	21	0	196	29	184	2	0	215	10	0	32	0	42	1	0	3	0	4	457
01:30 PM	5	160	7	0	172	18	196	5	0	219	13	0	25	0	38	0	0	4	0	4	433
01:45 PM	5	155	18	0	178	21	168	9	0	198	20	0	33	0	53	4	0	3	0	7	436
Total	15	668	57	0	740	91	723	21	0	835	57	0	121	0	178	6	0	14	0	20	1773
02:00 PM	5	166	14	0	185	30	181	8	0	219	15	0	31	0	46	4	1	2	0	7	457
02:15 PM	1	169	11	0	181	24	202	2	0	228	13	0	29	0	42	5	0	3	0	8	459
02:30 PM	2	189	23	0	214	28	189	4	0	221	19	0	35	0	54	2	0	5	0	7	496
02:45 PM	1	161	8	0	170	11	187	8	0	206	19	0	33	0	52	1	0	3	0	4	432
Total	9	685	56	0	750	93	759	22	0	874	66	0	128	0	194	12	1	13	0	26	1844
03:00 PM	0	165	12	0	177	10	207	5	0	222	17	1	44	0	62	6	0	6	0	12	473
03:15 PM	2	191	16	0	209	13	209	5	0	227	20	0	32	0	52	4	0	5	0	9	497
03:30 PM	3	150	10	0	163	17	214	6	0	237	16	0	26	0	42	5	0	3	0	8	450
03:45 PM	2	167	9	0	178	15	192	4	0	211	25	0	35	0	60	11	0	4	0	15	464
Total	7	673	47	0	727	55	822	20	0	897	78	1	137	0	216	26	0	18	0	44	1884
04:00 PM	1	164	4	0	169	11	231	2	0	244	16	0	43	0	59	10	0	9	0	19	491
04:15 PM	0	161	8	0	169	19	227	0	0	246	32	0	47	0	79	4	0	3	0	7	501
04:30 PM	0	215	5	0	220	14	235	0	0	249	26	0	46	0	72	15	0	13	0	28	569
04:45 PM	0	194	10	0	204	10	272	0	0	282	26	0	41	0	67	0	0	2	0	2	555
Total	1	734	27	0	762	54	965	2	0	1021	100	0	177	0	277	29	0	27	0	56	2116

TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 2

Groups Printed- Light Vehicles - Heavy Vehicles

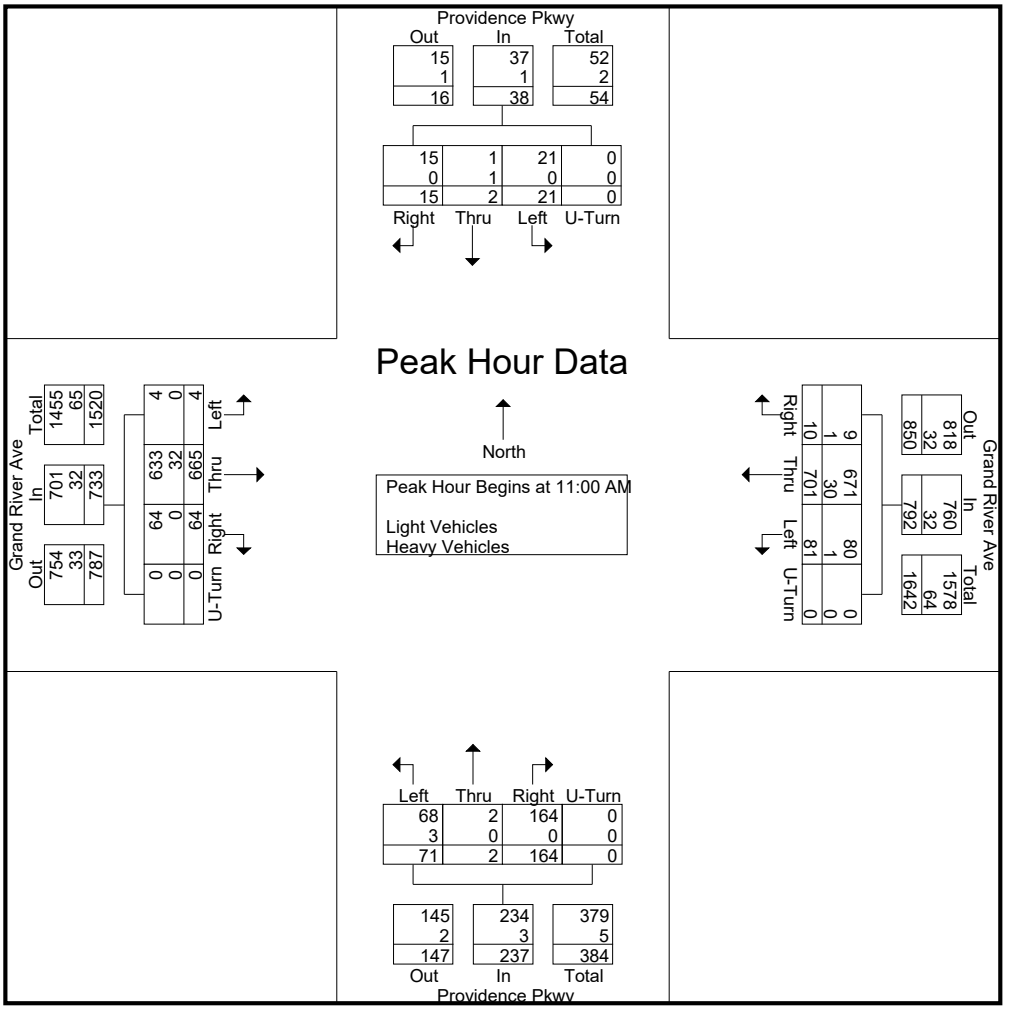
	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
05:00 PM	0	225	7	0	232	7	250	0	0	257	16	0	34	0	50	1	0	1	0	2	541
05:15 PM	0	201	5	0	206	14	213	0	0	227	14	0	31	0	45	1	0	0	0	1	479
05:30 PM	0	158	6	0	164	10	210	0	0	220	9	0	34	0	43	2	0	3	0	5	432
05:45 PM	0	125	2	0	127	5	189	1	0	195	6	0	16	0	22	0	0	0	0	0	344
Total	0	709	20	0	729	36	862	1	0	899	45	0	115	0	160	4	0	4	0	8	1796
06:00 PM	0	160	4	0	164	3	160	0	0	163	9	0	18	0	27	0	0	0	0	0	354
06:15 PM	0	127	2	0	129	5	165	1	0	171	4	0	5	0	9	0	0	0	0	0	309
06:30 PM	0	122	7	0	129	3	164	0	0	167	5	0	16	0	21	1	0	0	0	1	318
06:45 PM	0	124	6	0	130	1	161	0	0	162	3	0	10	0	13	0	0	0	0	0	305
Total	0	533	19	0	552	12	650	1	0	663	21	0	49	0	70	1	0	0	0	1	1286
Grand Total	112	7871	749	0	8732	1034	8164	204	0	9402	702	3	1417	0	2122	164	4	157	0	325	20581
Apprch %	1.3	90.1	8.6	0		11	86.8	2.2	0		33.1	0.1	66.8	0		50.5	1.2	48.3	0		
Total %	0.5	38.2	3.6	0	42.4	5	39.7	1	0	45.7	3.4	0	6.9	0	10.3	0.8	0	0.8	0	1.6	
Light Vehicles	112	7556	733	0	8401	1024	7856	202	0	9082	681	3	1403	0	2087	164	3	157	0	324	19894
% Light Vehicles	100	96	97.9	0	96.2	99	96.2	99	0	96.6	97	100	99	0	98.4	100	75	100	0	99.7	96.7
Heavy Vehicles	0	315	16	0	331	10	308	2	0	320	21	0	14	0	35	0	1	0	0	1	687
% Heavy Vehicles	0	4	2.1	0	3.8	1	3.8	1	0	3.4	3	0	1	0	1.6	0	25	0	0	0.3	3.3



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 3

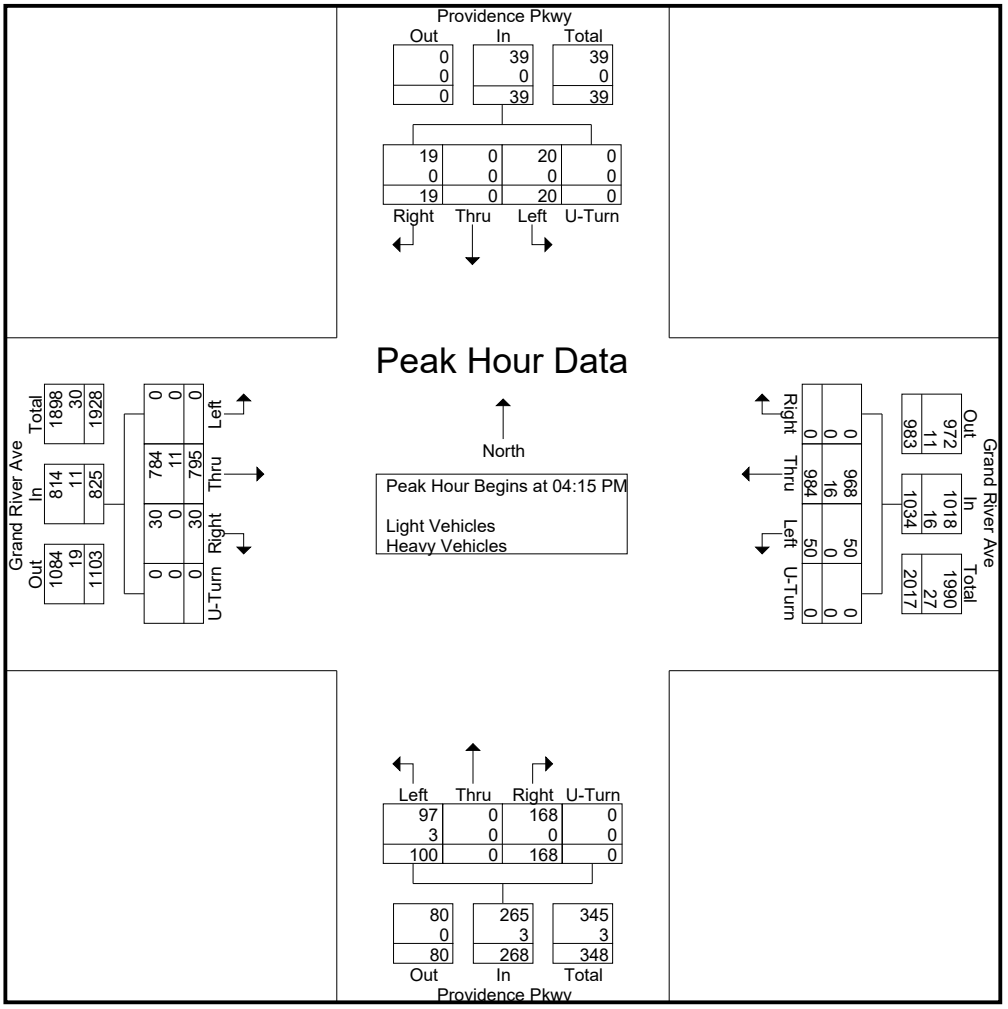
	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	0	144	16	0	160	**23**	128	**3**	0	154	16	0	37	0	53	4	0	3	0	7	374
11:15 AM	1	162	15	0	178	15	170	3	0	188	18	**1**	46	0	65	7	0	5	0	12	443
11:30 AM	**2**	172	12	0	186	21	198	1	0	220	15	1	32	0	48	**9**	**1**	**6**	0	**16**	470
11:45 AM	1	**187**	**21**	0	**209**	22	**205**	3	0	**230**	**22**	0	**49**	0	**71**	1	1	1	0	3	**513**
Total Volume	4	665	64	0	733	81	701	10	0	792	71	2	164	0	237	21	2	15	0	38	1800
% App. Total	0.5	90.7	8.7	0		10.2	88.5	1.3	0		30	0.8	69.2	0		55.3	5.3	39.5	0		
PHF	.500	.889	.762	.000	.877	.880	.855	.833	.000	.861	.807	.500	.837	.000	.835	.583	.500	.625	.000	.594	.877
Light Vehicles	4	633	64	0	701	80	671	9	0	760	68	2	164	0	234	21	1	15	0	37	1732
% Light Vehicles	100	95.2	100	0	95.6	98.8	95.7	90.0	0	96.0	95.8	100	100	0	98.7	100	50.0	100	0	97.4	96.2
Heavy Vehicles	0	32	0	0	32	1	30	1	0	32	3	0	0	0	3	0	1	0	0	1	68
% Heavy Vehicles	0	4.8	0	0	4.4	1.2	4.3	10.0	0	4.0	4.2	0	0	0	1.3	0	50.0	0	0	2.6	3.8



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 4

	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	161	8	0	169	**19**	227	0	0	246	**32**	0	**47**	0	**79**	4	0	3	0	7	501
04:30 PM	0	215	5	0	220	14	235	0	0	249	26	0	46	0	72	**15**	0	**13**	0	**28**	**569**
04:45 PM	0	194	**10**	0	204	10	**272**	0	0	**282**	26	0	41	0	67	0	0	2	0	2	555
05:00 PM	0	**225**	7	0	**232**	7	250	0	0	257	16	0	34	0	50	1	0	1	0	2	541
Total Volume	0	795	30	0	825	50	984	0	0	1034	100	0	168	0	268	20	0	19	0	39	2166
% App. Total	0	96.4	3.6	0		4.8	95.2	0	0		37.3	0	62.7	0		51.3	0	48.7	0		
PHF	.000	.883	.750	.000	.889	.658	.904	.000	.000	.917	.781	.000	.894	.000	.848	.333	.000	.365	.000	.348	.952
Light Vehicles	0	784	30	0	814	50	968	0	0	1018	97	0	168	0	265	20	0	19	0	39	2136
% Light Vehicles	0	98.6	100	0	98.7	100	98.4	0	0	98.5	97.0	0	100	0	98.9	100	0	100	0	100	98.6
Heavy Vehicles	0	11	0	0	11	0	16	0	0	16	3	0	0	0	3	0	0	0	0	0	30
% Heavy Vehicles	0	1.4	0	0	1.3	0	1.6	0	0	1.5	3.0	0	0	0	1.1	0	0	0	0	0	1.4



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 1

Groups Printed- Bikes, Peds

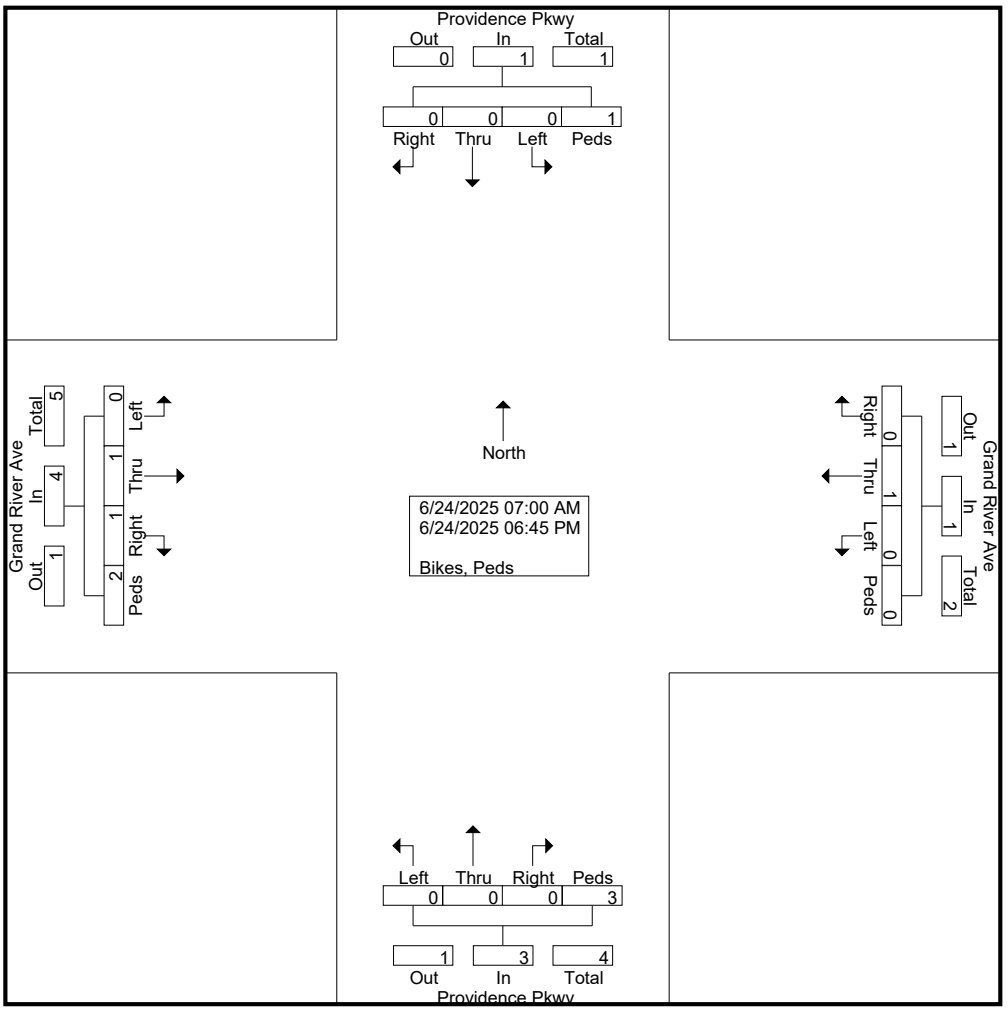
	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
02:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 2

Groups Printed- Bikes, Peds

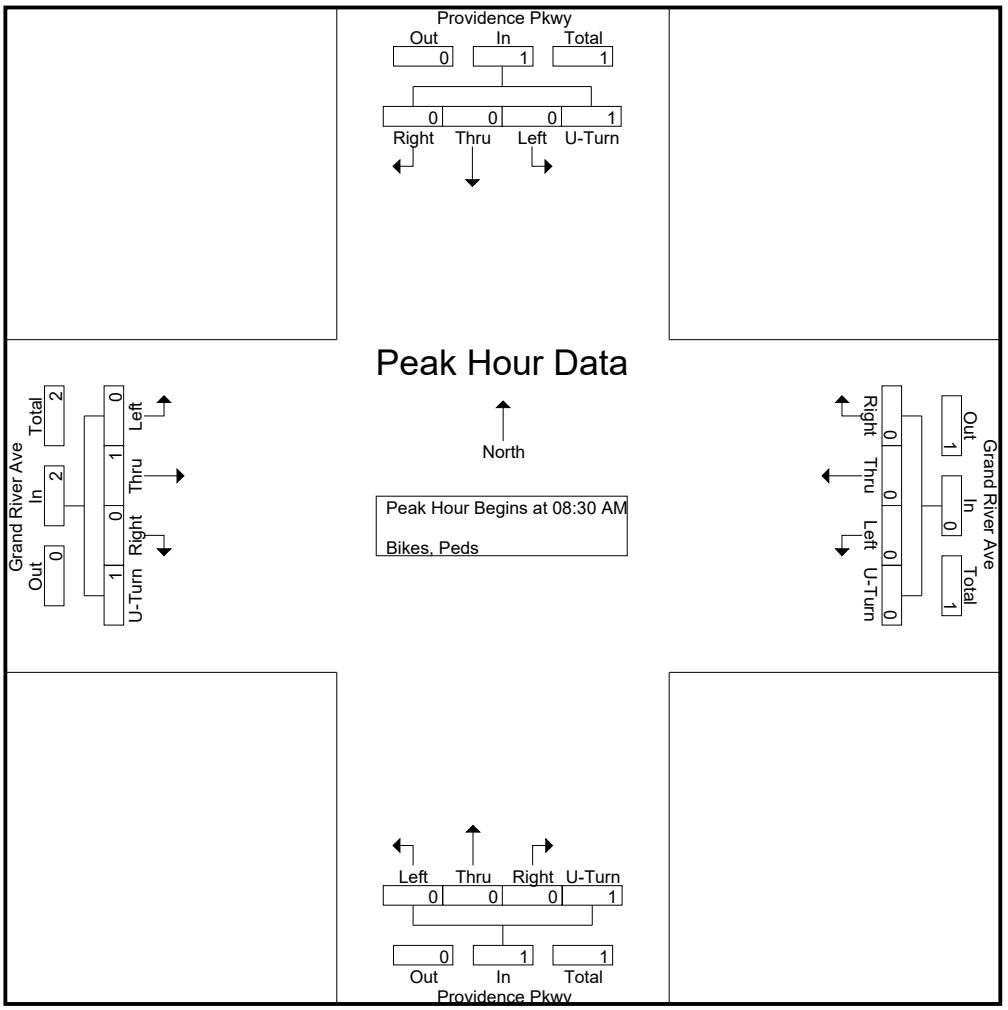
	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	2	4	0	1	0	0	1	0	0	0	3	3	0	0	0	1	1	9
Apprch %	0	25	25	50		0	100	0	0		0	0	0	100		0	0	0	100		
Total %	0	11.1	11.1	22.2	44.4	0	11.1	0	0	11.1	0	0	0	33.3	33.3	0	0	0	11.1	11.1	



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 3

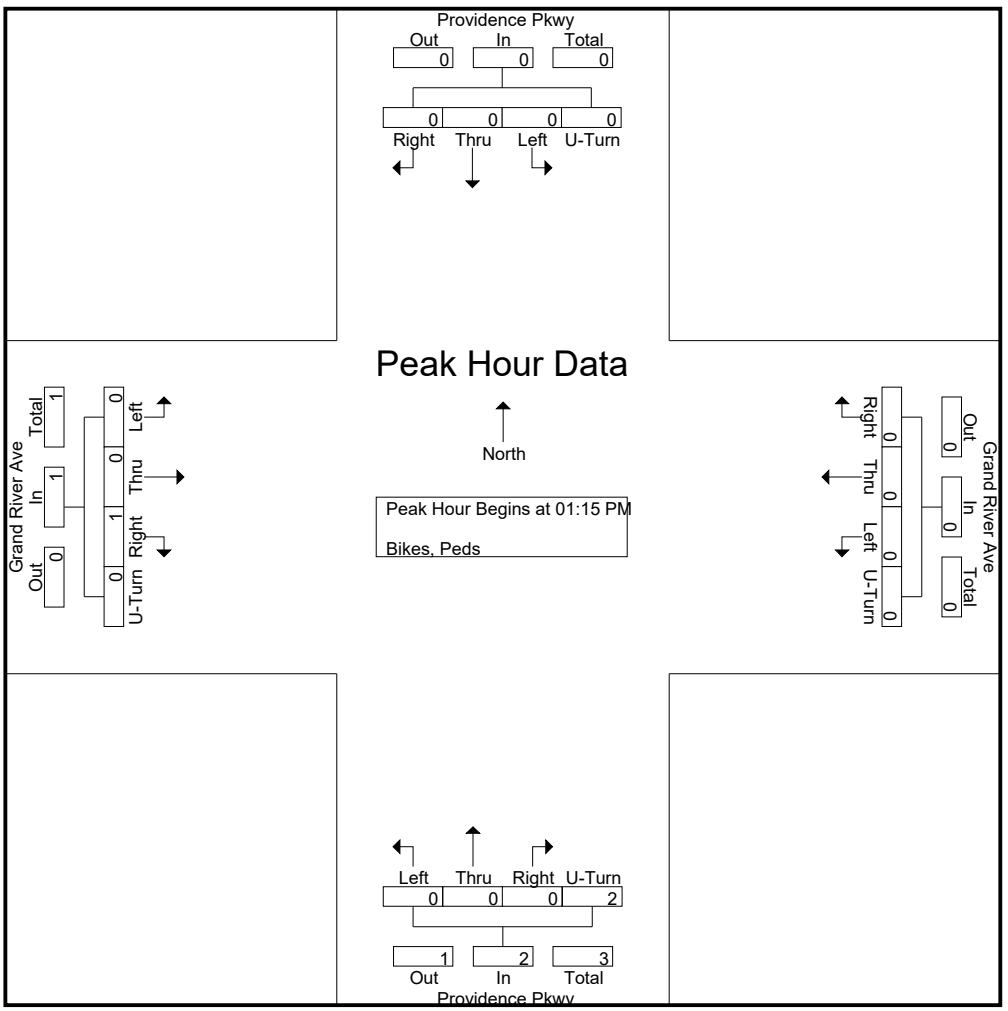
	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1
Total Volume	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
% App. Total	0	50	0	50		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.500



TRUE DATA TO IMPROVE MOBILITY

File Name : 17137211 - Providence Pkwy -- Grand River Ave
Site Code : 17137211
Start Date : 6/24/2025
Page No : 4

	Grand River Ave Eastbound					Grand River Ave Westbound					Providence Pkwy Northbound					Providence Pkwy Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:15 PM																					
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	**2**
Total Volume	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
% App. Total	0	0	100	0		0	0	0	0		0	0	0	100		0	0	0	0		
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.375



OAKLAND COUNTY ROAD COMMISSION
TRAFFIC - SAFETY DEPARTMENT
SIGNAL WORK ORDER

LOCATION: Grand River & Wixom DATE 5/22/23

CITY/TOWNSHIP: Wixom BY: Dawn Bierlein

COUNTY#: ~~441~~ 12 STATE#: _____ CHARGES: 00012J

PLEASE PERFORM THE FOLLOWING:

_____ ELECTRICAL DEVICE: ____ INSTALL _____ MODERNIZE _____ MAINTENANCE

_____ UNDERGROUND: _____

_____ EDISON OK: _____ YES _____ NO JOB#: _____

_____ COORDINATE W/DISTRICT 7: _____

DIAL..	1	1	1	1		2	2	2	2		3	3	3	3		4	4	4	4
SPLIT.	1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4
_____ CHANGE TIMING.....																			
_____ CHANGE OFFSET.....																			
_____ CHANGE CYCLE LENGTH.....																			
_____ ADD DIAL/SPLIT.....																			

_____ CHANGE BREAKOUT OR EPROM _____

Road Commission for Oakland County

_____ CHANGE HOURS OF OPERATION:

OLD: _____ MAY 26 2023

NEW: _____

_____ REPROGRAM TBC Traffic Operations

_____ INSTALL INTERCONNECT: _____ TBC _____ MINITROL _____ TONE

_____ MBT OK: _____ YES _____ NO

_____ NO CHANGE - RECORD CORRECTION

X OTHER: Build and install TS2 cabinet, with SCATS controller, TX54 Digi, PCTEL antenna, and CCTV.

Requires a checksum change. Gridsmart cameras to be installed at a later date. CABINET HIT

(Rev 1) * CONSTRUCTION TIMING - I-96 DETOUR *

APPROVED BY: _____ DATE: 5/22/23

DATE INSTALLED: 5/23/23

INSTALLED BY: Kenneth Bryant

INTERSECTION :- 12 GRAND RIVER & WIXOM
DESCRIPTION PROMS :- X00020R / F4808
CONTROLLER TYPE :- STANDARD PERSONALITY CONTROLLER
SOFTWARE :- MOD 52 SCATS
PHYSICAL INPUTS :-

PHYSICAL INPUTS :-

1. SB WIXOM LT (LK)
2. SB WIXOM LT ADV (LK)
3. SB WIXOM THRU L (LK)
4. SB WIXOM THRU R (LK)
5. SB WIXOM RT (LK)
6. EB GRAND RIVER LT (LK)
7. EB GRAND RIVER LT ADV (LK)
8. EB GRAND RIVER THRU L (LK)
9. EB GRAND RIVER THRU R (LK)
10. NB WIXOM LT (LK
11. NB WIXOM LT ADV (LK)
12. NB WIXOM THRU L (LK)
13. NB WIXOM THRU R (LK)
14. WB GRAND RIVER LT (LK)
15. WB GRAND RIVER LT ADV (LK)
16. WB GRAND RIVER THRU L (LK)
17. WB GRAND RIVER THRU R (LK)
18. WB GRAND RIVER RT (LK)

NOTE: ALL DETECTORS ARE GRIDSMART

PED 2: WB GRAND RIVER (N.Leg) Ped (WA) P.B.
PED 4: SB WIXOM (W.Leg) Ped (WB) P.B.
PED 6: EB GRAND RIVER (S.Leg) Ped (WC) P.B
PED 8: NB WIXOM (E.Leg) Ped (WD) P.B.

APPROACHES :-

A APPR 1 : EB GRAND RIVER
B APPR 1 : NB WIXOM LT
C APPR 1 : NB WIXOM
D APPR 1 : EB GRAND RIVER LT

A APPR 2 : WB GRAND RIVER
B APPR 2 : SB WIXOM LT
C APPR 2 : SB WIXOM
D APPR 2 : WB GRAND RIVER LT

FLEXIDATA:-

SEQUENCE	A,B,C,D	A,B,C,D
AUTO REL		
R- REL	A	A
R+ REL	B	B
Q- REL	C	C
Q+ REL	D	D
LOOKAHEAD		

PEDESTRIANS:-
2. WB GRAND RIVER (N.Leg) Ped P.B.
4. SB WIXOM (W.Leg) Ped P.B.
6. EB GRAND RIVER (S.Leg) Ped P.B.
8. NB WIXOM (E.Leg) Ped P.B.

SPECIAL FEATURES :-
Personality revision is 1 (=A).

A STAGE HAS A PERMANENT DEMAND
DEMAND FOR STAGES B,C,D IN FLEXI AND ISOLATED. SET XSF9 (XH=1) TO DISABLE.

Night Flash code: Set Y+ to activate the night flash in Flexilink.

Pedestrians have automatic introduction using SCATS Y- IN MASTERLINK AND FLEXILINK

Z- ON CAUSES D1 TURN TO APPEAR AND HOLD IN D STAGE
Z+ ON CAUSES D2 TURN TO APPEAR AND HOLD IN D STAGE
Z- & Z+ ON CAUSES BOTH TURNS TO APPEAR AND HOLD IN D

BACKPANEL :- SIZE P44-16 **TS2** CABINET

Load Switch 1:	EB GRAND RIVER LT; SB Wixom RT	CL & BR	FLR
Load Switch 2:	WB GRAND RIVER	A	FLR
Load Switch 3:	NB WIXOM LT	DL	FLR
Load Switch 4:	SB WIXOM	B	FLR
Load Switch 5:	WB GRAND RIVER LT	AL	FLR
Load Switch 6:	EB GRAND RIVER	C	FLR
Load Switch 7:	SB WIXOM LT; WB GRAND RIVER RT	BL & AR	FLR
Load Switch 8:	NB WIXOM	D	FLR
Load Switch 9:	WB GRAND RIVER (N.Leg) Ped	WA	
Load Switch 10:	SB WIXOM (W.Leg) Ped	WB	
Load Switch 11:	EB GRAND RIVER (S.Leg) Ped	WC	
Load Switch 12:	NB WIXOM (E.Leg) Ped	WD	

MMU 2 :- (MENU : SET/VIEW CONFIG)

Field Check Enable

Channel 1: G, Y, R
Channel 2: G, Y, R
Channel 3: G, Y, R
Channel 4: G, Y, R
Channel 5: G, Y, R
Channel 6: G, Y, R
Channel 7: G, Y, R
Channel 8: G, Y, R

Dual Indication Enable:

R+G: Channel 1,2,3,4,5,6,7,8,9,10,11,12
R+Y: Channel 1,2,3,4,5,6,7,8
G+Y: Channel 1,2,3,4,5,6,7,8

Red Fail Enable:

Enable: Channel 1,2,3,4,5,6,7,8

Y & R Clearance Disable:

Channel 1,2,3,4,5,6,7,8 Enabled

Flashing Yellow Arrow:

NONE

Unit Options:

All OFF except:
Recurrent pulse
LED Guard
Program Memory Card

Program Card:

Compatible Channels:
1-5,1-6,1-11,2-5,2-6,2-9,2-11,3-7,3-8,3-12,
4-7,4-8,4-10,4-12,5-9,6-9,6-11,7-10,8-10,
8-12,9-11,10-12,

Min Flash Time: 4+2+1
Min Yellow Change Disable: 9,10,11,12
Voltage Monitor Latch: NONE

Note :- Add Jumper 16 MMU Flash - 116 Monitor ST Out
(116 Siemens cabinet/17 Econolite cabinet)

```
*********************************
* CONTROLLER INFORMATION SHEET *
*     FOR SITE NO.    12       *
*         Dawn Bierlein        *
*  DATE :    22-MAY-2023       *
*********************************
```

CHECKSUMS
TIMES: 9D/235
PERS: 48/110
TOTAL: D5/325

FLEXILINK PLAN DATA

Intersection # 12 **State #** _____ **Date:** 05/22/23 **Prepared By:** Dawn Bierlein

Intersection: GRAND RIVER & WIXOM **City:** WIXOM/NOVI

Hours of Operation: 7 Days : 24 hours **Approved By:** Rachel Jones

Hours of Flashing: None

		PL0	PL1	PL2	PL3	PL4	PL5	PL6	PL7	PL8
0	CL		80	130	120	140	90			
1	A		0	0	0	0	0			
2	B		26	34	46	50	29			
3	C		40	52	62	68	43			
4	D		66	94	106	116	72			
5	E									
6	F									
7	G									
8	R-									
9	R+									
10	Y-		0	0	0	0	0			
11	Y+	C								
12	Z-									
13	Z+									
14	Q-									
15	Q+									
16										
17										

NOTE: STAGES WITH ONE SECOND PHASE TIMES ARE SKIPPED
BLANK ENTRIES ARE DEFAULT VALUES = 0 FOR ENTRIES #0 - #7, #16 - #17
254 FOR ENTRIES #8 - #15 'C' ENTRY MEANS CONTINOUS = 255

							Timers		
Phase	Direction	Min	Max	ECO	Amber	All Red	Gap	Hdwy	Waste
A	GRAND RIVER THRU	10.0	30.0		4.7	1.7	3.0	1.2	10.0
B	WIXOM LT	5.0	10.0		4.3	2.5	4.5	1.2	10.0
C	WIXOM THRU	10.0	30.0		4.3	2.5	3.0	1.2	10.0
D	GRAND RIVER LT	5.0	30.0		4.7	1.7	3.0	1.2	10.0
E									
F									
G									

	Day	Hours	Plan#
SC1	8	6:00	2
SC2	8	9:00	2
SC3	8	15:00	4
SC4	8	19:00	5
SC5	13	10:00	2
SC6	13	18:00	5
SC7	14	0:00	5
SC8			
SC9			
SC10			

Pedestrian Crossing Times

Direction	Walk	CL 1	CL 2
GRAND RIVER NLEG PED	8.0	25.0	3.4
WIXOM WLEG PED	7.0	21.0	3.8
GRAND RIVER SLEG PED	7.0	22.0	3.4
WIXOM ELEG PED	7.0	21.0	3.8

Normal Operating Mode

Isolated	Flexilink	Masterlink	Master Isolated	Flexi Isolated
		X		

DAY OF WEEK CODE NUMBER

0	End of Schedule	4	WED	8	MON-FRI	12	MON,FRI,SAT
1	SUN	5	THUR	9	MON-SAT	13	SAT,SUN
2	MON	6	FRI	10	TUE,WED,THU	14	EVERY DAY
3	TUE	7	SAT	11	MON,FRI	15	NEVER

TS2 Gridsmart Detectors BIU #1

CO#12 Grand River& Wixom

Detector # on print	Description	Phase	Output
1	SB WIXOM LT	7	1
2	SB WIXOM LT ADV	7	2
3	SB WIXOM THRU L	4	3
4	SB WIXOM THRU R	4	4
5	SB WIXOM RT	4	5
6	EB GRAND RIVER LT	1	6
7	EB GRAND RIVER LT ADV	1	7
8	EB GRAND RIVER THRU L	6	8
9	EB GRAND RIVER THRU R	6	9
10	NB WIXOM LT	3	10
11	NB WIXOM LT ADV	3	11
12	NB WIXOM THRU L	8	12
13	NB WIXOM THRU R	8	13
14	WB GRAND RIVER LT	5	14
15	WB GRAND RIVER LT ADV	5	15
16	WB GRAND RIVER THRU L	2	16

TS2 Gridsmart Detectors BIU #2

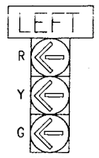
CO#28 10 Mile & Lahser

Detector # on print	Description	Phase	Output
17	WB GRAND RIVER THRU R	2	17
18	WB GRAND RIVER RT	2	18
			19
			20
			21
			22
			23
			24
			25
			26
			27
			28
			29
			30
			31
			32

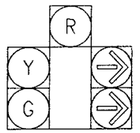
Grand River
FACING NORTH & SOUTH

Wixom Rd
FACING EAST & WEST

INSTALL ONE-WAY, 12"x27" NON-ILLUMINATED CASE SIGN



FACING
WEST (T.S.#1)
NORTH (T.S.#4)
EAST (T.S.#7)
SOUTH (T.S.#10)



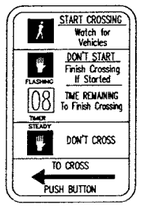
FACING
NORTH (T.S.#6)
EAST (T.S.#9)

EXIST. ONE WAY, 5 SECTION T.S.

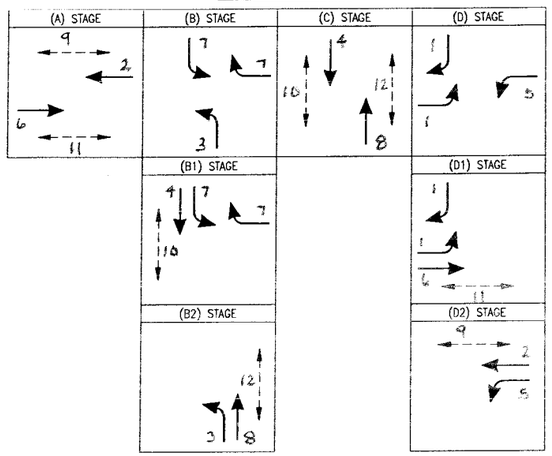
PEDESTRIAN COUNTDOWN LEGEND



R10-3e SIGN TYPICAL

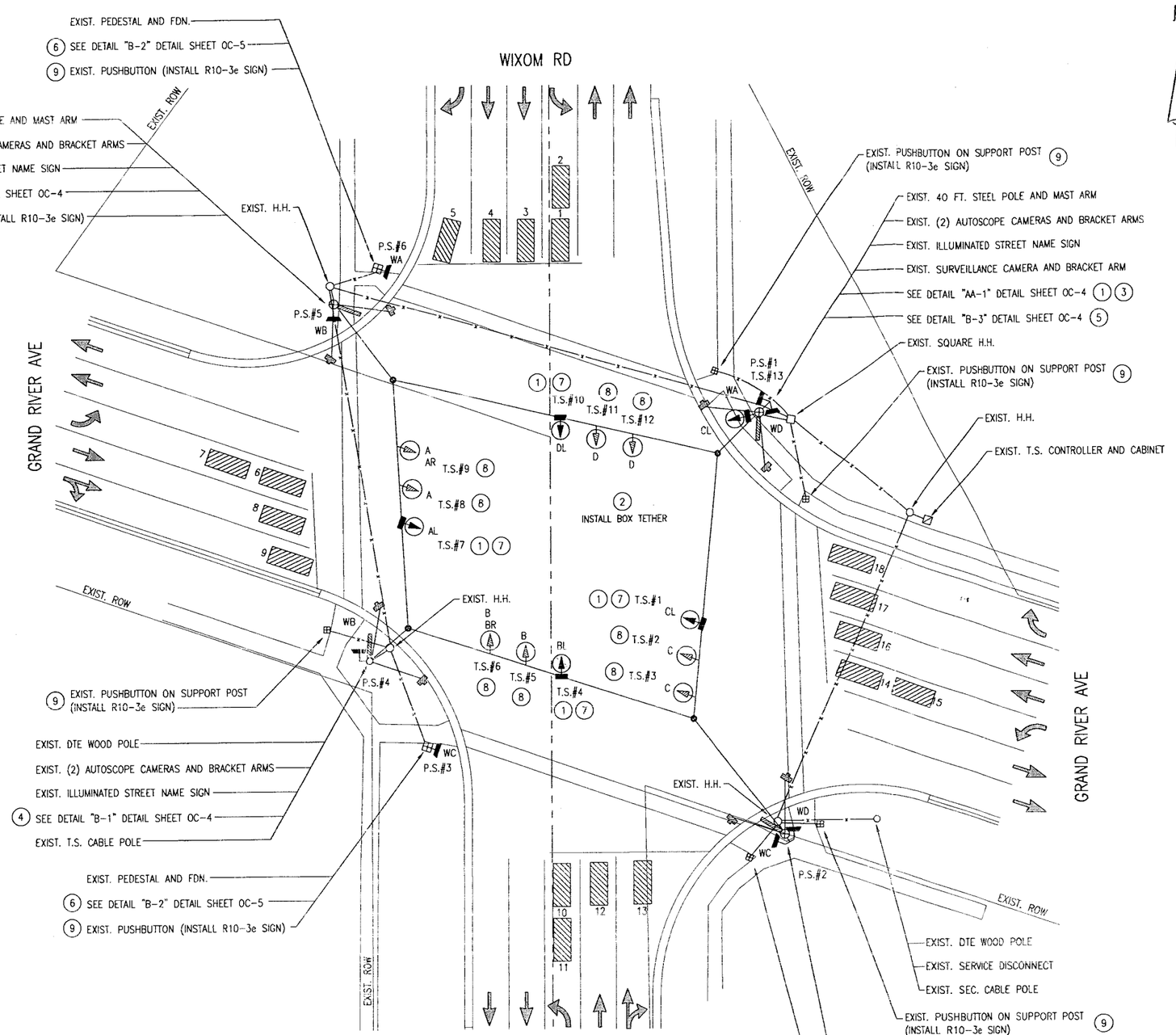


MOVEMENT DIAGRAM



NO.	ITEM	QUANTITIES
(1)	Case Sign, One Way, 12 inch by 27 inch, Non-Illuminated, RCOC	5 Ea
(2)	Tether Wire, Box, RCOC	1 Ea
(3)	TS, One Way Bracket Arm Mtd (LED)	1 Ea
(4)	TS, Pedestrian, One Way Bracket Arm Mtd (LED) Countdown	2 Ea
(5)	TS, Pedestrian, Two Way Bracket Arm Mtd (LED) Countdown	2 Ea
(6)	TS, Pedestrian, One Way Pedestal Mtd (LED) Countdown	2 Ea
* (7)	TS, One Way Span Wire Mtd (LED)	4 Ea
(8)	Backplate, Retrofit, RCOC	8 Ea
(9)	Sign, Type IIIB	11 Sft

* SHALL BE PROVIDED WITH BACKPLATE WITH RETROREFLECTIVE BORDER. PAYMENT SHALL BE INCLUDED IN THE TRAFFIC SIGNAL PAY ITEMS AND WILL NOT PAID FOR SEPARATELY.



WIXOM RD

PLAN

SCALE: 1"=40' (11"X17")

APPROACH SPEEDS:	
N.BD.	35 MPH
S.BD.	45 MPH
E.BD.	50 MPH
W.BD.	50 MPH

THE WIRING OF THE NEW PED. AND VEH. SIGNALS SHALL BE AS DIRECTED BY THE RCOC FIELD ENGINEER.

CO. 12
ATS 436

Know what's below.
Call before you dig.

OHM
ARCHITECTS ENGINEERS PLANNERS
34000 Plymouth Road
Livonia, MI 48150
P (734) 522-6711 | F (734) 522-6427
OHM-ADVISORS.COM

REVISIONS:

HORZ DATUM: N/A
VERT DATUM: N/A
SCALE: V: NONE H: 1"=40'
CITY/VILLAGE/TOWNSHIP: VARIOUS
COUNTY: OAKLAND
CADD: AWS
PROJ MGR: SAM
ENG: AWS
PROJ NUMBER: 0175-18-0130
DATE: 2/24/2021

ROAD COMMISSION FOR OAKLAND COUNTY
RCOC TRAFFIC SIGNAL MODERNIZATIONS AT 8 LOCATIONS 2021 (PROJECT #902021-1)

TRAFFIC SIGNAL CONSTRUCTION PLAN

SHEET 37 OF 49

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DRAWING PATH: P:\0130_0220\01\01\80130_2019_SCATS\Drawings\Civil\Signals\180130SIG_CON2.dwg Feb 26, 2021 - 4:09pm

OAKLAND COUNTY ROAD COMMISSION
TRAFFIC - SAFETY DEPARTMENT
SIGNAL WORK ORDER

LOCATION: Grand River & Beck DATE: 1-27-20

CITY/TOWNSHIP: NOVI BY: T CREECH

COUNTY#: 213 STATE#: — CHARGES: 00213G

PLEASE PERFORM THE FOLLOWING:

_____ ELECTRICAL DEVICE: ____ INSTALL _____ MODERNIZE _____ MAINTENANCE

_____ UNDERGROUND: _____

_____ EDISON OK: _____ YES _____ NO JOB#: _____

_____ COORDINATE W/DISTRICT 7: _____

DIAL..	1	1	1	1		2	2	2	2		3	3	3	3		4	4	4	4
SPLIT.	1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4
_____ CHANGE TIMING.....																			
_____ CHANGE OFFSET.....																			
_____ CHANGE CYCLE LENGTH.....																			
_____ ADD DIAL/SPLIT.....																			

X CHANGE BREAKOUT OR EPROM: Change Pers → REV 11

_____ CHANGE HOURS OF OPERATION: (ALL RED, Ped times)

OLD: _____

NEW: _____

ROAD COMMISSION FOR OAKLAND COUNTY

FEB 24 2020

TRAFFIC OPERATIONS

_____ REPROGRAM TBC

_____ INSTALL INTERCONNECT: _____ TBC _____ MINITROL _____ TONE

_____ MBT OK: _____ YES _____ NO

_____ NO CHANGE - RECORD CORRECTION

X OTHER: Requires a checksum change

APPROVED BY: _____ DATE: 2/18/20

DATE INSTALLED: 2/20/2020

INSTALLED BY: JAMES OBERTS

INTERSECTION :- 213 GRAND RIVER & BECK
DESCRIPTION PROMS :- X00020R / F4808
CONTROLLER TYPE :- STANDARD PERSONALITY CONTROLLER
SOFTWARE TYPE :- MOD 52 SCATS
INPUTS :-

1. NB BECK LT (LK)
2. NB BECK LT ADV (LK)
3. NB BECK L (LK)
4. NB BECK R (LK)
5. WB GRAND RIVER LT (LK)
6. WB GRAND RIVER LT ADV (LK)
7. WB GRAND RIVER L (LK)
8. WB GRAND RIVER R (LK)
9. WB GRAND RIVER RT (LK)
10. SB BECK LT L (LK)
11. SB BECK LT ADV L (LK)
12. SB BECK LT R (LK)
13. SB BECK LT ADV R (LK)
14. SB BECK L (LK)
15. SB BECK R (LK)
16. SB BECK RT (LK)
17. EB GRAND RIVER LT L (LK) (BACKPANEL VD1 101)
18. EB GRAND RIVER LT ADV L (LK) (BACKPANEL VD2 109)
19. EB GRAND RIVER LT R (LK) (BACKPANEL VD3 123)
20. EB GRAND RIVER LT ADV R (LK) (BACKPANEL VD4 131)
21. EB GRAND RIVER L (LK) (BACKPANEL VD5 145)
22. EB GRAND RIVER R (LK) (BACKPANEL VD6 153)
23. OPTICOM 2 (BACKPANEL VD7 167)
24. OPTICOM 1 (BACKPANEL VD8 175)

NOTE :- ALL DETECTORS ARE AUTOSCOPE (2008 CAMERAS).

PED 2: GRAND RIVER PED NORTH P.B. (WA)
PED 4: BECK PED WEST P.B. (WB)
PED 6: GRAND RIVER PED SOUTH P.B. (WC)
PED 8: BECK PED EAST P.B. (WD)

APPROACHES :-

A APPR 1 : EB GRAND RIVER	A APPR 2 : WB GRAND RIVER
B APPR 1 : NB BECK LT	B APPR 2 : SB BECK LT
C APPR 1 : NB BECK	C APPR 2 : SB BECK
D APPR 1 : EB GRAND RIVER LT	D APPR 2 : WB GRAND RIVER LT

FLEXIDATA:-

SEQUENCE	A,B,C,D	A,B,C,D
AUTO REL		
R- REL	A	A
R+ REL	B	B
Q- REL	C	C
Q+ REL	D	D
LOOKAHEAD		

PEDESTRIANS:-
1. -
2. GRAND RIVER PED NORTH
3. -
4. BECK PED WEST
5. -
6. GRAND RIVER PED SOUTH
7. -
8. BECK PED EAST

SPECIAL FEATURES :-
The personality revision number is currently 11 (=K).

A STAGE HAS A PERMANENT DEMAND.
DEMAND FOR STAGES B, C, D IN FLEXI & ISOLATED. SET XSF8 (XL Value = 80) TO DISABLE.

Night Flash code: Set Y+ to activate the night flash in Flexilink

Opticom 1 calls A stage. Opticom 2 calls C stage.

TSM15 EVP MINIMUM TIME
TSM16 EVP ALARM TIME

UPS on Standby Warning
MSS9 (bit $10) is sent if UPS falls back to battery operation
Input used is detector 24

IN MASTERLINK AND FLEXILINK:
Z- ON CAUSES D1 TURN TO APPEAR AND HOLD IN D STAGE
Z+ ON CAUSES D2 TURN TO APPEAR AND HOLD IN D STAGE
Z- & Z+ ON CAUSES BOTH TURNS TO APPEAR AND HOLD IN D

B1-C O/L OR B2-C O/L MAY APPEAR IN B1 OR B2 RESPECTIVELY
HOWEVER IF THE OVERLAP TERMINATES IN B THEN THE C AMBER
AND C RED TIMES ARE USED FOR B STAGE

Set BT = nS in SCATS data to enable Z5 flag in B stage to C.
This allows termination of o/lap phase minimum timer if the
appropriate phase o/lap is to occur and C is next, otherwise
phase minimum is guaranteed by phase minimum timer.

BACKPANEL :- SIZE P44-12

LOAD SWITCH	1:	EB GRAND RIVER LT	CL	FLR
		SB BECK RT (G,A)	BR	-
LOAD SWITCH	2:	WB GRAND RIVER	A	FLR
LOAD SWITCH	3:	NB BECK LT	DL	FLR
LOAD SWITCH	4:	SB BECK	B	FLR
LOAD SWITCH	5:	WB GRAND RIVER LT	AL	FLR
LOAD SWITCH	6:	EB GRAND RIVER	C	FLR
LOAD SWITCH	7:	SB BECK LT	BL	FLR
		WB GRAND RIVER RT (G,A)	AR	-
LOAD SWITCH	8:	NB BECK	D	FLR
LOAD SWITCH	9:	GRAND RIVER PED NORTH	WA	
LOAD SWITCH	10:	BECK PED WEST	WB	
LOAD SWITCH	11:	GRAND RIVER PED SOUTH	WC	
LOAD SWITCH	12:	BECK PED EAST	WD	

JUMPERS :-
189-190,191-192,193-194,195-196,197-198,199-200,201-202,207-208,211-212,
213-214,215-216,217-218,219-220,221-222,223-224,229-230,233-234,235-236,
237-238,239-240,241-242,243-244,245-246,251-252,255-256,257-258,259-260,
261-262,263-264,265-266,267-268,273-274,298-302,321-322,323-324,325-326,
327-328,329-PB1,334-335,343-344,345-346,347-348,349-350,351-PB1,356-357,
365-366,367-368,369-370,371-372,373-PB1,378-379,387-388,389-390,391-392,
393-394,395-PB1,400-401.

SIGNAL MONITOR :- 1-5,1-6,2-5,2-6,3-7,3-8,4-7,4-8.
ALL SWITCHES OFF EXCEPT: DUAL SELECT A&B; G&Y ENABLE;
SSM 1, 2, 3, 4, 5, 6, 7, 8.
MINIMUM FLASH = 4+2+1.

```
**********************************
* CONTROLLER INFORMATION SHEET *      CHECKSUMS
*      FOR SITE NO.    213     *      TIMES: 32 / 062
*            T CREECH          *      PERS:  4F / 117
*      DATE : 27-JAN-2020      *      TOTAL: 7D / 175
**********************************
```

FLEXILINK PLAN DATA

Intersection # 213 **State #** _____ **Date:** 01/27/20 **Prepared By:** T. Creech

Intersection: Beck & Grand River **City:** Novi

Hours of Operation: 7 Days: 24 Hours **Approved By:** R. Jones

Hours of Flashing: None

		PL0	PL1	PL2	PL3	PL4	PL5	PL6	PL7	PL8
0	CL		100	120	120					
1	A		0	0	0					
2	B		30	35	37					
3	C		48	55	59					
4	D		80	92	96					
5	E									
6	F									
7	G									
8	R-									
9	R+									
10	Y-		47	109	20					
11	Y+	C								
12	Z-									
13	Z+									
14	Q-									
15	Q+									
16	XH									
17	XL									

NOTE: Stages with 1 second of phase time are skipped. Blank entries are default values equal to 0.
Except for an AWA controller, entries #8 to #15 (=254) and 'C' entry means continuous (=255).

							Timers		
Phase	**Direction**	**Min**	**Max**	**ECO**	**Amber**	**All Red**	**Gap**	**Hdwy**	**Waste**
A	Grand River	10.0	40.0		4.7	2.3	3.0	1.2	10.0
B	Beck LT	5.0	25.0		4.3	2.5	3.0	1.2	10.0
C	Beck	10.0	40.0		4.3	2.5	3.0	1.2	10.0
D	Grand River LT	5.0	25.0		4.7	2.3	3.0	1.2	10.0
E									
F									
G									

SC1	Day	Hours	Plan#
SC2	14	0:00	1
SC3	8	6:00	2
SC4	8	9:00	1
SC5	8	15:00	3
SC6	8	19:00	1
SC7			
SC8			
SC9			
SC10			

Pedestrian Crossing Times

Direction	Walk	CL 1	CL 2
Grand River Ped North (Ped 2)	7.0	24.0	4.0
Beck Ped West (Ped 4)	7.0	17.0	3.8
Grand River Ped South (Ped 6)	7.0	24.0	4.0
Beck Ped East (Ped 8)	7.0	22.0	3.8

TSM15 = Opticom Min Alarm Time = 30
TSM16 = Opticom Max Alarm Time = 200

Normal Operating Mode

Isolated	Flexilink	Masterlink	Master Isolated	Flexi Isolated
		X		

DAY OF WEEK CODE NUMBER

0	End of Schedule	4	WED	8	MON-FRI	12	MON,FRI,SAT
1	SUN	5	THUR	9	MON-SAT	13	SAT,SUN
2	MON	6	FRI	10	TUE,WED,THU	14	EVERY DAY
3	TUE	7	SAT	11	MON,FRI	15	NEVER

Autoscope 37-Pin Male Output Harness (33457G2) Wiring

Autoscope A

Autoscope Output Harness Pins #1 & #20 to Logic Common & Pins #18 & # 37 to +24 VDC CO#213

Camera Number	EIM Switch Position	EIM LED#	Output Harness Pin#	D-Conn Pin (1,2,..)	Vehicle Detector No.		Detector Description	Phase No. (1,2,3,...)
					D-Conn format (9,10,...)	On Print (1,2,..)		
1	1	1	29	1	9	1	NB BECK LT	3
	1	2	30	2	10	2	NB BECK LT ADV	3
	1	3	31					
	1	4	32					
	1	5	33					
	1	6	34					
	1	7	35					
	1	8	36					
2	2	1	10	3	11	3	NB BECK L	8
	2	2	11	4	12	4	NB BECK R	8
	2	3	12					
	2	4	13					
	2	5	14					
	2	6	15					
	2	7	16					
	2	8	17					
3	3	1	21	5	13	5	WB GRAND RIVER LT	5
	3	2	22	6	14	6	WB GRAND RIVER LT ADV	5
	3	3	23					
	3	4	24					
	3	5	25					
	3	6	26					
	3	7	27					
	3	8	28					
4	4	1	2	7	15	7	WB GRAND RIVER L	2
	4	2	3	8	16	8	WB GRAND RIVER R	2
	4	3	4	9	17	9	WB GRAND RIVER RT	2
	4	4	5					
	4	5	6					
	4	6	7					
	4	7	8					
	4	8	9					

Autoscope 37-Pin Female Input Harness (33457G3) Wiring

EIM Switch Position	EIM LED#	Input Harness Pin#	Phase Status Input From +24 VDC	Backpanel Terminal Position and Number
5	1	29	Phase 8 Green	LS 8 Green 265
5	1	30	Phase 7 Green	
5	1	31	Phase 6 Green	
5	1	32	Phase 5 Green	LS 5 Green 237
5	1	33	Phase 4 Green	
5	1	34	Phase 3 Green	LS 3 Green 215
5	1	35	Phase 2 Green	LS 2 Green 199
5	1	36	Phase 1 Green	
6	2	10	Phase 8 Red	LS 8 Red 261
6	2	11	Phase 7 Red	
6	2	12	Phase 6 Red	
6	2	13	Phase 5 Red	LS 5 Red 233
6	2	14	Phase 4 Red	
6	2	15	Phase 3 Red	LS 3 Red 211
6	2	16	Phase 2 Red	LS 2 Red 195
6	2	17	Phase 1 Red	

Autoscope 37-Pin Male Output Harness (33457G2) Wiring

Autoscope B

Autoscope Output Harness Pins #1 & #20 to Logic Common & Pins #18 & # 37 to +24 VDC CO#213

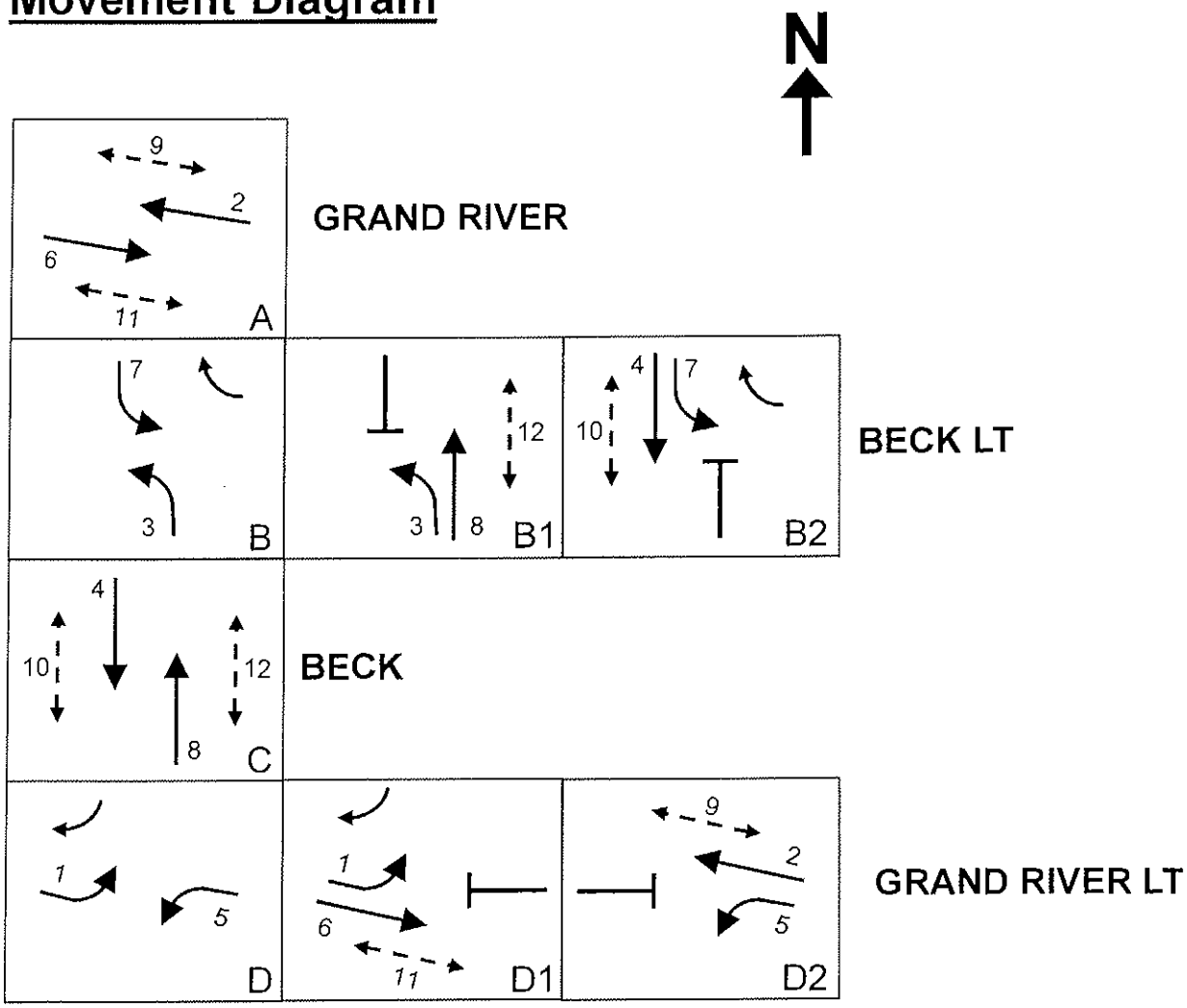
Camera Number	EIM Switch Position	EIM LED#	Output Harness Pin#	D-Conn Pin (1,2,..)	Vehicle Detector No. D-Conn format (9,10,...)	Vehicle Detector No. On Print (1,2,..)	Detector Description	Phase No. (1,2,3,...)
1	1	1	29	10	18	10	SB BECK LT L	7
	1	2	30	11	19	11	SB BECK LT ADV L	7
	1	3	31	12	20	12	SB BECK LT R	7
	1	4	32	13	21	13	SB BECK LT ADV R	7
	1	5	33					
	1	6	34					
	1	7	35					
	1	8	36					
2	2	1	10	14	22	14	SB BECK L	4
	2	2	11	15	23	15	SB BECK R	4
	2	3	12	16	24	16	SB BECK RT	4
	2	4	13					
	2	5	14					
	2	6	15					
	2	7	16					
	2	8	17					
3	3	1	21	BACKPANEL VD1 (101)		17	EB GRAND RIVER LT L	1
	3	2	22	BACKPANEL VD2 (109)		18	EB GRAND RIVER LT ADV L	1
	3	3	23	BACKPANEL VD3 (123)		19	EB GRAND RIVER LT R	1
	3	4	24	BACKPANEL VD4 (131)		20	EB GRAND RIVER LT ADV R	1
	3	5	25					
	3	6	26					
	3	7	27					
	3	8	28					
4	4	1	2	BACKPANEL VD5 (145)		21	EB GRAND RIVER L	6
	4	2	3	BACKPANEL VD6 (153)		22	EB GRAND RIVER R	6
	4	3	4					
	4	4	5					
	4	5	6					
	4	6	7					
	4	7	8					
	4	8	9					

Autoscope 37-Pin Female Input Harness (33457G3) Wiring

EIM Switch Position	EIM LED#	Input Harness Pin#	Phase Status Input From +24 VDC	Backpanel Terminal Position and Number
5	1	29	Phase 8 Green	
5	1	30	Phase 7 Green	LS 7 Green 259
5	1	31	Phase 6 Green	LS 6 Green 243
5	1	32	Phase 5 Green	
5	1	33	Phase 4 Green	LS 4 Green 221
5	1	34	Phase 3 Green	
5	1	35	Phase 2 Green	
5	1	36	Phase 1 Green	LS 1 Green 193
6	2	10	Phase 8 Red	
6	2	11	Phase 7 Red	LS 7 Red 255
6	2	12	Phase 6 Red	LS 6 Red 239
6	2	13	Phase 5 Red	
6	2	14	Phase 4 Red	LS 4 Red 217
6	2	15	Phase 3 Red	
6	2	16	Phase 2 Red	
6	2	17	Phase 1 Red	LS 1 Red 189

#213 – GRAND RIVER & BECK

- **Movement Diagram**



PS#1-PS#6
L.E.D.

COUNT DOWN HEAD

INSTALL TS#22
EX. TS#5

12" x 27" ONE-WAY NON-ILLUMINATED CASE SIGN

INSTALL TS#3, TS#13, TS#14, TS#19, TS#20
EX. TS#8

12" x 27" ONE-WAY NON-ILLUMINATED CASE SIGN

INSTALL TS#1 & TS#17
EX. TS#6 & TS#11

INSTALL PEDESTAL & FDN
INSTALL 1-WAY PEDESTAL MOUNTED PEDESTRIAN T.S. (DETAIL E-2)
INSTALL 1-WAY PEDESTAL MOUNTED VEHICULAR T.S. (DETAIL E-2)
INSTALL PUSHBUTTON & R10-3e(R) SIGN (FACING EAST) ON SUPPORT POST FOR CROSSING GRAND RIVER AVE

INSTALL 40' ANCHOR BASE MAST ARM STD. & MAST ARM STD. FDN
INSTALL 55' MAST ARM
INSTALL SALVAGED VIDEO DETECTION CAMERA ON SALVAGED 18FT. BRACKET ARM

INSTALL 40' ANCHOR BASE MAST ARM STD. & MAST ARM STD. FDN
INSTALL 55' MAST ARM
INSTALL 1-WAY BRACKET ARM MOUNTED VEHICULAR T.S. WITH 1-WAY CASE SIGN (DETAIL AA-1)
INSTALL 1-WAY BRACKET ARM MOUNTED PEDESTRIAN T.S. (DETAIL B-1)
INSTALL SALVAGED ILLUMINATED STREET NAME SIGN "Beck Rd"
INSTALL SALVAGED VIDEO DETECTION CAMERA ON SALVAGED 18FT. BRACKET ARM
INSTALL 60A. SERV. DISCONNECT (NEMA 4X-STAINLESS STEEL)
PROP. 120V. SERVICE/PHONE SERVICE

INSTALL HH (ROUND)

INSTALL PUSHBUTTON SUPPORT POST
INSTALL PUSHBUTTON & R10-3e(L) SIGN (FACING NORTH) ON SUPPORT POST FOR CROSSING BECK ROAD

INSTALL PUSHBUTTON SUPPORT POST
INSTALL PUSHBUTTON & R10-3e(R) SIGN (FACING SOUTH) ON SUPPORT POST FOR CROSSING BECK ROAD

EXIST. 40FT. MAST ARM POLE & FDN
EXIST. 55FT. MAST ARM
EXIST. (2) VIDEO TRAFFIC DETECTION CAMERAS & (2) BRACKET ARMS
EXIST. 1-WAY BRACKET ARM MOUNTED TRAFFIC SIGNAL WITH 1-WAY CASE SIGN
EXIST. 1-WAY BRACKET ARM MOUNTED TRAFFIC SIGNAL
EXIST. ILLUMINATED STREET NAME SIGN "Grand River Ave"
EXIST. OPTICAL DETECTION UNIT
INSTALL 2-WAY BRACKET ARM MOUNTED PEDESTRIAN T.S. (DETAIL B-3)
INSTALL PUSHBUTTON SUPPORT POST
INSTALL PUSHBUTTON & R10-3e(L) SIGN (FACING EAST) ON SUPPORT POST FOR CROSSING GRAND RIVER AVE

EXIST. HH
EXIST. TRAFFIC SIGNAL CONTROLLER & BASE MOUNTED CABINET
EXIST. 2-4" CONDUIT
EX. 2-4" CONDUIT

INSTALL HH (ROUND)

INSTALL PUSHBUTTON SUPPORT POST
INSTALL PUSHBUTTON & R10-3e(L) SIGN (FACING NORTH) ON SUPPORT POST FOR CROSSING BECK ROAD

3-3" DIRECT. BORE

EXIST. HH
INSTALL PUSHBUTTON SUPPORT POST
INSTALL PUSHBUTTON & R10-3e(R) SIGN (FACING SOUTH) ON SUPPORT POST FOR CROSSING BECK ROAD
EXIST. 40FT. MAST ARM POLE & FDN
EXIST. 60FT. MAST ARM
EXIST. 1-WAY BRACKET ARM MOUNTED TRAFFIC SIGNAL WITH 1-WAY CASE SIGN
EXIST. 1-WAY BRACKET ARM MOUNTED TRAFFIC SIGNAL
EXIST. ILLUMINATED STREET NAME SIGN "Beck Rd"
EXIST. OPTICAL DETECTION UNIT
INSTALL 2-WAY BRACKET ARM MOUNTED PEDESTRIAN T.S. (DETAIL B-3)
INSTALL PUSHBUTTON SUPPORT POST
INSTALL PUSHBUTTON & R10-3e(R) SIGN (FACING WEST) ON SUPPORT POST FOR CROSSING GRAND RIVER AVE

INSTALL OPTICAL DETECTION UNIT (TYP)

CONTRACTOR SHALL HAND-EXPOSE GAS MAIN PRIOR TO DIGGING MAST ARM FOUNDATION. MAINTAIN 18" CLEARANCE FROM GAS MAIN TO FOUNDATION

INSTALL 40' ANCHOR BASE MAST ARM STD. & MAST ARM STD. FDN
INSTALL 60' MAST ARM
INSTALL 1-WAY BRACKET ARM MOUNTED PEDESTRIAN T.S. (DETAIL B-1)
INSTALL PUSHBUTTON & R10-3e(L) SIGN (FACING WEST) ON POLE FOR CROSSING GRAND RIVER AVE
INSTALL SALVAGED VIDEO DETECTION CAMERA ON SALVAGED 18FT. BRACKET ARM

INSTALL HH (ROUND)
INSTALL 40' ANCHOR BASE MAST ARM STD. & MAST ARM STD. FDN
INSTALL 60' MAST ARM
INSTALL 1-WAY BRACKET ARM MOUNTED VEHICULAR T.S. (DETAIL A-1)
INSTALL 1-WAY BRACKET ARM MOUNTED VEHICULAR T.S. WITH 1-WAY CASE SIGN (DETAIL AA-1)
INSTALL 1-WAY BRACKET ARM MOUNTED PEDESTRIAN T.S. (DETAIL B-1)
INSTALL PUSHBUTTON & R10-3e(R) SIGN (FACING NORTH) ON POLE FOR CROSSING BECK ROAD
INSTALL SALVAGED ILLUMINATED STREET NAME SIGN "Grand River Ave"
INSTALL SALVAGED VIDEO DETECTION CAMERA ON SALVAGED 18FT. BRACKET ARM

PROP. ROADWAY EASEMENT

APPROACH SPEEDS:
N.BD. 45 MPH
E.BD. 50 MPH
W.BD. 50 MPH
S.BD. 40 MPH

R10-3e(R)
QUANTITY: 4

R10-3e(L)
QUANTITY: 4

BECK ROAD
GRAND RIVER AVE
PLAN

0 HORZ. (FT) 30

Know what's below. Call before you dig. 811

FILE: BECK_GR_PLAN.DGN			
AUTH	DATE	REVISION	

URS
Surface Transportation
Grand Rapids, Michigan
Tower, Suite

CITY OF NOVI

GRAND RIVER AVE - DUAL LEFT TURN LANE
TRAFFIC SIGNAL PLAN

JOB	120576
DATE	6/2/2015
SHEET	23

OAKLAND COUNTY ROAD COMMISSION
TRAFFIC - SAFETY DEPARTMENT
SIGNAL WORK ORDER

LOCATION: Grand River & 12 Mile/Novi Promenade DATE: 1/12/21

CITY/TOWNSHIP: Novi/Wixom BY: ELA

COUNTY#: 1016 STATE#: — CHARGES: 01016 G

PLEASE PERFORM THE FOLLOWING:

_____ ELECTRICAL DEVICE: ____ INSTALL _____ MODERNIZE _____ MAINTENANCE

_____ UNDERGROUND: _____

_____ EDISON OK: _____ YES _____ NO JOB#: _____

_____ COORDINATE W/DISTRICT 7: _____

DIAL..	1	1	1	1		2	2	2	2		3	3	3	3		4	4	4	4
SPLIT.	1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4
_____ CHANGE TIMING.....																			
_____ CHANGE OFFSET.....																			
_____ CHANGE CYCLE LENGTH.....																			
_____ ADD DIAL/SPLIT.....																			

X CHANGE BREAKOUT OR EPROM: Rev 1

_____ CHANGE HOURS OF OPERATION:

OLD: _____

NEW: _____ APR 29 2021

_____ REPROGRAM TBC TRAFFIC OPERATIONS

_____ INSTALL INTERCONNECT: _____ TBC _____ MINITROL _____ TONE

_____ MBT OK: _____ YES _____ NO

_____ NO CHANGE - RECORD CORRECTION

X OTHER: Build & install TS2 P44-16 Cabinet with Opticom, Push Buttons & 2004 AS Detection. USE EXISTING DIG
* Requires a checksum change * Cabinet Hit

APPROVED BY: _____ DATE: 2/1/21

DATE INSTALLED: 4/26/21

INSTALLED BY: D-8

INTERSECTION :- 1016 GRAND RIVER & 12 MILE/NOVI PROMENADE
DESCRIPTION PROMS :- X01016D / F3806
CONTROLLER TYPE :- STANDARD PERSONALITY CONTROLLER
SOFTWARE TYPE :- TS2 MOD 60 SCATS

INPUTS :-
1. WB GRAND RIVER LT (NLK)
2. WB GRAND RIVER LT ADV (NLK)
3. WB GRAND RIVER L (LK)
4. WB GRAND RIVER R (LK)
5. SB 12 MILE LT (LK)
6. SB 12 MILE(3 SEC,LK)
7. EB GRAND RIVER LT (NLK)
8. EB GRAND RIVER LT ADV (NLK)
9. EB GRAND RIVER L (LK)
10. EB GRAND RIVER R (LK)
11. EB GRAND RIVER RT (LK)
12. NB NOVI PROMENADE LT (LK)
13. NB NOVI PROMENADE (3 SEC,LK)

NOTE: All detection is Autoscope (2004 Cameras).

Opticom 1: TB2 PREEMPT INPUT 3 (CALLS EB & WB GRAND RIVER).

PED 2: WB GRAND RIVER NLeg PED P.B.
PED 4: SB 12 MILE WLeg PED P.B.
PED 6: GRAND RIVER SLeg PED P.B.
PED 8: NB NOVI PROMENADE ELeg PED P.B.

APPROACHES :-
A APP 1 : WB Grand River L,R
B APP 1 : WB Grand River LT LT,;LT ADV
C APP 1 : SB 12 Mile L,R
A APP 2 : EB Grand River L,R,RT
B APP 2 : EB Grand River LT LT,LT ADV
C APP 2 : NB Novi Promenade L,R

FLEXIDATA :-

SEQUENCE	A,B,C	A,B,C
AUTO REL		
R- REL	A	A
R+ REL	B	B
Q- REL	C	C
Q+ REL		

PEDESTRIANS :-
1. NO PED 1
2. WB Grand River NLeg PED (P-)
3. NO PED 3
4. SB 12 Mile WLeg PED (P-)
5. NO PED 5
6. EB Grand River SLeg PED (P+)
7. NO PED 7
8. NB Novi Promenade ELeg PED (P+)

SPECIAL FEATURES :-

Personality revision is 1 (=A).

A STAGE HAS A PERMANENT DEMAND.
DEMAND FOR STAGES B,C,D IN FLEXI AND ISOLATED, SET ZNEG TO DISABLE.

WB GRAND RIVER LT has flashing red display (filter) in A stage(s).
EB GRAND RIVER LT has flashing red display (filter) in A stage(s).

Pedestrians have automatic introduction using SCATS Y-.
Night Flash code: Set Y+ to activate the night flash in Flexilink.

Opticom 1 calls A stage.
GRAND RIVER PED introduction is suppressed when OPTICOM is active

BACKPANEL FOR TS2 P44-16 CABINET:

LOAD SWITCH 1 -EB GRAND RIVER LT	CL	FLR
LOAD SWITCH 2 -WB GRAND RIVER	A	FLA
LOAD SWITCH 4 -SB 12 MILE	B	FLR
LOAD SWITCH 5 -WB GRAND RIVER LT	AL	FLR
LOAD SWITCH 6 -EB GRAND RIVER	C	FLA
LOAD SWITCH 8 -NB NOVI PROMENADE	D	FLR
LOAD SWITCH 9 -GRAND RIVER PED NORTH	WA	
LOAD SWITCH 10-12 MILE PED WEST	WB	
LOAD SWITCH 11-GRAND RIVER PED SOUTH	WC	
LOAD SWITCH 12-NOVI PROMENADE PED EAST	WD	

MMU: (MENU : SET/VIEW CONFIG)

Field Check Enable	Channel 1: G, Y, R Channel 2: G, Y, R Channel 4: G, Y, R Channel 5: G, Y, R Channel 6: G, Y, R Channel 8: G, Y, R
Dual Indication Enable:	R+G: Channel 1,2,4,5,6,8,9,10,11,12 R+Y: Channel 1,2,4,5,6,8 G+Y: Channel 1,2,4,5,6,8
Red Fail Enable:	Enable: Channel 1,2,4,5,6,8
Y & R Clearance Disable:	Channel 1,2,4,5,6,8 Enabled
Flashing Yellow Arrow:	None
Unit Options:	All OFF except: Recurrent pulse LED GUARD Program Memory Card
Program Card:	Compatible Channels: 1-5, 2-6, 2-9, 2-11, 6-9, 6-11 4-8, 4-10, 4-12, 8-10, 8-12, 9-11, 10-12. Min Flash Time : 4+2+1 Min Yellow Change Disable: 9,10,11,12 Voltage Monitor Latch: NONE

Note: Add jumper 16 MMU flash - 116 Monitor ST Out

```
*********************************
* CONTROLLER INFORMATION SHEET *
*     FOR SITE NO.  1016       *
*         E LABIANO            *
*    DATE :- 12-JAN-2021       *
*********************************
```

CHECKSUMS:
Times 7D / 175
Pers ED / 355
Total 90 / 220

FLEXILINK PLAN DATA

Intersection # 1016 **State #** _____ **Date:** 01/12/21 **Prepared By:** ELA

Intersection: Grand River & 12 Mile / Novi Promenade; **City:** Novi

Hours of Operation: 7 Days: 24 Hours **Approved By:** R. Jones

Hours of Flashing: NONE

		PL0	PL1	PL2	PL3	PL4	PL5	PL6	PL7	PL8
0	CL		80	120	120					
1	A		0	0	0					
2	B		53	80	80					
3	C		65	100	95					
4	D									
5	E									
6	F									
7	G									
8	R-									
9	R+									
10	Of (Y-)		5	5	5					
11	Y+	C								
12	Z-									
13	Z+									
14	Q-									
15	Q+									
16	XH									
17	XL									

NOTE: Stages with 1 second of phase time are skipped. Blank entries are default values equal to 0. Except for an AWA controller, entries #8 to #15 (=254) and 'C' entry means continuous (=255).

							Timers		
Phase	**Direction**	**Min**	**Max**	**ECO**	**Amber**	**All Red**	**Gap**	**Hdwy**	**Waste**
A	Grand River	10.0	40.0		4.7	1.8	3.0	1.2	10.0
B	Grand River LT	5.0	20.0		4.7	1.8	3.0	1.2	10.0
C	12 Mile	7.0	20.0		3.5	2.5	3.0	1.2	10.0
D									
E									
F									
G									

	Day	Hours	Plan#
SC1	8	6:00	2
SC2	8	9:00	1
SC3	8	15:00	3
SC4	8	19:00	1
SC5	13	10:00	2
SC6	13	18:00	1
SC7	14	0:00	1
SC8			
SC9			
SC10			

Pedestrian Crossing Times

Direction	Walk	CL 1	CL 2
Grand River Ped (North leg)	7.0	14.0	3.5
12 Mile Ped (West leg)	7.0	16.0	3.0
Grand River Ped (South leg)	7.0	14.0	3.5
12 Mile Ped (East leg)	7.0	16.0	3.0

Normal Operating Mode

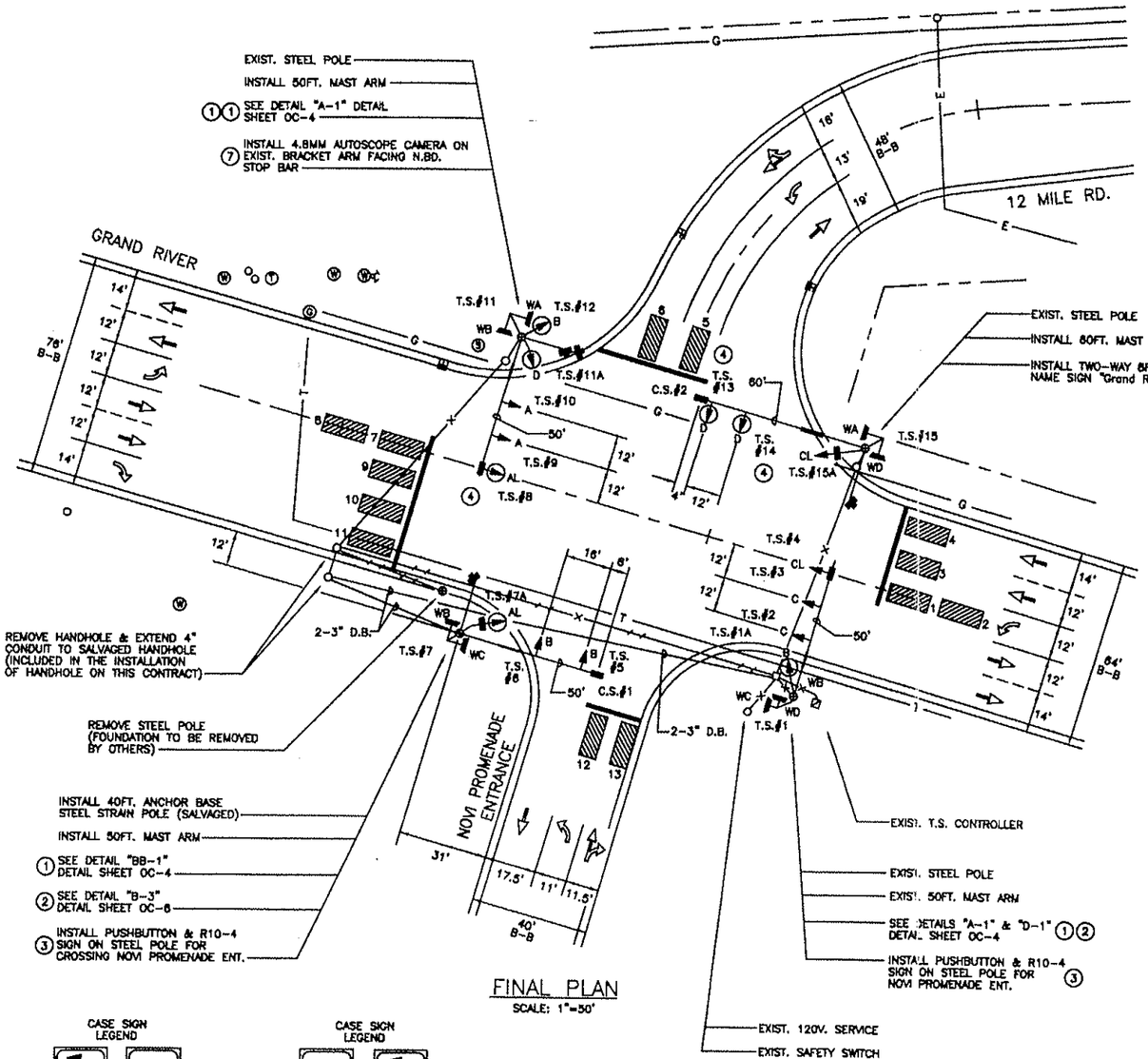
Isolated	Flexilink	Masterlink	Master Isolated	Flexi Isolated
		X		

DAY OF WEEK CODE NUMBER

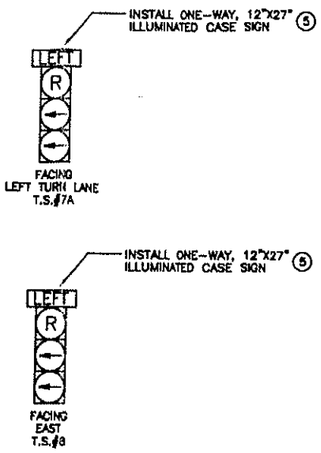
0	End of Schedule	4	WED	8	MON-FRI	12	MON,FRI,SAT
1	SUN	5	THUR	9	MON-SAT	13	SAT,SUN
2	MON	6	FRI	10	TUE,WED,THU	14	EVERY DAY
3	TUE	7	SAT	11	MON,FRI	15	NEVER

Autoscope 2004

Camera Number	EIM Switch Position	EIM LED#	Vehicle Detector No.	Detector Description	Phase No. (1,2,3,...)
1	1	1	1	WB GRAND RIVER LT	5
	1	2	2	WB GRAND RIVER LT ADV	5
	1	3	3	WB GRAND RIVER L	2
	1	4	4	WB GRAND RIVER R	2
	1	5			
	1	6			
	1	7			
	1	8			
2	2	1	5	SB 12 MILE L T	4
	2	2	6	SB 12 MILE	4
	2	3			
	2	4			
	2	5			
	2	6			
	2	7			
	2	8			
3	3	1	7	EB GRAND RIVER LT	1
	3	2	8	EB GRAND RIVER LT ADV	1
	3	3	9	EB GRAND RIVER L	6
	3	4	10	EB GRAND RIVER R	6
	3	5	11	EB GRAND RIVER RT	6
	3	6			
	3	7			
	3	8			
4	4	1	12	NB NOVI PROMENADE LT	8
	4	2	13	NB NOVI PROMENADE	8
	4	3			
	4	4			
	4	5			
	4	6			
	4	7			
	4	8			



FINAL PLAN
SCALE: 1"=50'

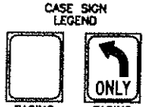


CASE SIGN LEGEND



(6) INSTALL TWO-WAY, 24"X30" ILLUMINATED CASE SIGN C.S.#1

CASE SIGN LEGEND



(6) INSTALL TWO-WAY, 24"X30" ILLUMINATED CASE SIGN C.S.#2

LIST OF MATERIALS

NO.	ITEM	QUANTITIES	CODE NO.
(1)	1-WAY BRACKET ARM MOUNTED TRAFFIC SIGNAL (LED)	4 EACH	6917050
(2)	2-WAY BRACKET ARM MOUNTED PEDESTRIAN T.S. (LED)	2 EACH	6917050
(3)	PUSHBUTTON & SIGN	2 EACH	6910287
(4)	1-WAY MAST ARM MOUNTED TRAFFIC SIGNAL (LED)	3 EACH	6917050
(5)	ONE-WAY CASE SIGN, 12"X27"	2 EACH	6910300
(6)	TWO-WAY CASE SIGN, 24"X30"	2 EACH	6910304
(7)	AUTOSCOPE CAMERA	1 EACH	6917050
	DIRECT BURIAL CONDUIT, 2-3"	210 LIN. FT.	6917001
	REMOVE HANDHOLE	1 EACH	6910176
	HANDHOLE, ROUND (SALVAGED)	1 EACH	6917050
*	MAST ARM	3 EACH	6910417
*	REMOVE STEEL POLE	1 EACH	6910018
*	ANCHOR BASE STEEL STRAIN POLE, 40FT. (SALVAGED)	1 EACH	6917050
	ANCHOR BASE STEEL STRAIN POLE FOUNDATION	1 EACH	6910426
*	TWO-WAY ILLUMINATED STREET NAME SIGN, 8FT.	1 EACH	6917050

* SEE GENERAL INFORMATION SHEET

LOAD	AMPS	WATTS
SIGNALS	0	0
CASE SIGNS	0	0

REVISIONS

TRAFFIC-SAFETY DEPARTMENT

GRAND RIVER & 12 MILE RD. / NOVI PROMENADE ENT.
CO. ATS

MANSELL ASSOCIATES INC.
ENGINEERING CONSULTANTS
33808 Grand River
Farmington, MI. 48335
(248) 473-7070

DATE	DRAWN BY	APPROVED	JOB NO.	PROJECT NAME	SHEET NO.
9-10-02	MAI		M3316Arev	T.S. MODERNIZATION	3 OF 4

OAKLAND COUNTY ROAD COMMISSION
TRAFFIC - SAFETY DEPARTMENT
SIGNAL WORK ORDER

LOCATION: Grand River & West Market Square DATE: 12/14/17

CITY/TOWNSHIP: Wixom / Novi BY: E Labiano

COUNTY#: 1099 STATE#: _____ CHARGES: 78 010990

PLEASE PERFORM THE FOLLOWING:

_____ ELECTRICAL DEVICE: ____ INSTALL _____ MODERNIZE _____ MAINTENANCE

_____ UNDERGROUND: _____

_____ EDISON OK: _____ YES _____ NO JOB#: _____

JAN 9 2018

_____ COORDINATE W/DISTRICT 7: _____

DIAL..	1	1	1	1		2	2	2	2		3	3	3	3		4	4	4	4
SPLIT.	1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4
_____ CHANGE TIMING.....																			
_____ CHANGE OFFSET.....																			
_____ CHANGE CYCLE LENGTH.....																			
_____ ADD DIAL/SPLIT.....																			

_____ CHANGE BREAKOUT OR EPROM: _____

_____ CHANGE HOURS OF OPERATION:

OLD: _____

NEW: _____

_____ REPROGRAM TBC

_____ INSTALL INTERCONNECT: _____ TBC _____ MINITROL _____ TONE

_____ MBT OK: _____ YES _____ NO

X NO CHANGE - RECORD CORRECTION C.I.S. OPTICOM note

X OTHER: _____

APPROVED BY: _____ DATE: 12/18/17

DATE INSTALLED: 1/5/18

INSTALLED BY: DAVE JAMES

```
BACKPANEL  P44-12 CABINET
LOAD SWITCH 1 -EB GRAND RIVER LT        CL     FLR
LOAD SWITCH 2 -WB GRAND RIVER           A      FLA
LOAD SWITCH 4 -SB WEST MARKET SQUARE    B      FLR
LOAD SWITCH 5 -WB GRAND RIVER LT        AL     FLR
LOAD SWITCH 6 -EB GRAND RIVER           C      FLA
LOAD SWITCH 8 -NB PROVIDENCE            D      FLR
LOAD SWITCH 9 -WB GRAND RIVER PED       WA
LOAD SWITCH 10-WEST MARKET PED          WB
LOAD SWITCH 11-EB GRAND RIVER PED       WC
LOAD SWITCH 12-NB PROVIDENCE PED        WD

JUMPERS
189-190,191-192,193-194,195-196,197-198,199-200,201-202,207-208,217-218,
219-220,221-222,223-224,229-230,233-234,235-236,237-238,239-240,241-242,
243-244,245-246,251-252,261-262,263-264,265-266,267-268,273-274,298-302,
321-322,323-324,325-326,327-328,329-PB1,334-335,343-PB1,347-348,349-350,
351-PB1,356-357,365-366,367-368,369-370,371-372,373-PB1,378-379,387-PB1,
391-392,393-394,395-PB1,400-401.

SIGNAL MONITOR:  1-5,2-6,4-8.
ALL SWITCHES OFF EXCEPT: DUAL SELECT A&B; G&Y ENABLE; SSM 1,2,4,5,6,8.
MINIMUM FLASH = 4+2+1 (7)

*******************************
* CONTROLLER INFORMATION SHEET *
*     FOR SITE NO.  1099       *
*        T. CREECH             *
*    DATE :- 4-AUG-2017        *
*******************************

CHECKSUMS:
TI:          F1 / 361
PERS:        3C / 074
Total:       CD / 315
```

FLEXILINK PLAN DATA

Intersection # 1099 **State #** .- **Date:** 08/04/17 **Prepared By:** T. Creech

Intersection: Grand River & West Market Square **City:** Wixom / Novi

Hours of Operation: 7 Days: 6:00am to 11:00 pm **Approved By:** Rachel Jones

Hours of Flashing: 7 Days: 11:00pm to 6:00am

		PL0	PL1	PL2	PL3	PL4	PL5	PL6	PL7	PL8
0	CL		100	120	120					
1	A		0	0	0					
2	B		59	74	69					
3	C		80	95	90					
4	D									
5	E									
6	F									
7	G									
8	R-									
9	R+									
10	Of (Y-)		20	75	5					
11	Y+	C								
12	Z-									
13	Z+									
14	Q-									
15	Q+									
16	XH									
17	XL									

NOTE: Stages with 1 second of phase time are skipped. Blank entries are default values equal to 0. Except for an AWA controller, entries #8 to #15 (=254) and 'C' entry means continuous (=255).

							Timers		
Phase	**Direction**	**Min**	**Max**	**ECO**	**Amber**	**All Red**	**Gap**	**Hdwy**	**Waste**
A	GRAND RIVER THRU	10.0	40.0	9.0	4.7	1.6	3.0	1.2	10.0
B	EB GRAND RIVER LT/THRU	3.0	20.0		4.7	1.6	3.0	1.2	10.0
C	WEST MARKET	5.0	20.0		3.5	2.5	3.0	1.2	10.0
D									
E									
F									
G									

	Day	Hours	Plan#
SC1	14	0:00	0
SC2	14	23:00	0
SC3	13	6:00	1
SC4	8	6:00	2
SC5	8	9:00	1
SC6	8	15:00	3
SC7	8	19:00	1
SC8			
SC9			
SC10			

Pedestrian Crossing Times

Direction	Walk	CL 1	CL 2
WB Grand River Ped (N leg)	9.0	9.0	3.3
SB West Market Ped (W leg)	7.0	18.0	3.0
EB Grand River Ped (S leg)	9.0	9.0	3.3
NB Providence Ped (E leg)	7.0	12.0	3.0

Normal Operating Mode

Isolated	Flexilink	Masterlink	Master Isolated	Flexi Isolated
		X		

DAY OF WEEK CODE NUMBER

0	End of Schedule	4	WED	8	MON-FRI	12	MON,FRI,SAT
1	SUN	5	THUR	9	MON-SAT	13	SAT,SUN
2	MON	6	FRI	10	TUE,WED,THU	14	EVERY DAY
3	TUE	7	SAT	11	MON,FRI	15	NEVER

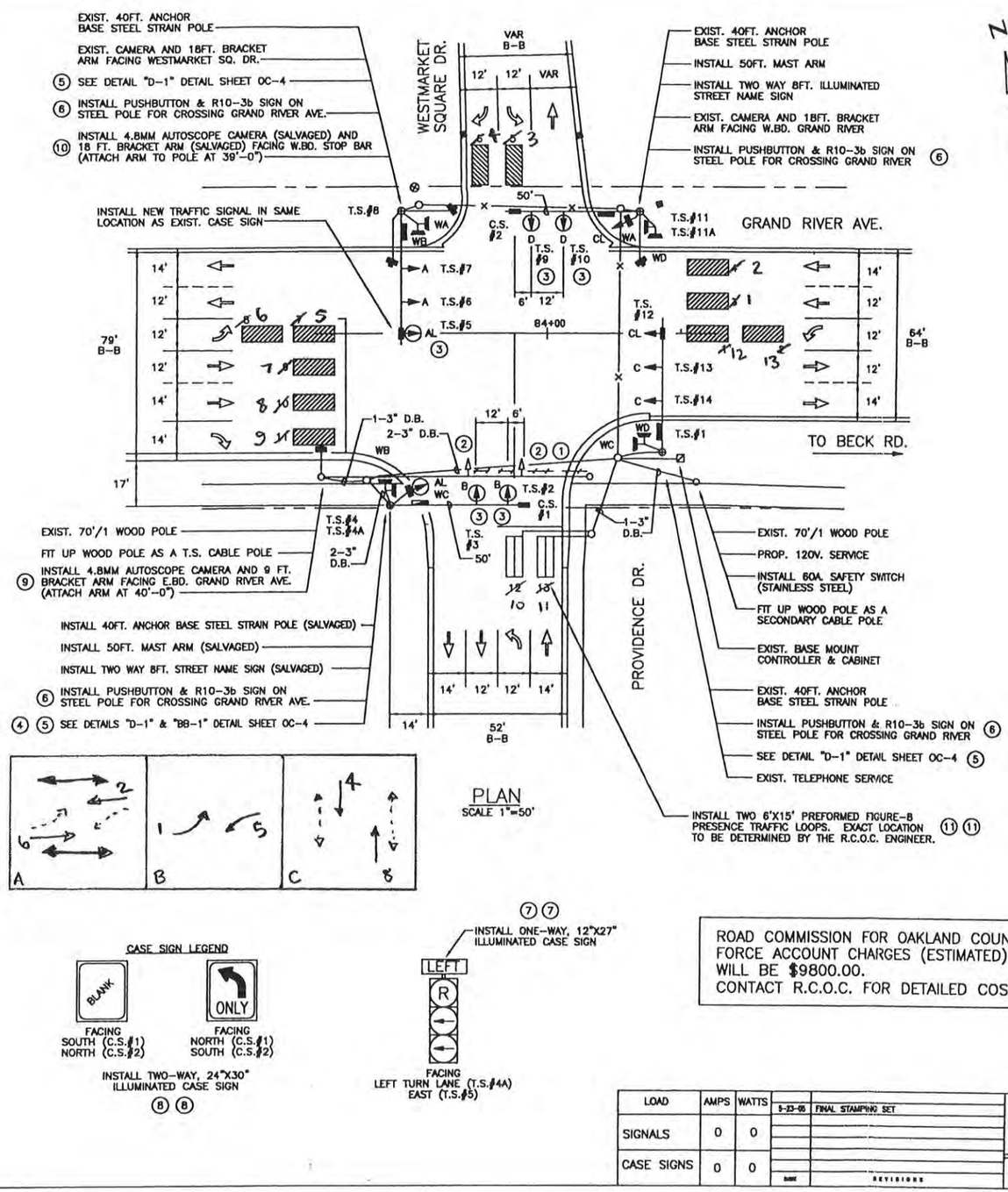
D Connector Form for Mod 52 w/Loops

Intersection Name: _____

County No: 1099

Date: 2/9/2016

Detector # on Print	Detector Description	D-Conn Term #	D-Conn Description	Phase
		1	Det. 9	
		2	Det. 10	
		3	Det. 11	
		4	Det. 12	
		5	Det. 13	
		6	Det. 14	
		7	Det. 15	
		8	Det. 16	
		9	Det. 17	
10	NB Providence LT	10	Det. 18	8
11	NB Providence	11	Det. 19	8
		12	Det. 20	
		13	Det. 21	
		14	Det. 22	
		15	Det. 23	
		16	Det. 24	
		Backpanel		
		Backpanel		
		Backpanel		
		Backpanel		
		Backpanel		
		Backpanel		
		Backpanel		
		Backpanel		



N

LIST OF MATERIALS			
NO.	ITEM	QUANTITIES	CODE NO.
(1)	Span Wire, Rem	1 Ea	8200141
(2)	TS, Span Wire Mtd, Rem	2 Ea	8200182
(3)	TS, One Way Mast Arm Mtd (LED)	5 Ea	8207050
(4)	TS, One Way Bracket Arm Mtd (LED)	1 Ea	8207050
(5)	TS, Pedestrian, Two Way Bracket Arm Mtd (LED)	3 Ea	8207050
(6)	Pushbutton & Sign	4 Ea	8200121
(7)	Case Sign, One Way, 12 inch by 27 inch	2 Ea	8200005
(8)	Case Sign, Two Way, 24 inch by 30 inch	2 Ea	8200007
(9)	Autoscope Camera (2004)	1 Ea	8207050
(10)	Autoscope Camera (2004), Salv	1 Ea	8207050
(11)	Traffic Loop, Presence, Preformed	2 Ea	8207050
Conduit, DB, 1, 3 inch		75 Ft	8190029
Conduit, DB, 2, 3 inch		110 Ft	8190032
Hh, Round		2 Ea	8190260
Strain Pole, Steel, Anchor Base, 40 feet, Salv		1 Ea	8200160
Strain Pole, Steel, Anchor Fdn		1 Ea	8200165
Two Way Illuminated Street Name Sign, 8 feet		1 Ea	8207050
Two Way Illuminated Street Name Sign, 8 feet, Salv		1 Ea	8207050
Mast Arm		1 Ea	8100280
Mast Arm, Salv		1 Ea	8207050
Bracket Arm, Clamp On, 9 feet		1 Ea	8207050
Bracket Arm, Clamp On, 18 feet, Salv		1 Ea	8207050
Wood Pole, Fit Up, Sec Cable Pole		1 Ea	8190495
Wood Pole, Fit Up, TS Cable Pole		1 Ea	8190501
Safety Switch		1 Ea	8200130
Cable, Sec, 600V, 1, 2/C#4 w/ 1-#6 Ground		75 Ft	8197001

ALL TRAFFIC AND PEDESTRIAN SIGNALS SHALL BE REWIRED TO CORRESPOND TO THE PHASING SHOWN ON THIS PLAN. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE INSTALLATION OF TRAFFIC SIGNALS AND SHALL NOT BE PAID FOR SEPARATELY.

ALL MAST ARMS, MAST ARM STANDARDS, DECORATIVE TOPS, STREET NAME SIGNS, MOUNTING HARDWARE, CONTROLLER CABINETS AND STREET LIGHT ASSEMBLIES SHALL BE PAINTED TO MATCH VALMONT'S DARK GREEN COLOR #923.

ALL NEW MAST ARMS INSTALLED ON THIS SHEET SHALL MEET AASHTO CATEGORY 3 STANDARDS AS DETERMINED BY AASHTO AND R.C.O.C.

PROP. 120V. SERVICE BY DETROIT EDISON.
CONTACT MR. CARL FORD (248) 486-6272.
EST. COST TO CONTRACTOR IS $1000.00

TIME OF REMOVAL OF TEMPORARY T.S. & INSTALLATION OF FINAL T.S. SHALL BE COORDINATED WITH THE ENGINEER.

ROAD COMMISSION FOR OAKLAND COUNTY
FORCE ACCOUNT CHARGES (ESTIMATED)
WILL BE $9800.00.
CONTACT R.C.O.C. FOR DETAILED COSTS.

LOAD	AMPS	WATTS
SIGNALS	0	0
CASE SIGNS	0	0

DATE	REVISIONS
5-23-05	FINAL STAMPING SET

ROAD COMMISSION FOR OAKLAND COUNTY
TRAFFIC-SAFETY DEPARTMENT

GRAND RIVER & WESTMARKET SQUARE

CO 1099 (WEST OF BECK RD.) ATS

MANSELL ASSOCIATES INC.
ENGINEERING CONSULTANTS
33908 Grand River
Farmington, MI 48336
(248) 473-7070

HRC
Hubbell, Roth & Clark, Inc.
CONSULTING ENGINEERS
P.O. BOX 824
BLOOMFIELD HILLS, MICH. 48303-0824
PHONE (248) 338-8241
FAX (Mt. Clem.) (248) 463-8313
FAX (Bmf. Farm.) (248) 338-2080
WEB SITE: http://www.hrc-engr.com

DATE	DRAWN BY	APPROVED	JOB NO.
4-14-05	AWS		M4088A

PROJECT NAME	SHEET NO.
T.S. MODERNIZATION	4 OF 7

OAKLAND COUNTY ROAD COMMISSION
TRAFFIC - SAFETY DEPARTMENT
SIGNAL WORK ORDER

LOCATION: Beck & Providence south Dr. DATE: 11-28-18

CITY/TOWNSHIP: NOVI BY: T CREECH

COUNTY#: 1282 STATE#: — CHARGES: 78 01282 0

PLEASE PERFORM THE FOLLOWING:

____ ELECTRICAL DEVICE: ____ INSTALL ____ MODERNIZE ____ MAINTENANCE

OAKLAND COUNTY

____ UNDERGROUND: _____

____ EDISON OK: ____ YES ____ NO JOB#: _____

DEC 11 2018

____ COORDINATE W/DISTRICT 7: _____

TRAFFIC OPERATIONS

DIAL..	1	1	1	1		2	2	2	2		3	3	3	3		4	4	4	4
SPLIT.	1	2	3	4		1	2	3	4		1	2	3	4		1	2	3	4
____ CHANGE TIMING.....																			
____ CHANGE OFFSET.....																			
____ CHANGE CYCLE LENGTH.....																			
____ ADD DIAL/SPLIT.....																			

X CHANGE BREAKOUT OR EPROM: REV 3

____ CHANGE HOURS OF OPERATION:

OLD: _____

NEW: _____

____ REPROGRAM TBC

____ INSTALL INTERCONNECT: ____ TBC ____ MINITROL ____ TONE

____ MBT OK: ____ YES ____ NO

____ NO CHANGE - RECORD CORRECTION

X OTHER: Smart Monitor included in paperwork.

APPROVED BY: _____ DATE: 11/28/18

DATE INSTALLED: 12/6/18

INSTALLED BY: DS

INTERSECTION :- 1282 BECK & PROVIDENCE SOUTH DR / CENTRAL PARK BLVD
DESCRIPTION PROMS :- X00020R / F4808
CONTROLLER TYPE :- STANDARD PERSONALITY CONTROLLER
SOFTWARE :- MOD 52 SCATS w/FYA

PHYSICAL INPUTS :-
1. PROVIDENCE SOUTH DR LT (LK)
2. PROVIDENCE SOUTH DR THRU/RT (LK)
3. NB BECK LT (NL)
4. NB BECK LT ADV (NL)
5. NB BECK C (LK)
6. NB BECK RT (LK)
7. CENTRAL PARK BLVD LT (LK)
8. CENTRAL PARK BLVD RT (LK)
9. SB BECK LT (NL)
10. SB BECK LT ADV (NL)
11. SB BECK C (LK)
12. SB BECK RT (LK)

NOTE: ALL DETECTORS ARE SOLO CAMERAS.

24. Opticom 1 (Backpanel VD8 (D9))

PED 2: BECK PED ELEG (WA) WFG
PED 4: PROVIDENCE SOUTH DR PED NLEG (WB) P.B.
PED 6: BECK PED WLEG (WC) WFG
PED 8: PROVIDENCE SOUTH DR PED SLEG (WD) P.B.

APPROACHES :-

A APPR 1 : NB BECK	A APPR 2 : SB BECK
B APPR 1 : CENTRAL PARK BLVD	B APPR 2 : PROVIDENCE SOUTH DR
C APPR 1 : NB BECK LT	C APPR 2 : SB BECK LT
C APPR 3 : SB BECK	C APPR 4 : NB BECK

FLEXIDATA:-

SEQUENCE	A,B,C	A,B,C
AUTO REL		
R- REL	A	A
R+ REL	B	B
Q- REL	C	C
Q+ REL		
LOOKAHEAD		

PEDESTRIANS:-
1. P1
2. P2 (BECK ELEG)
3. P3
4. P4 (PROVIDENCE SOUTH DR NLEG)
5. P5
6. P6 (BECK WLEG)
7. P7
8. P8 (PROVIDENCE SOUTH DR SLEG)

SPECIAL FEATURES :-
Controller Software must be 2070/M52 S15 or later (VC=5)
The personality revision number is currently 3 (=C).

Ped outputs mapped to phases as follows: ped 2 = 18, ped 4 = 20, ped 6 = 22 and ped 8 = 24. VC5 software reports them as mapped.

Left turns are permissive to NCHRP flshing yellow recommendation. Signal groups 9 and 11 provide flashing yellow (green aspect), yellow and red, i.e. upper aspects of 4 section turn display. Signal groups 1 and 5 provide the green (bottom) aspect, i.e. turn arrow.

A STAGE HAS A PERMANENT DEMAND
DEMAND FOR STAGES B AND C IN FLEXI AND ISOLATED. SET XSF8 TO DISABLE.
Opticom 1 calls A Stage.

Signal Group 1 and 5 non-locked detectors will not call stage C directly. If XSF7 is set signal Group 1 & 5 detectors calls stage B and then stage C. Auto walk call - in SCATS use XSF3 (on flexi sheet, XL=4) - if set ped 2 and 6 will always be called (means constant cycle to B stage to service walks).

IN MASTERLINK AND FLEXILINK:
Z- ON CAUSES C1 TURN TO APPEAR AND HOLD IN C STAGE
Z+ ON CAUSES C2 TURN TO APPEAR AND HOLD IN C STAGE
Z- & Z+ ON CAUSES BOTH TURNS TO APPEAR AND HOLD IN C

Flash rate for FYA is set with Timesettings 28 and 29.
TSM28=0.6 (on rate), TSM29=0.4 (off rate)

Backpanel for size P44-16 cabinet:

Load Switch 1:	SB BECK LT (G: green arrow)	CL	-
Load Switch 2:	NB BECK	A	FLA
Load Switch 4:	CENTRAL PARK BLVD	B	FLR
Load Switch 5:	NB BECK LT (G: green arrow)	AL	-
Load Switch 6:	SB BECK	C	FLA
Load Switch 8:	PROVIDENCE SOUTH DR	D	FLR
Load Switch 9:	SB BECK LT	CL	FLA
(OLA)	G: flashing yellow arrow, Y: yellow arrow, R: red arrow		
Load Switch 11:	NB BECK LT	AL	FLA
(OLC)	G: flashing yellow arrow, Y: yellow arrow, R: red arrow		
Load Switch 13:	BECK PED ELEG	WA	
Load Switch 14:	PROVIDENCE SOUTH DR PED NLEG	WB	
Load Switch 15:	BECK PED WLEG	WC	
Load Switch 16:	PROVIDENCE SOUTH DR PED SLEG	WD	

Jumpers:
A28-A29,A34-A35,A37-A38,A43-A44,B28-B29,B34-B35,B37-B38,B43-B44,B52-B53,
B55-B56,B58-B59,B61-B62,C56-PB9,D22-D26,D56-PB9,10R-PB10,12R-PB12.

MMU: (MENU : SET/VIEW CONFIG)

Dual Indication Enable:	R+G: Channel 2,4,6,8,9,11 R+Y: Channel 2,4,6,8,9,11 G+Y: Channel 1,2,4,5,6,8,9,11
Red Fail Enable:	Enable: Channel 2,4,6,8,9,11
Y & R Clearance Disable:	Channel 2,4,6,8,9,11 Enabled
Flashing Yellow Arrow:	Enable: Channel Pair 1-9, 5-11
Unit Options:	All OFF except: Recurrent pulse Program Memory Card LED Guard
Program Card:	Compatible Channels: 1-5, 1-6, 1-9, 1-11, 2-5, 2-6, 2-9, 2-11, 4-8, 5-9, 5-11, 6-9, 6-11, 9-11. Min Flash Time: 4+2+1 Min Yellow Change Disable: None Voltage Monitor Latch: NONE

```
********************************* CHECKSUMS
* CONTROLLER INFORMATION SHEET * TIMES C3 / 303
*     FOR SITE NO.   1282      * PERS  D4 / 324
*         T CREECH             * TOTAL 17 / 027
*    DATE :  28-NOV-2018       *
*********************************
```

FLEXILINK PLAN DATA

Intersection # 1282 **State #** _____ **Date:** 11/28/18 **Prepared By:** T Creech

Intersection: Beck & Providence South Dr / Central Park Blvd **City:** Novi

Hours of Operation: 7 Days: 6am - 11pm **Approved By:** Rachel Jones

Hours of Flashing: 7Days: 11pm - 6am

		PL0	PL1	PL2	PL3	PL4	PL5	PL6	PL7	PL8
0	CL		100	120	120					
1	A		0	0	0					
2	B		68	80	80					
3	C		86	104	104					
4	D									
5	E									
6	F									
7	G									
8	R-									
9	R+									
10	Of (Y-)		82	41	71					
11	Y+	C								
12	Z-									
13	Z+									
14	Q-									
15	Q+									
16	XH									
17	XL		4	4	4					

NOTE: STAGES WITH ONE SECOND PHASE TIMES ARE SKIPPED
BLANK ENTRIES ARE DEFAULT VALUES = 0 FOR ENTRIES #0 - #7, #16 - #17
254 FOR ENTRIES #8 - #15 'C' ENTRY MEANS CONTINOUS = 255

							Timers		
Phase	**Direction**	**Min**	**Max**	**ECO**	**Amber**	**All Red**	**Gap**	**Hdwy**	**Waste**
A	Beck	10.0	60.0		4.3	1.7	3.0	1.0	6.0
B	Providence South Dr	7.0	20.0		3.5	2.5	3.0	1.0	6.0
C	Beck LT	4.0	15.0		4.3	1.7	3.0	1.0	6.0
D									
E									
F									
G									

	Day	Hours	Plan#
SC1	8	6:00	2
SC2	8	9:00	1
SC3	8	15:00	3
SC4	8	19:00	1
SC5	14	23:00	0
SC6	14	0:00	0
SC7	13	6:00	1
SC8			
SC9			
SC10			

Pedestrian Crossing Times

Direction	Walk	CL 1	CL 2
Beck Ped Eleg (Ped 2)	7.0	4.0	4.3
Providence Ped Nleg (Ped 4)	7.0	16.0	3.5
Beck Ped Wleg (Ped 6)	7.0	4.0	4.3
Providence Ped Sleg (Ped 8)	7.0	14.0	3.5

Flash rate Timesettings TSM28=0.6 (on rate); TSM29=0.4 (off rate)
XL value = 4 (XSF 3 is enabled)

Normal Operating Mode

Isolated	Flexilink	Masterlink	Master Isolated	Flexi Isolated
		X		

DAY OF WEEK CODE NUMBER

0	End of Schedule	4	WED	8	MON-FRI	12	MON,FRI,SAT
1	SUN	5	THUR	9	MON-SAT	13	SAT,SUN
2	MON	6	FRI	10	TUE,WED,THU	14	EVERY DAY
3	TUE	7	SAT	11	MON,FRI	15	NEVER

Autoscope SOLO

Mod 50
CO# 1282

Mini-Hub II Detector Port Master
Front Panel Input/Output Pin Assignment

The Mini-Hub II has inputs and outputs available through the front panel **Input/ Output** connector and through the back edge connector. The pin assignments for the Mini-Hub II front connector are listed in the following table. Edge connector pins are identified by **NUMBER** on the component (front) side of the board. Edge connector pins are identified by **LETTER** on the backside of board.

Cam# ###	Mini-Hub II conn.	Edge conn.	Front Harness	Description	D-Conn. Term #	D- Conn. Detector Descript.	On Print Detector number	Phase
1	Output 1 LED	F	1	EB Providence South Dr LT	1	Det. 9	1	8
1	Output 2 LED	W	14	EB Providence South Dr	2	Det. 10	2	8
2	Output 3 LED	S	2	NB Beck LT	3	Det. 11	3	5
2	Output 4 LED	Y	15	NB Beck LT ADV	4	Det. 12	4	5
2	Output 5 LED	(JP1)4	3	NB Beck	5	Det. 13	5	2
2	Output 6 LED	(JP7)5	16	NB Beck RT	6	Det. 14	6	2
3	Output 7 LED	(JP2)8	4	WB Central Park Blvd LT	7	Det. 15	7	4
3	Output 8 LED	(JP8)9	17	WB Central Park Blvd	8	Det. 16	8	4
4	Output 9 LED	(JP3)13	5	SB Beck LT	9	Det. 17	9	1
4	Output 10 LED	(JP9)14	18	SB Beck LT ADV	10	Det. 18	10	1
4	Output 11 LED	(JP4)17	6	SB Beck	11	Det. 19	11	6
4	Output 12 LED	(JP10)18	19	SB Beck RT	12	Det. 20	12	6
	Output 13 LED		7					
	Output 14 LED		20					
	Output 15 LED		8					
	Output 16 LED		21					
	Input 1 LED	(JP5)1	9	LS 1-9 Red C39				
	Input 2 LED	(JP11)2	22	LS 2 Red C30				
	Input 3 LED	(JP6)3	10					
	Input 4 LED	(JP12)10	23	LS 4 Red C36				
	Input 5 LED		11	LS 5-11 Red D39				
	Input 6 LED		24	LS 6 Red D30				
	Input 7 LED		12					
	Input 8 LED	(withJP14*)	25	LS 8 Red D36				

*Input 8 with JP14 inserted becomes 24VDC through Input/ Output Connector on front panel. Logic Ground is the GREY (pin 13) wire form Input/ Output connector on front panel.

Chapter 5
Connecting Solo MVP Power and Communications Cables

Usually, the Solo cable (the "pigtail" cable from the Solo MVP) is spliced to a Branch Cable, either in a junction box or in the hand-hole at the pole base. The Branch cable runs from the splice point to the cabinet, and terminates to the ACIP. Use the chart below (copy the blank table provided in Appendix A) to record which pairs of the Solo cable are spliced to the Branch cable pairs. For Branch cable lengths of 300 ft or less, a separate cable to power the Solo Pro is not normally necessary.

Be sure to use splicing methods and materials appropriate for low voltage communications splicing. When splicing is completed, properly seal the splice.

When the branch cables are brought into the cabinet, label each cable, starting with cable 1 from the Solo MVP viewing Phases 2 and 5, and working clockwise around the intersection, labeling cables 2, 3, and 4.

Terminate the cables to the ACIP in the same order. Taking care to assign the Sensor numbers (in the Autoscope Properties Editor) in the same order as the cables are terminated will facilitate easier maintenance and troubleshooting.

An example is shown in the table below. In this example, a separate power cable is shown. In installations where a 6-pair branch cable is used, power and communications are usually combined in one cable.

A blank copy of this table is provided for duplication in Appendix A.

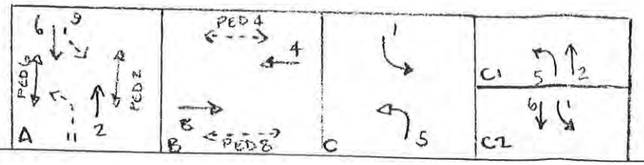
DRAIN WIRE of Solo MVP to WHT of GRN/WHI pair
then at CABINET WHI to Shield of BRANCH CABLE
to Ground Lug
INTERFACE PANEL

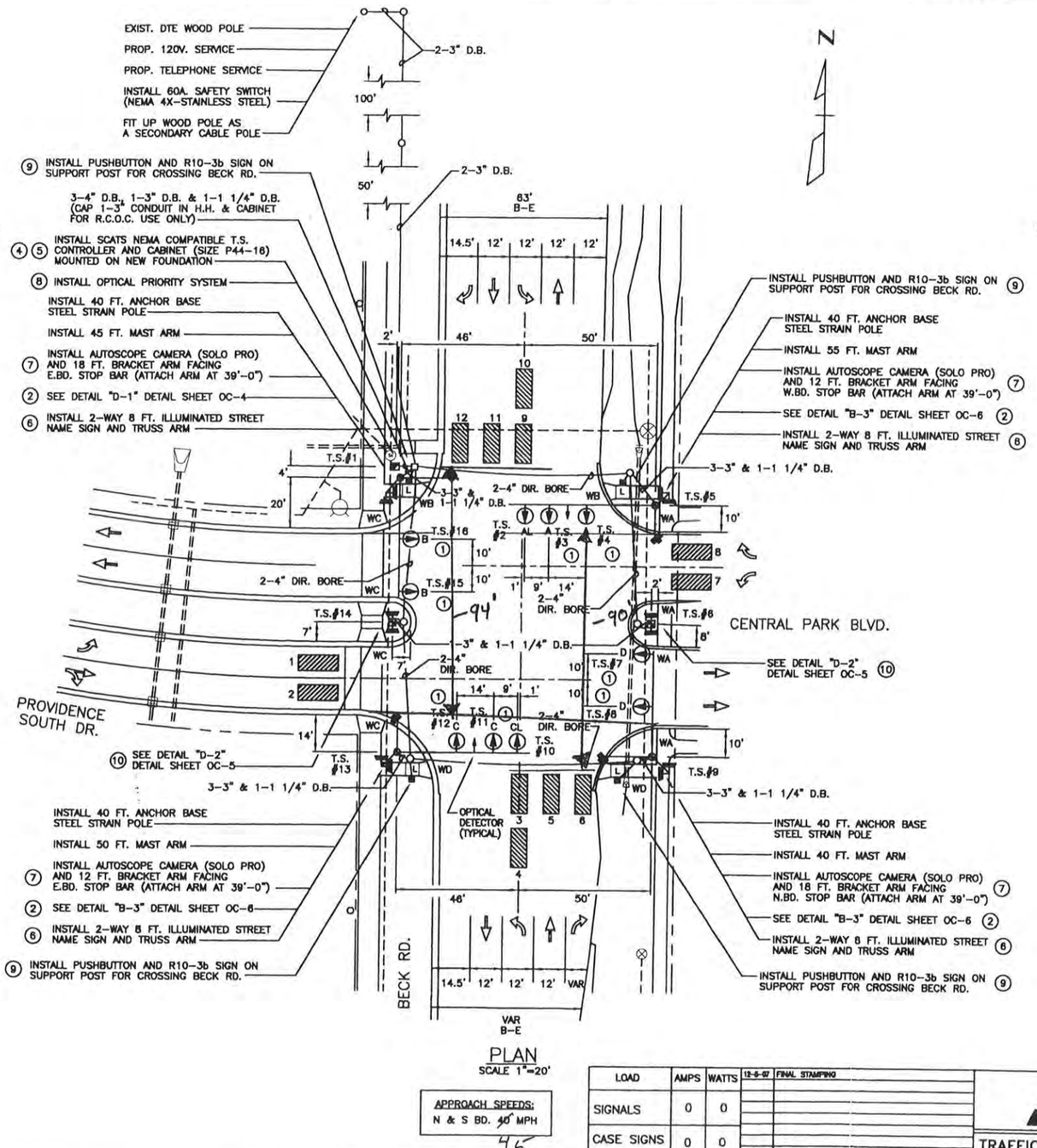
Appendix A
Solo System-Wide Interconnections

Duplicate the following table to keep track of all Solo MVP connections:

Solo MVP ____ (write in sensor number)			Branch Power Cable (write in wire color)	Branch Communications Cable (write in wire color)			Communications Interface Panel	
PIN	PAIR COLOR	WIRE COLOR	WIRE COLOR	PAIR	PAIR COLOR	WIRE COLOR	SIGNAL	TERMINAL
A	BRN/BLK	* BRN *	BRN		BRN/WHI	BRN	24V PWR	1
B	BRN/BLK	* BLK *	WHI		BRN/WHI	WHI	24V RTN	2
N	----	*GRN/YEL*	GRN		GRN/WHI	GRN	EARTH GND	3
P	BLU/BLK	BLU	BLU	1	BLU/WHI	BLU	SUP RX+	4
U	BLU/BLK	BLK	WHT	1	BLU/WH	WHI	SUP RX-	5
D	RED/BLK	RED	RED	2	RED/BLU	RED	SUP TX+	6
R	RED/BLK	BLK	BLU	2	RED/BLU	BLU	SUP TX-	7
F	YEL/BLK	YEL	ORG	3	ORG/WHT	ORG	DET+	8
E	YEL/BLK	BLK	WHT	3	ORG/WHT	WHT	DET-	9
J	WHI/BLK	WHI	GREY	4	GREY/WHI	GREY	VIDEO+	10
H	WHI/BLK	BLK	WHT	4	GREY/WHI	WHI	VIDEO-	11

* IS SEPERATE POWER FEED BRN — BLK
BLK — WHT





PLAN
SCALE 1"=20'

APPROACH SPEEDS:
N & S BD. ~~40~~ 45 MPH

LOAD	AMPS	WATTS
SIGNALS	0	0
CASE SIGNS	0	0

12-6-07 FINAL STAMPING

DATE DIVISIONS

NOTES:
1. ALL MAST ARM STANDARD FOUNDATION SURFACES SHALL BE LEVEL IN ORDER TO ACCEPT THE BASE ASSEMBLY.
2. ALL PEDESTRIAN SIGNALS SHALL BE COUNTDOWN TYPE ON THIS PROJECT.

PUSHBUTTON SUPPORT NOTES:
1. USE 1-1 1/4" D.B. CONDUIT FROM SUPPORT POST TO H.H.
2. EXACT LOCATION OF SUPPORT POST SHALL BE DETERMINED BY THE ENGINEER.
3. SHALL MEET ADA GUIDELINES.

CONTACT MR.TIM GARDNER, D.E. CO. (734) 397-4307 PRIOR TO INSTALLATION OF TRAFFIC SIGNALS.
EST. COST TO CONTRACTOR IS $500.00

ROAD COMMISSION FOR OAKLAND COUNTY FORCE ACCOUNT CHARGES (ESTIMATED) WILL BE $40,500.00.
CONTACT R.C.O.C. FOR DETAILED COSTS.

LIST OF MATERIALS

NO.	ITEM	QUANTITIES
(1)	TS, One Way Mast Arm Mtd (LED)	8 Ea
(2)	TS, Pedestrian, Two Way Bracket Arm Mtd (LED) Countdown	4 Ea
(3)	TS, One Way Mast Arm Mtd, Four Sect (LED)	2 Ea
* (4)	Controller and Cabinet, Solid State Actuated	1 Ea
(5)	Controller and Cabinet, Solid State Actuated, Delivered	1 Ea
* (6)	Illuminated Street Name Sign, Two Way, 8 feet (LED)	4 Ea
(7)	Autoscope Camera (Solo Pro)	4 Ea
(8)	Optical Priority Control System	1 Ea
(9)	Pushbutton and Sign, Modified	4 Ea
(10)	TS, Pedestrian, Two Way Pedestal Mtd (LED) Countdown	2 Ea
	Pushbutton Support Post	4 Ea
	Conduit, DB, 1, 1 1/4 inch	85 Ft
	Conduit, DB, 1, 3 inch	305 Ft
	Conduit, DB, 2, 3 inch	30 Ft
	Conduit, DB, 3, 4 inch	5 Ft
	Hh, Round	7 Ea
	Hh, Square	1 Ea
	Conduit, Directional Bore, 2, 4 inch	210 Ft
	Controller Fdn, Base Mount	1 Ea
*	Pedestal, Alum	2 Ea
	Pedestal, Fdn	2 Ea
* **	Mast Arm Standard, 40 feet	4 Ea
	Mast Arm Standard Fdn	4 Ea
*	Mast Arm	4 Ea
*	Bracket Arm, Clamp On, 12 feet	2 Ea
*	Bracket Arm, Clamp On, 18 feet	2 Ea
	Safety Switch	1 Ea
	Wood Pole, Fit Up, Sec Cable Pole	1 Ea
	Cable, Sec, 600V, 1, 2/C #4 w/#6 Ground	350 Ft

* SEE GENERAL INFORMATION SHEET
** PAY ITEM INCLUDES DECORATIVE BASE AND FINIAL

TRAFFIC-SAFETY DEPARTMENT

BECK & PROVIDENCE SOUTH DR.
CO 1282 ATS

MANSELL ASSOCIATES INC.
ENGINEERING CONSULTANTS
33808 Grand River
Farmington, MI. 48336
(248) 473-7070

HRC
HUBBELL, ROTH & CLARK, INC
Consulting Engineers

DATE	DRAWN BY	APPROVED	JOB NO.
12/5/07	AWS		M4284

PROJECT NAME: PROVIDENCE HOSPITAL
SHEET NO. 3

Scale 1" = 40' x 1.25
95' @ 45mph ⇒ 4.3/1.7

SEMCOG | Southeast Michigan Council of Governments

Community Profiles

YOU ARE VIEWING DATA FOR:

City of Novi

45175 W 10 Mile Rd
Novi, MI 48375-3024
http://www.cityofnovi.org

SEMCOG MEMBER

Census 2020 Population: 66,243
Area: 31.2 square miles

VIEW COMMUNITY EXPLORER MAP VIEW 2020 CENSUS MAP

Population and Households

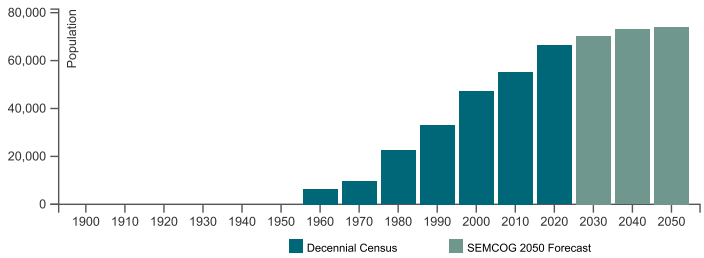
Link to American Community Survey (ACS) Profiles: **Select a Year** 2019-2023 **Social** | **Demographic**

Population and Household Estimates for Southeast Michigan, 2024

Historic Population and Employment by Minor Civil Division, Southeast Michigan

Population Forecast

POPULATION:



Note for City of Novi : Incorporated as of the 1970 Census from Village of Novi. Population numbers prior to 1970 are of the village. The Village of Novi was incorporated in 1958 from the majority of Novi Township. Population numbers not available before 1960 as area was part of Novi Township.

Population and Households

Population and Households	Census 2020	Census 2010	Change 2010-2020	Pct Change 2010-2020	SEMCOG Jul 2023	SEMCOG 2050
Total Population	66,243	55,224	11,019	20.0%	68,080	74,081
Group Quarters Population	332	360	-28	-7.8%	604	763
Household Population	65,911	54,864	11,047	20.1%	67,476	73,318
Housing Units	27,863	24,226	3,637	15.0%	28,613	-
Households (Occupied Units)	26,458	22,258	4,200	18.9%	27,710	29,484
Residential Vacancy Rate	5.0%	8.1%	-3.1%	-	3.2%	-
Average Household Size	2.49	2.46	0.03	-	2.44	2.49

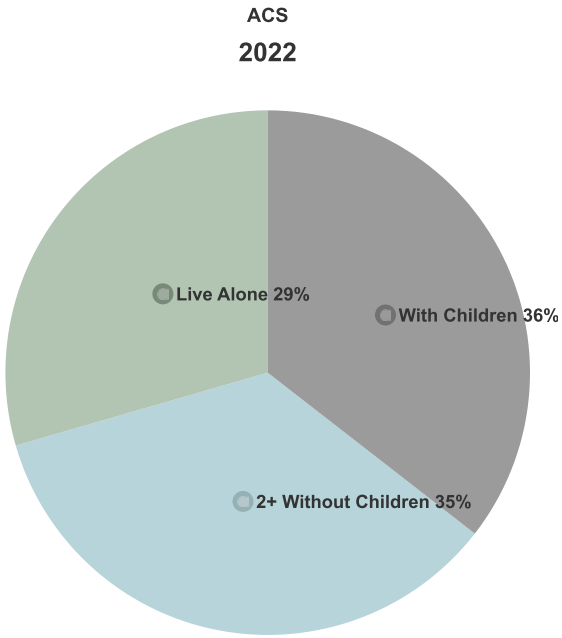
Source: **U.S. Census Bureau**, **2018-2022 American Community Survey 5-Year Estimates**, and **SEMCOG 2050 Regional Development Forecast**

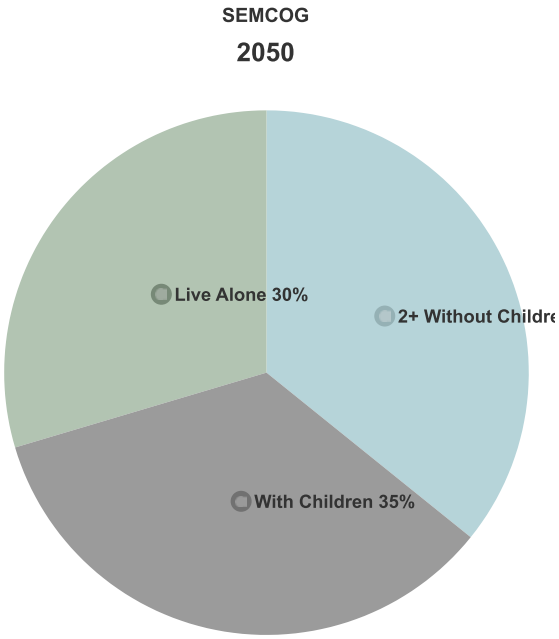
Components of Population Change

Components of Population Change	2010-2020 Avg.	2020-2022 Avg.
Natural Increase (Births - Deaths)	186	39
Births	622	594
Deaths	436	555
Net Migration (Movement In - Movement Out)	916	131
Population Change (Natural Increase + Net Migration)	1,102	170

Source: **Michigan Department of Community Health Vital Statistics**, **U.S. Census Bureau**, and SEMCOG

Household Types





SEMCOG | Southeast Michigan Council of Governments

Community Profiles

YOU ARE VIEWING DATA FOR:

City of Novi

45175 W 10 Mile Rd
Novi, MI 48375-3024
http://www.cityofnovi.org

SEMCOG MEMBER

Census 2020 Population: 66,243
Area: 31.2 square miles

VIEW COMMUNITY EXPLORER MAP VIEW 2020 CENSUS MAP

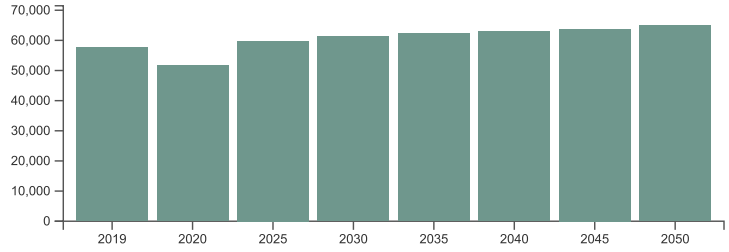
Economy & Jobs

Link to American Community Survey (ACS) Profiles: **Select a Year** 2019-2023 **Economic**

Historic Population and Employment by Minor Civil Division, Southeast Michigan

Forecasted Jobs

NUMBER OF J
64,985



Note: The base year for the employment forecast is 2019, as 2020 employment was artificially low due to the COVID recession.

Source: **SEMCOG 2050 Regional Development Forecast**

Forecasted Jobs by Industry Sector

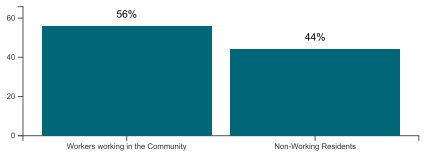
Forecasted Jobs By Industry Sector	2019	2020	2025	2030	2035	2040	2045	2050	Change 2019-2050	Pct Change 2019-2050
Natural Resources, Mining, & Construction	2,219	2,200	3,029	3,015	2,991	2,906	2,831	2,840	621	28%
Manufacturing	4,670	4,239	4,627	4,575	4,344	4,101	3,935	3,913	-757	-16.2%
Wholesale Trade	3,118	2,929	3,139	3,197	3,288	3,266	3,202	3,138	20	0.6%
Retail Trade	7,892	6,944	7,207	6,823	6,338	6,029	5,777	5,623	-2,269	-28.8%
Transportation, Warehousing, & Utilities	1,418	1,410	1,667	1,701	1,747	1,751	1,774	1,783	365	25.7%
Information & Financial Activities	6,576	6,145	7,173	7,806	8,290	8,615	8,922	9,254	2,678	40.7%
Professional and Technical Services & Corporate HQ	8,452	7,940	9,299	9,800	10,237	10,599	11,019	11,441	2,989	35.4%
Administrative, Support, & Waste Services	3,477	3,026	3,421	3,565	3,729	3,854	3,960	4,107	630	18.1%
Education Services	2,212	2,060	2,213	2,286	2,347	2,362	2,379	2,398	186	8.4%
Healthcare Services	7,679	7,095	7,941	8,216	8,579	8,969	9,388	9,839	2,160	28.1%
Leisure & Hospitality	7,103	5,217	7,105	7,275	7,317	7,335	7,346	7,405	302	4.3%
Other Services	2,137	1,851	2,247	2,373	2,429	2,452	2,499	2,513	376	17.6%
Public Administration	719	682	718	732	736	732	732	731	12	1.7%
Total Employment Numbers	57,672	51,738	59,786	61,364	62,372	62,971	63,764	64,985	7,313	12.7%

Note: The base year for the employment forecast is 2019, as 2020 employment was artificially low due to the COVID recession.

Source: **SEMCOG 2050 Regional Development Forecast**

Daytime Population

Daytime Population	ACS 2022
Workers working in the Community	36,078
Non-Working Residents	28,531
Age 15 and under	12,980
Not in labor force	14,353
Unemployed	1,198
Daytime Population	64,609



Source: **2018-2022 American Community Survey 5-Year Estimates**. For additional information, visit SEMCOG's **Interactive Commuting Patterns Map**

Note: The number of residents attending school outside Southeast Michigan is not available. Likewise, the number of students commuting into Southeast Michigan to attend school is also not known.

Household Income

Income (in 2022 dollars)	ACS 2010	ACS 2022	Change 2010-2022	Percent Change 2010-2022
Median Household Income	$107,571	$110,588	$3,017	2.8%
Per Capita Income	$56,969	$60,396	$3,427	6%

Source: **U.S. Census Bureau, 2006-2010 and 2018-2022 American Community Survey 5-Year Estimates**

Level of Service Criteria for Stop Sign Controlled Intersections

The level of service criteria are given in Exhibit 20-2. As used here, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in queue.

The average total delay for any particular controlled movement is a function three (capacity) factors: distribution of gaps in the major-street traffic stream, driver judgment in selecting gaps through which to execute the desired maneuvers, and the follow-up headways required by each driver in a queue.

The basic capacity model assumes gaps in the conflicting movements are randomly distributed. When traffic signals are present on the major street, upstream of the subject intersection, flows may not be random but will likely have some platoon structure. Although the procedures in this chapter provide a method for approximating the operations of a TWSC intersection with an upstream signal, the operations of such an intersection is arguably best handled by including it in a complete simulation

Exhibit 20-2. Level of Service Criteria for Stop-Controlled Intersections (Motor Vehciles)

LEVEL OF SERVICE	AVERAGE CONTROL DELAY (sec/veh)
A	$\leq$ 10
B	> 10 and $\leq$ 15
C	> 15 and $\leq$ 25
D	> 25 and $\leq$ 35
E	> 35 and $\leq$ 50
F	> 50

Average total delay less than 10 sec/veh is defined as Level of Service (LOS) A. Follow-up times of less than 5 sec have been measured when there is no conflicting traffic for a minor street movement, so control delays of less than 10 sec/veh are appropriate for low flow conditions. A total delay of 50 sec/veh is assumed as the break point between LOS E and F.

The LOS criteria for TWSC intersections differ somewhat from the criteria used in Chapter 19 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Additionally, several driver behavior considerations combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, where drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized than signalized intersections. For these reasons, it is considered that the total delay threshold for any given level of service is less for an unsignalized intersection than for a signalized intersection.

LOS F exists when there are insufficient gaps of suitable size to allow a side street demand to cross safely through a major street traffic stream. This level of service is generally evident from extremely long total delays experienced by side street traffic and by queueing on the minor approaches. The method, however, is based on a constant critical gap size - that is, the critical gap remains constant, no matter how long the side street motorist waits. LOS F may also appear in the form of side street vehicles' selecting smaller-than-usual gaps. In such cases, safety may be a problem and some disruption to the major traffic stream may result. It is important to note that LOS F may not always result in long queues but may result in adjustments to normal gap acceptance behavior. The latter is more difficult to observe on the field than queueing, which is more obvious.

Source: Highway Capacity Manual, 6th Edition. Transportation Research Board, National Research Council

Level of Service for Signalized Intersections

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Specifically, level-of-service (LOS) criteria are stated in terms of the average stopped delay per vehicle. The criteria are given in Exhibit 19-8. Delay may be measured in the field or estimated using procedures presented later in this chapter. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

LOS A describes operations with a control delay of 10 s/veh or less. This level is typically assigned when the volume-to-capacity ratio is low and either progression is extremely favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during a green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Exhibit 19.8. Level-of-Service Criteria for Signalized Intersections (Motorized Vehicles)

LEVEL OF SERVICE	STOPPED DELAY PER VEHICLE (SEC)
A	≤10.0
B	> 10.0 and ≤20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	>80.0

1. If the v/c ratio for a lane group exceeds 1.0, a LOS F is assigned to the individual lane group. LOS for approach-based and intersection-wide assessments are determined solely by the control delay.

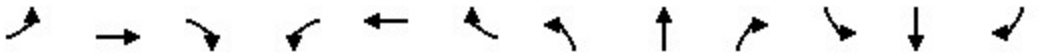
LOS C describes operations with control delay between 20 and 35 s/veh. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e. one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number if vehicle stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh. This level is typically assigned when when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh. This level is typically assigned when when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level, considered to be unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. This level is typically assigned when the volume-to-capacity ratio is high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual, 6th Edition. Transportation Research Board, National Research Council



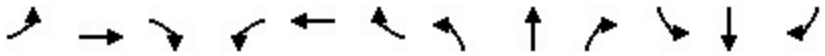
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	321	484	46	39	237	151	46	595	83	256	350	532
Future Volume (veh/h)	321	484	46	39	237	151	46	595	83	256	350	532
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1844	1844	1844	1875	1875	1875	1969	1969	1969	1875	1875	1875
Adj Flow Rate, veh/h	353	532	51	44	269	172	48	626	87	269	368	560
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	2	2	2	8	8	8
Cap, veh/h	380	1249	119	57	720	590	64	686	95	304	1227	890
Arrive On Green	0.22	0.39	0.39	0.03	0.20	0.20	0.03	0.21	0.21	0.17	0.34	0.34
Sat Flow, veh/h	1756	3230	309	1786	3563	1582	1875	3291	457	1786	3563	1585
Grp Volume(v), veh/h	353	288	295	44	269	172	48	355	358	269	368	560
Grp Sat Flow(s),veh/h/ln	1756	1752	1788	1786	1781	1582	1875	1870	1877	1786	1781	1585
Q Serve(g_s), s	25.6	15.7	15.8	3.2	8.5	10.0	3.3	24.1	24.2	19.1	9.8	31.2
Cycle Q Clear(g_c), s	25.6	15.7	15.8	3.2	8.5	10.0	3.3	24.1	24.2	19.1	9.8	31.2
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	380	677	691	57	720	590	64	390	391	304	1227	890
V/C Ratio(X)	0.93	0.42	0.43	0.77	0.37	0.29	0.75	0.91	0.91	0.89	0.30	0.63
Avail Cap(c_a), veh/h	440	677	691	118	720	590	176	406	407	415	1266	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	29.3	29.3	62.5	44.7	28.7	62.3	50.3	50.3	52.7	31.2	19.4
Incr Delay (d2), s/veh	24.3	1.9	1.9	19.5	1.5	1.2	25.9	23.9	24.4	18.8	0.1	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	6.7	6.9	1.7	3.8	4.0	2.0	13.8	13.9	9.9	4.2	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.3	31.2	31.2	82.0	46.2	30.0	88.2	74.2	74.7	71.5	31.3	20.8
LnGrp LOS	E	C	C	F	D	C	F	E	E	E	C	C
Approach Vol, veh/h		936			485			761			1197	
Approach Delay, s/veh		47.4			43.7			75.3			35.4	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	56.7	11.2	51.6	34.5	32.7	28.9	33.9
Change Period (Y+Rc), s	* 6.4	* 6.4	6.8	6.8	* 6.4	* 6.4	6.8	6.8
Max Green Setting (Gmax), s	* 8.6	* 37	12.2	46.2	* 33	* 13	30.2	28.2
Max Q Clear Time (g_c+I1), s	5.2	17.8	5.3	33.2	27.6	12.0	21.1	26.2
Green Ext Time (p_c), s	0.0	2.9	0.1	3.6	0.5	0.2	1.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	48.9
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	734	14	64	372	31	10	0	73	11	0	45
Future Volume (veh/h)	75	734	14	64	372	31	10	0	73	11	0	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1875	1875	1875	1938	1938	1938	1828	1828	1828
Adj Flow Rate, veh/h	87	853	16	74	433	36	14	0	99	14	0	58
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.74	0.74	0.74	0.78	0.78	0.78
Percent Heavy Veh, %	5	5	5	8	8	8	4	4	4	11	11	11
Cap, veh/h	859	2054	897	663	1874	155	129	0	144	95	0	136
Arrive On Green	0.19	0.56	0.56	0.19	0.56	0.56	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1830	3652	1595	1786	3331	276	1324	0	1642	1204	0	1549
Grp Volume(v), veh/h	87	853	16	74	231	238	14	0	99	14	0	58
Grp Sat Flow(s),veh/h/ln	1830	1826	1595	1786	1781	1826	1324	0	1642	1204	0	1549
Q Serve(g_s), s	0.0	16.0	0.5	0.0	7.8	7.9	1.2	0.0	7.0	1.4	0.0	4.3
Cycle Q Clear(g_c), s	0.0	16.0	0.5	0.0	7.8	7.9	5.5	0.0	7.0	8.4	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	859	2054	897	663	1002	1027	129	0	144	95	0	136
V/C Ratio(X)	0.10	0.42	0.02	0.11	0.23	0.23	0.11	0.00	0.69	0.15	0.00	0.43
Avail Cap(c_a), veh/h	859	2054	897	663	1002	1027	223	0	260	180	0	245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	15.0	11.6	9.8	13.2	13.2	54.5	0.0	53.2	57.2	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.5	0.5	0.4	0.0	5.8	0.7	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.1	0.2	0.8	3.0	3.1	0.4	0.0	3.2	0.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.5	15.5	11.6	9.9	13.7	13.7	54.9	0.0	58.9	57.9	0.0	54.0
LnGrp LOS	A	B	B	A	B	B	D		E	E		D
Approach Vol, veh/h		956			543			113			72	
Approach Delay, s/veh		14.6			13.2			58.4			54.8	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.5	74.0		16.5	29.5	74.0		16.5				
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5	6.5		6.0				
Max Green Setting (Gmax), s	4.5	67.5		19.0	14.5	67.5		19.0				
Max Q Clear Time (g_c+I1), s	2.0	18.0		10.4	2.0	9.9		9.0				
Green Ext Time (p_c), s	0.1	6.3		0.1	0.1	2.6		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.4

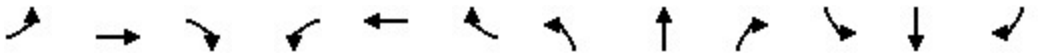
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	678	100	148	455	45	34	0	73	7	0	7
Future Vol, veh/h	19	678	100	148	455	45	34	0	73	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1000	-	125	1000	-	-	800	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	92	92	92	89	89	89	70	70	70
Heavy Vehicles, %	5	5	5	6	6	6	5	5	5	0	0	0
Mvmt Flow	22	788	116	161	495	49	38	0	82	10	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	543	0	0	905	0	0	1402	1698	394	1279	1790	272
Stage 1	-	-	-	-	-	-	833	833	-	841	841	-
Stage 2	-	-	-	-	-	-	569	865	-	438	949	-
Critical Hdwy	4.2	-	-	4.22	-	-	7.6	6.6	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.26	-	-	3.55	4.05	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	1170	-	-	869	-	-	202	131	*898	*276	114	*964
Stage 1	-	-	-	-	-	-	489	492	-	*431	455	-
Stage 2	-	-	-	-	-	-	640	432	-	*859	436	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1170	-	-	869	-	-	160	105	*898	*201	91	*964
Mov Cap-2 Maneuver	-	-	-	-	-	-	160	105	-	*201	91	-
Stage 1	-	-	-	-	-	-	479	483	-	*351	371	-
Stage 2	-	-	-	-	-	-	516	352	-	*766	428	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.19	2.3	17.36	16.53
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	898	1170	-	-	869	-	-	332
HCM Lane V/C Ratio	0.239	0.091	0.019	-	-	0.185	-	-	0.06
HCM Control Delay (s/veh)	34.4	9.4	8.1	-	-	10.1	-	-	16.5
HCM Lane LOS	D	A	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.9	0.3	0.1	-	-	0.7	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	679	45	95	589	56	17	6	17	66	7	42
Future Volume (veh/h)	34	679	45	95	589	56	17	6	17	66	7	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1938	1938	1938	1953	1953	1953	1953	1953	1953
Adj Flow Rate, veh/h	38	754	50	102	633	60	24	8	24	76	8	48
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.71	0.71	0.71	0.87	0.87	0.87
Percent Heavy Veh, %	6	6	6	4	4	4	3	3	3	3	3	3
Cap, veh/h	885	1802	794	775	1691	160	141	40	119	162	22	133
Arrive On Green	0.26	0.50	0.50	0.51	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1816	3622	1595	1845	3399	322	1337	430	1291	1366	242	1450
Grp Volume(v), veh/h	38	754	50	102	342	351	24	0	32	76	0	56
Grp Sat Flow(s),veh/h/ln	1816	1811	1595	1845	1841	1880	1337	0	1721	1366	0	1692
Q Serve(g_s), s	0.0	15.9	2.0	0.0	0.2	0.2	2.1	0.0	2.1	6.5	0.0	3.7
Cycle Q Clear(g_c), s	0.0	15.9	2.0	0.0	0.2	0.2	5.8	0.0	2.1	8.6	0.0	3.7
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.75	1.00		0.86
Lane Grp Cap(c), veh/h	885	1802	794	775	916	935	141	0	158	162	0	156
V/C Ratio(X)	0.04	0.42	0.06	0.13	0.37	0.37	0.17	0.00	0.20	0.47	0.00	0.36
Avail Cap(c_a), veh/h	885	1802	794	775	916	935	342	0	416	367	0	409
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	19.1	15.6	6.3	0.2	0.2	53.9	0.0	50.4	54.4	0.0	51.2
Incr Delay (d2), s/veh	0.0	0.7	0.2	0.1	1.2	1.1	0.6	0.0	0.6	2.1	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.3	0.7	0.7	0.3	0.3	0.7	0.0	0.9	2.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.9	19.8	15.8	6.4	1.3	1.3	54.4	0.0	51.0	56.5	0.0	52.6
LnGrp LOS	A	B	B	A	A	A	D		D	E		D
Approach Vol, veh/h		842			795			56			132	
Approach Delay, s/veh		18.9			2.0			52.5			54.8	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	66.0		17.0	37.0	66.0		17.0				
Change Period (Y+Rc), s	* 6.3	* 6.3		6.0	* 6.3	* 6.3		6.0				
Max Green Setting (Gmax), s	* 13	* 60		29.0	* 13	* 60		29.0				
Max Q Clear Time (g_c+I1), s	2.0	17.9		10.6	2.0	2.2		7.8				
Green Ext Time (p_c), s	0.1	5.4		0.5	0.0	4.1		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	15.1
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	419	66	58	294	208	91	726	98	279	637	399
Future Volume (veh/h)	312	419	66	58	294	208	91	726	98	279	637	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1875	1875	1875	1953	1953	1953	1922	1922	1922
Adj Flow Rate, veh/h	359	482	76	68	346	245	99	789	107	307	700	438
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	8	8	8	3	3	3	5	5	5
Cap, veh/h	420	1083	170	87	973	600	125	901	122	370	1136	700
Arrive On Green	0.24	0.69	0.69	0.05	0.27	0.27	0.07	0.27	0.27	0.10	0.31	0.31
Sat Flow, veh/h	3551	3162	496	1786	3563	1589	1860	3283	445	3551	3652	1629
Grp Volume(v), veh/h	359	277	281	68	346	245	99	446	450	307	700	438
Grp Sat Flow(s),veh/h/ln	1776	1826	1833	1786	1781	1589	1860	1856	1873	1776	1826	1629
Q Serve(g_s), s	11.6	8.2	8.3	4.5	9.4	13.6	6.3	27.5	27.5	10.2	19.6	25.2
Cycle Q Clear(g_c), s	11.6	8.2	8.3	4.5	9.4	13.6	6.3	27.5	27.5	10.2	19.6	25.2
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	420	625	628	87	973	600	125	509	514	370	1136	700
V/C Ratio(X)	0.85	0.44	0.45	0.78	0.36	0.41	0.79	0.88	0.88	0.83	0.62	0.63
Avail Cap(c_a), veh/h	562	625	628	164	973	600	236	591	596	450	1162	711
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	13.7	13.7	56.4	35.1	27.5	55.1	41.6	41.6	52.7	35.2	26.7
Incr Delay (d2), s/veh	9.5	2.3	2.3	13.7	1.0	2.1	10.5	12.5	12.5	10.5	1.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	3.0	3.0	2.3	4.1	5.3	3.2	13.9	14.0	5.0	8.6	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.3	16.0	16.0	70.1	36.1	29.6	65.6	54.1	54.0	63.2	36.2	28.4
LnGrp LOS	D	B	B	E	D	C	E	D	D	E	D	C
Approach Vol, veh/h		917			659			995			1445	
Approach Delay, s/veh		31.0			37.2			55.2			39.6	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	48.1	14.9	44.1	21.2	39.8	19.3	39.7
Change Period (Y+Rc), s	7.0	7.0	6.8	6.8	7.0	7.0	6.8	6.8
Max Green Setting (Gmax), s	11.0	28.0	15.2	38.2	19.0	20.0	15.2	38.2
Max Q Clear Time (g_c+I1), s	6.5	10.3	8.3	27.2	13.6	15.6	12.2	29.5
Green Ext Time (p_c), s	0.0	2.7	0.1	4.6	0.6	1.2	0.3	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	41.1
HCM 7th LOS	D



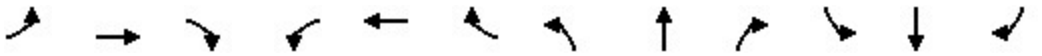
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1	33	14	1	53	99	840	19	5	639	33
Future Volume (veh/h)	37	1	33	14	1	53	99	840	19	5	639	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1953	1953	1953	1906	1906	1906	1953	1953	1953	1875	1875	1875
Adj Flow Rate, veh/h	50	1	45	18	1	69	105	894	20	5	687	35
Peak Hour Factor	0.74	0.74	0.74	0.77	0.77	0.77	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	6	6	6	3	3	3	8	8	8
Cap, veh/h	132	3	155	151	2	152	527	1463	1240	382	1354	1147
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.75	0.75	0.01	0.72	0.72
Sat Flow, veh/h	1315	36	1616	1311	23	1588	1860	1953	1655	1786	1875	1589
Grp Volume(v), veh/h	50	0	46	18	0	70	105	894	20	5	687	35
Grp Sat Flow(s),veh/h/ln	1315	0	1652	1311	0	1611	1860	1953	1655	1786	1875	1589
Q Serve(g_s), s	4.5	0.0	3.1	1.6	0.0	4.9	1.8	25.4	0.4	0.1	19.3	0.8
Cycle Q Clear(g_c), s	9.4	0.0	3.1	4.7	0.0	4.9	1.8	25.4	0.4	0.1	19.3	0.8
Prop In Lane	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	0	158	151	0	154	527	1463	1240	382	1354	1147
V/C Ratio(X)	0.38	0.00	0.29	0.12	0.00	0.45	0.20	0.61	0.02	0.01	0.51	0.03
Avail Cap(c_a), veh/h	170	0	207	190	0	201	545	1463	1240	432	1354	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	50.5	52.6	0.0	51.3	5.7	7.0	3.8	6.5	7.3	4.7
Incr Delay (d2), s/veh	1.8	0.0	1.0	0.3	0.0	2.1	0.2	1.9	0.0	0.0	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.3	0.5	0.0	2.1	0.5	8.7	0.1	0.0	6.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.5	0.0	51.5	53.0	0.0	53.4	5.8	8.9	3.8	6.6	8.7	4.8
LnGrp LOS	E		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		96			88			1019			727	
Approach Delay, s/veh		54.6			53.3			8.5			8.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	95.9		17.5	9.9	92.6		17.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	4.6	83.0		15.0	5.0	82.0		15.0				
Max Q Clear Time (g_c+I1), s	2.1	27.4		11.4	3.8	21.3		6.9				
Green Ext Time (p_c), s	0.0	7.8		0.1	0.0	5.1		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



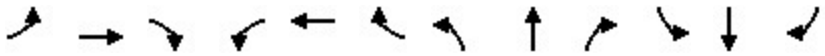
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	576	558	87	116	557	383	91	469	73	176	561	577
Future Volume (veh/h)	576	558	87	116	557	383	91	469	73	176	561	577
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969
Adj Flow Rate, veh/h	647	627	98	129	619	426	99	510	79	185	591	607
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	664	1445	226	154	650	477	123	554	85	211	815	954
Arrive On Green	0.35	0.45	0.45	0.08	0.17	0.17	0.07	0.17	0.17	0.11	0.22	0.22
Sat Flow, veh/h	1875	3242	506	1875	3741	1668	1875	3241	500	1875	3741	1668
Grp Volume(v), veh/h	647	361	364	129	619	426	99	293	296	185	591	607
Grp Sat Flow(s),veh/h/ln	1875	1870	1878	1875	1870	1668	1875	1870	1871	1875	1870	1668
Q Serve(g_s), s	47.6	18.6	18.6	9.5	22.9	24.3	7.3	21.6	21.8	13.6	20.5	30.5
Cycle Q Clear(g_c), s	47.6	18.6	18.6	9.5	22.9	24.3	7.3	21.6	21.8	13.6	20.5	30.5
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	664	834	837	154	650	477	123	320	320	211	815	954
V/C Ratio(X)	0.97	0.43	0.43	0.84	0.95	0.89	0.80	0.92	0.92	0.88	0.73	0.64
Avail Cap(c_a), veh/h	664	834	837	209	650	477	163	323	323	230	815	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	26.6	26.7	63.3	57.3	47.9	64.5	57.0	57.1	61.2	50.9	20.2
Incr Delay (d2), s/veh	28.4	1.6	1.6	17.7	24.0	20.3	23.9	29.6	31.0	30.0	3.2	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.3	8.3	8.4	5.2	12.7	16.8	4.3	12.8	13.0	8.1	9.8	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.0	28.3	28.3	81.0	81.3	68.2	88.4	86.7	88.2	91.2	54.1	21.6
LnGrp LOS	E	C	C	F	F	E	F	F	F	F	D	C
Approach Vol, veh/h		1372			1174			688			1383	
Approach Delay, s/veh		49.4			76.5			87.6			44.8	
Approach LOS		D			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	68.8	16.0	37.3	56.0	30.7	22.5	30.7
Change Period (Y+Rc), s	* 6.4	* 6.4	6.8	6.8	* 6.4	* 6.4	6.8	6.8
Max Green Setting (Gmax), s	* 16	* 57	12.2	29.2	* 50	* 23	17.2	24.2
Max Q Clear Time (g_c+I1), s	11.5	20.6	9.3	32.5	49.6	26.3	15.6	23.8
Green Ext Time (p_c), s	0.1	4.3	0.1	0.0	0.0	0.0	0.1	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	60.6
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	709	55	157	894	33	72	2	136	26	9	90
Future Volume (veh/h)	43	709	55	157	894	33	72	2	136	26	9	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	2000	2000	2000	1953	1953	1953
Adj Flow Rate, veh/h	46	754	59	171	972	36	77	2	145	38	13	130
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.69	0.69	0.69
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	3	3	3
Cap, veh/h	617	1775	792	687	1746	65	164	4	269	160	25	245
Arrive On Green	0.21	0.47	0.47	0.21	0.47	0.47	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1890	3770	1682	1890	3708	137	1265	23	1675	1231	153	1526
Grp Volume(v), veh/h	46	754	59	171	494	514	77	0	147	38	0	143
Grp Sat Flow(s),veh/h/ln	1890	1885	1682	1890	1885	1960	1265	0	1698	1231	0	1679
Q Serve(g_s), s	0.0	15.9	2.3	0.0	22.6	22.6	7.1	0.0	9.5	3.5	0.0	9.4
Cycle Q Clear(g_c), s	0.0	15.9	2.3	0.0	22.6	22.6	16.5	0.0	9.5	13.1	0.0	9.4
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.99	1.00		0.91
Lane Grp Cap(c), veh/h	617	1775	792	687	888	923	164	0	273	160	0	270
V/C Ratio(X)	0.07	0.42	0.07	0.25	0.56	0.56	0.47	0.00	0.54	0.24	0.00	0.53
Avail Cap(c_a), veh/h	617	1775	792	687	888	923	256	0	396	249	0	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	21.0	17.4	16.3	22.8	22.8	53.8	0.0	46.3	52.3	0.0	46.2
Incr Delay (d2), s/veh	0.0	0.6	0.2	0.2	2.5	2.4	2.1	0.0	1.7	0.8	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.7	0.9	2.6	9.9	10.3	2.4	0.0	4.2	1.1	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.8	21.6	17.6	16.5	25.3	25.2	55.9	0.0	47.9	53.0	0.0	47.8
LnGrp LOS	B	C	B	B	C	C	E		D	D		D
Approach Vol, veh/h		859			1179			224			181	
Approach Delay, s/veh		21.1			24.0			50.7			48.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.7	63.0		25.3	31.7	63.0		25.3				
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5	6.5		6.0				
Max Green Setting (Gmax), s	16.5	56.5		28.0	16.5	56.5		28.0				
Max Q Clear Time (g_c+I1), s	12.0	17.9		15.1	2.0	24.6		18.5				
Green Ext Time (p_c), s	0.3	5.4		0.6	0.1	6.4		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.9

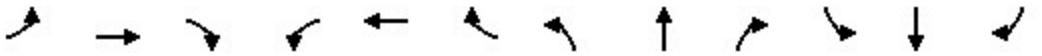
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	802	30	50	984	0	100	0	168	20	0	19
Future Vol, veh/h	0	802	30	50	984	0	100	0	168	20	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1000	-	125	1000	-	-	800	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	85	85	85	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	1	1	1	0	0	0
Mvmt Flow	0	901	34	54	1070	0	118	0	198	33	0	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1070	0	0	935	0	0	1545	2079	451	1629	2113	535
Stage 1	-	-	-	-	-	-	901	901	-	1178	1178	-
Stage 2	-	-	-	-	-	-	643	1178	-	451	935	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.52	6.52	6.92	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.51	4.01	3.31	3.5	4	3.3
Pot Cap-1 Maneuver	847	-	-	905	-	-	*169	67	*873	*139	63	*823
Stage 1	-	-	-	-	-	-	*491	491	-	*354	378	-
Stage 2	-	-	-	-	-	-	*774	376	-	*826	472	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	847	-	-	905	-	-	*153	63	*873	*101	60	*823
Mov Cap-2 Maneuver	-	-	-	-	-	-	*153	63	-	*101	60	-
Stage 1	-	-	-	-	-	-	*491	491	-	*332	355	-
Stage 2	-	-	-	-	-	-	*699	353	-	*639	472	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.45	36.56	36.91
HCM LOS			E	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	153	873	847	-	-	905	-	-	176
HCM Lane V/C Ratio	0.769	0.226	-	-	-	0.06	-	-	0.369
HCM Control Delay (s/veh)	80.6	10.3	0	-	-	9.2	-	-	36.9
HCM Lane LOS	F	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	4.8	0.9	0	-	-	0.2	-	-	1.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



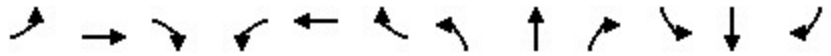
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	914	10	25	855	81	56	10	26	159	5	123
Future Volume (veh/h)	66	914	10	25	855	81	56	10	26	159	5	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	71	983	11	29	994	94	93	17	43	183	6	141
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.60	0.60	0.60	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	593	1970	879	522	1819	172	196	93	235	274	13	303
Arrive On Green	0.14	0.52	0.52	0.27	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1890	3770	1682	1890	3481	329	1260	502	1270	1364	70	1636
Grp Volume(v), veh/h	71	983	11	29	538	550	93	0	60	183	0	147
Grp Sat Flow(s),veh/h/ln	1890	1885	1682	1890	1885	1925	1260	0	1771	1364	0	1706
Q Serve(g_s), s	0.0	20.2	0.4	0.0	0.0	0.0	8.5	0.0	3.4	15.7	0.0	9.2
Cycle Q Clear(g_c), s	0.0	20.2	0.4	0.0	0.0	0.0	17.7	0.0	3.4	19.1	0.0	9.2
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.72	1.00		0.96
Lane Grp Cap(c), veh/h	593	1970	879	522	985	1006	196	0	328	274	0	316
V/C Ratio(X)	0.12	0.50	0.01	0.06	0.55	0.55	0.47	0.00	0.18	0.67	0.00	0.47
Avail Cap(c_a), veh/h	593	1970	879	522	985	1006	299	0	472	385	0	455
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	18.5	13.8	13.6	0.0	0.0	51.5	0.0	41.2	49.3	0.0	43.6
Incr Delay (d2), s/veh	0.1	0.9	0.0	0.0	2.2	2.1	1.8	0.0	0.3	2.8	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.3	0.1	0.3	0.6	0.6	2.8	0.0	1.5	5.6	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	19.4	13.8	13.7	2.2	2.1	53.3	0.0	41.5	52.1	0.0	44.7
LnGrp LOS	A	B	B	B	A	A	D		D	D		D
Approach Vol, veh/h		1065			1117			153			330	
Approach Delay, s/veh		18.6			2.5			48.7			48.8	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.8	69.0		28.2	22.8	69.0		28.2				
Change Period (Y+Rc), s	* 6.3	* 6.3		6.0	* 6.3	* 6.3		6.0				
Max Green Setting (Gmax), s	* 6.7	* 63		32.0	* 6.7	* 63		32.0				
Max Q Clear Time (g_c+I1), s	2.0	22.2		21.1	2.0	2.0		19.7				
Green Ext Time (p_c), s	0.0	7.4		1.1	0.0	7.7		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	562	556	138	115	584	507	97	645	65	225	733	299
Future Volume (veh/h)	562	556	138	115	584	507	97	645	65	225	733	299
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	592	585	145	125	635	551	104	694	70	239	780	318
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	644	1103	273	153	1031	602	129	804	81	308	941	713
Arrive On Green	0.29	0.62	0.62	0.08	0.27	0.27	0.09	0.31	0.31	0.08	0.25	0.25
Sat Flow, veh/h	3666	2995	740	1890	3770	1680	1860	3404	343	3638	3741	1668
Grp Volume(v), veh/h	592	368	362	125	635	551	104	378	386	239	780	318
Grp Sat Flow(s),veh/h/ln	1833	1885	1850	1890	1885	1680	1860	1856	1891	1819	1870	1668
Q Serve(g_s), s	18.7	13.4	13.4	7.8	17.7	32.8	6.6	23.0	23.1	7.7	23.7	16.2
Cycle Q Clear(g_c), s	18.7	13.4	13.4	7.8	17.7	32.8	6.6	23.0	23.1	7.7	23.7	16.2
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	644	694	682	153	1031	602	129	438	447	308	941	713
V/C Ratio(X)	0.92	0.53	0.53	0.82	0.62	0.92	0.81	0.86	0.86	0.78	0.83	0.45
Avail Cap(c_a), veh/h	672	694	682	173	1031	602	143	438	447	521	1128	796
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	17.2	17.2	54.3	38.1	36.8	53.7	39.3	39.3	53.8	42.5	24.3
Incr Delay (d2), s/veh	17.5	2.9	3.0	23.4	2.8	20.9	25.8	16.1	16.0	4.2	4.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	4.9	4.9	4.6	8.2	18.1	3.9	11.4	11.6	3.7	11.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.0	20.0	20.1	77.7	40.8	57.7	79.4	55.4	55.3	58.0	47.0	24.8
LnGrp LOS	E	C	C	E	D	E	E	E	E	E	D	C
Approach Vol, veh/h		1322			1311			868			1337	
Approach Delay, s/veh		37.5			51.4			58.3			43.7	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	51.2	15.1	37.0	28.1	39.8	17.0	35.1
Change Period (Y+Rc), s	7.0	7.0	6.8	6.8	7.0	7.0	6.8	6.8
Max Green Setting (Gmax), s	11.0	36.0	9.2	36.2	22.0	25.0	17.2	28.2
Max Q Clear Time (g_c+I1), s	9.8	15.4	8.6	25.7	20.7	34.8	9.7	25.1
Green Ext Time (p_c), s	0.0	3.9	0.0	4.5	0.3	0.0	0.4	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	46.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	4	69	5	0	26	22	718	20	51	919	30
Future Volume (veh/h)	97	4	69	5	0	26	22	718	20	51	919	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1938	1938	1938	2000	2000	2000	1969	1969	1969	1984	1984	1984
Adj Flow Rate, veh/h	152	6	108	6	0	33	23	756	21	56	1010	33
Peak Hour Factor	0.64	0.64	0.64	0.78	0.78	0.78	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	0	0	0	2	2	2	1	1	1
Cap, veh/h	237	13	231	170	0	250	287	1328	1125	443	1359	1151
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.02	0.67	0.67	0.03	0.68	0.68
Sat Flow, veh/h	1354	87	1568	1299	0	1695	1875	1969	1668	1890	1984	1682
Grp Volume(v), veh/h	152	0	114	6	0	33	23	756	21	56	1010	33
Grp Sat Flow(s),veh/h/ln	1354	0	1655	1299	0	1695	1875	1969	1668	1890	1984	1682
Q Serve(g_s), s	13.2	0.0	7.6	0.5	0.0	2.0	0.5	24.4	0.5	1.1	39.2	0.8
Cycle Q Clear(g_c), s	15.2	0.0	7.6	8.1	0.0	2.0	0.5	24.4	0.5	1.1	39.2	0.8
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	0	244	170	0	250	287	1328	1125	443	1359	1151
V/C Ratio(X)	0.64	0.00	0.47	0.04	0.00	0.13	0.08	0.57	0.02	0.13	0.74	0.03
Avail Cap(c_a), veh/h	285	0	303	216	0	311	316	1328	1125	453	1359	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	46.8	50.5	0.0	44.5	12.0	10.3	6.4	8.2	12.2	6.1
Incr Delay (d2), s/veh	3.6	0.0	1.4	0.1	0.0	0.2	0.1	1.8	0.0	0.1	3.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	3.2	0.2	0.0	0.9	0.2	9.6	0.2	0.4	15.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.6	0.0	48.2	50.6	0.0	44.7	12.2	12.1	6.5	8.3	15.9	6.1
LnGrp LOS	D		D	D		D	B	B	A	A	B	A
Approach Vol, veh/h		266			39			800			1099	
Approach Delay, s/veh		51.9			45.6			12.0			15.2	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	86.9		23.7	8.1	88.2		23.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	76.0		22.0	4.0	76.0		22.0
Max Q Clear Time (g_c+I1), s	3.1	26.4		17.2	2.5	41.2		10.1
Green Ext Time (p_c), s	0.0	5.8		0.5	0.0	9.3		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	492	257	259	84	151	169	109	78	483	459	343	191
Average Queue (ft)	251	138	127	27	75	74	30	29	315	289	192	102
95th Queue (ft)	423	229	216	64	135	138	81	67	474	447	302	175
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)						0					0	
Queuing Penalty (veh)						0					0	

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	209	221
Average Queue (ft)	87	99
95th Queue (ft)	171	182
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	77	171	176	16	92	55	92	42	75	58	59
Average Queue (ft)	28	30	31	1	36	10	20	8	30	11	25
95th Queue (ft)	65	96	100	11	76	38	62	29	62	37	51
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			1						0		
Queuing Penalty (veh)			0						0		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	38	4	17	132	16	83	64	32
Average Queue (ft)	6	0	1	49	1	23	25	11
95th Queue (ft)	24	3	7	99	9	60	50	35
Link Distance (ft)		1345			1117		856	272
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	1000		125	1000		800		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	56	107	104	37	109	133	148	69	41	114	66
Average Queue (ft)	13	25	26	4	47	49	53	15	12	53	28
95th Queue (ft)	40	73	71	21	94	109	114	46	35	97	59
Link Distance (ft)		1117	1117			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			2	0						0	
Queuing Penalty (veh)			1	0						0	

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	184	183	221	217	103	211	175	206	137	345	341	227
Average Queue (ft)	93	98	95	112	35	98	61	44	69	214	213	138
95th Queue (ft)	168	167	173	187	85	178	144	122	123	315	317	227
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)										3	3	12
Queuing Penalty (veh)										19	13	39

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	330	409	334	207
Average Queue (ft)	185	222	177	84
95th Queue (ft)	280	334	283	159
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	43	35	0	
Queuing Penalty (veh)	139	98	0	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	98	63	39	79	112	214	64	37	163	33
Average Queue (ft)	29	17	10	24	43	69	4	3	32	2
95th Queue (ft)	69	45	30	58	88	169	29	18	102	15
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						6	0			
Queuing Penalty (veh)						7	0			

Intersection: 7: Providence Parkway & Site Drive

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9001: Dummy Node & Grand River Avenue

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	58
Average Queue (ft)	22
95th Queue (ft)	48
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9002: Beck Road & Dummy Node

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 318

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	769	517	492	420	652	713	275	166	388	350	254	341
Average Queue (ft)	492	227	220	108	403	432	214	68	254	225	146	203
95th Queue (ft)	895	699	651	295	768	828	362	133	356	323	238	297
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)	0	1	0	0	2	4						
Queuing Penalty (veh)	0	0	0	0	10	20						
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)	5	4			3	46	4					0
Queuing Penalty (veh)	13	21			3	177	12					0

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	317	314
Average Queue (ft)	187	151
95th Queue (ft)	281	258
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	86	188	201	69	160	196	250	116	139	72	126
Average Queue (ft)	27	55	56	10	71	59	90	49	47	25	50
95th Queue (ft)	65	138	140	45	131	203	257	97	97	62	105
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			2					3	0		
Queuing Penalty (veh)			1					4	0		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	WB	WB	NB	NB	SB
Directions Served	R	L	TR	L	TR	LTR
Maximum Queue (ft)	4	63	4	255	104	57
Average Queue (ft)	0	21	0	96	39	27
95th Queue (ft)	3	48	3	231	75	57
Link Distance (ft)			1117		856	272
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	125	1000		800		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	82	199	175	66	53	190	210	119	66	191	246
Average Queue (ft)	26	78	65	5	15	81	100	42	21	102	71
95th Queue (ft)	60	166	137	40	42	153	178	100	54	175	169
Link Distance (ft)		1117	1117			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			10							4	0
Queuing Penalty (veh)			1							6	0

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	469	509	375	320	165	340	320	340	189	350	360	159
Average Queue (ft)	348	370	174	175	73	184	168	177	76	219	218	62
95th Queue (ft)	585	635	370	297	144	278	264	303	148	327	325	149
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)	1	16	1									
Queuing Penalty (veh)	0	67	2									
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)	5	18					0			4	4	1
Queuing Penalty (veh)	15	51					1			21	16	3

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	437	358	188
Average Queue (ft)	143	272	223	71
95th Queue (ft)	272	389	336	138
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	10	48	0	
Queuing Penalty (veh)	38	109	0	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	191	129	25	48	56	266	54	64	302	30
Average Queue (ft)	73	37	3	12	13	101	4	26	135	4
95th Queue (ft)	144	88	16	33	40	206	25	59	282	19
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						12				
Queuing Penalty (veh)						5				

Intersection: 7: Providence Parkway & Site Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9000: Dummy Node & Grand River Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9001: Dummy Node & Grand River Avenue

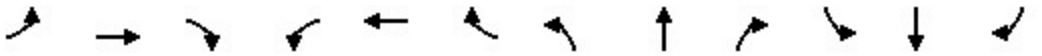
Movement	EB	EB	EB	NB
Directions Served	T	T	TR	LTR
Maximum Queue (ft)	158	96	61	130
Average Queue (ft)	65	28	12	71
95th Queue (ft)	276	167	99	139
Link Distance (ft)		571	571	157
Upstream Blk Time (%)				15
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9002: Beck Road & Dummy Node

Movement	EB	SB
Directions Served	LTR	T
Maximum Queue (ft)	43	14
Average Queue (ft)	13	1
95th Queue (ft)	39	12
Link Distance (ft)	187	967
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 599



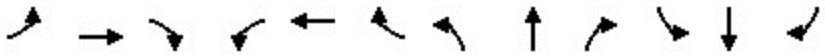
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	513	48	42	254	161	48	619	87	270	364	554
Future Volume (veh/h)	334	513	48	42	254	161	48	619	87	270	364	554
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1844	1844	1844	1875	1875	1875	1969	1969	1969	1875	1875	1875
Adj Flow Rate, veh/h	367	564	53	48	289	183	51	652	92	284	383	583
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	2	2	2	8	8	8
Cap, veh/h	394	1191	112	62	636	564	68	711	100	317	1276	924
Arrive On Green	0.22	0.37	0.37	0.03	0.18	0.18	0.04	0.22	0.22	0.18	0.36	0.36
Sat Flow, veh/h	1756	3237	304	1786	3563	1581	1875	3284	463	1786	3563	1585
Grp Volume(v), veh/h	367	305	312	48	289	183	51	371	373	284	383	583
Grp Sat Flow(s),veh/h/ln	1756	1752	1788	1786	1781	1581	1875	1870	1876	1786	1781	1585
Q Serve(g_s), s	26.6	17.3	17.4	3.5	9.4	11.0	3.5	25.2	25.3	20.2	10.1	31.6
Cycle Q Clear(g_c), s	26.6	17.3	17.4	3.5	9.4	11.0	3.5	25.2	25.3	20.2	10.1	31.6
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	394	645	658	62	636	564	68	405	406	317	1276	924
V/C Ratio(X)	0.93	0.47	0.47	0.77	0.45	0.32	0.75	0.92	0.92	0.90	0.30	0.63
Avail Cap(c_a), veh/h	454	645	658	118	636	564	176	420	421	401	1276	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.4	31.4	31.5	62.2	47.7	30.5	62.1	49.8	49.8	52.3	30.0	17.9
Incr Delay (d2), s/veh	24.3	2.5	2.4	18.1	2.3	1.5	24.7	24.1	24.5	21.2	0.1	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	7.5	7.7	1.8	4.3	4.4	2.1	14.4	14.5	10.7	4.2	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.8	33.9	33.9	80.3	50.1	32.0	86.8	73.9	74.3	73.5	30.1	19.3
LnGrp LOS	E	C	C	F	D	C	F	E	E	E	C	B
Approach Vol, veh/h		984			520			795			1250	
Approach Delay, s/veh		48.8			46.5			74.9			34.9	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	54.2	11.5	53.4	35.6	29.6	29.9	35.0
Change Period (Y+Rc), s	* 6.4	* 6.4	6.8	6.8	* 6.4	* 6.4	6.8	6.8
Max Green Setting (Gmax), s	* 8.6	* 37	12.2	46.2	* 34	* 12	29.2	29.2
Max Q Clear Time (g_c+I1), s	5.5	19.4	5.5	33.6	28.6	13.0	22.2	27.3
Green Ext Time (p_c), s	0.0	3.0	0.1	3.8	0.5	0.0	0.9	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	49.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	777	15	67	400	32	10	0	76	11	0	47
Future Volume (veh/h)	78	777	15	67	400	32	10	0	76	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1875	1875	1875	1938	1938	1938	1828	1828	1828
Adj Flow Rate, veh/h	91	903	17	78	465	37	14	0	103	14	0	60
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.74	0.74	0.74	0.78	0.78	0.78
Percent Heavy Veh, %	5	5	5	8	8	8	4	4	4	11	11	11
Cap, veh/h	843	2024	884	648	1853	147	131	0	148	95	0	140
Arrive On Green	0.20	0.55	0.55	0.20	0.55	0.55	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1830	3652	1595	1786	3344	265	1321	0	1642	1199	0	1549
Grp Volume(v), veh/h	91	903	17	78	247	255	14	0	103	14	0	60
Grp Sat Flow(s),veh/h/ln	1830	1826	1595	1786	1781	1827	1321	0	1642	1199	0	1549
Q Serve(g_s), s	0.0	17.6	0.6	0.0	8.6	8.7	1.2	0.0	7.3	1.4	0.0	4.4
Cycle Q Clear(g_c), s	0.0	17.6	0.6	0.0	8.6	8.7	5.6	0.0	7.3	8.7	0.0	4.4
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	843	2024	884	648	987	1013	131	0	148	95	0	140
V/C Ratio(X)	0.11	0.45	0.02	0.12	0.25	0.25	0.11	0.00	0.70	0.15	0.00	0.43
Avail Cap(c_a), veh/h	843	2024	884	648	987	1013	243	0	287	197	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	15.8	12.1	10.8	13.8	13.9	54.3	0.0	53.0	57.2	0.0	51.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.6	0.6	0.4	0.0	5.8	0.7	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.8	0.2	0.9	3.3	3.4	0.4	0.0	3.3	0.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.9	16.4	12.1	10.9	14.5	14.5	54.7	0.0	58.8	57.9	0.0	53.7
LnGrp LOS	A	B	B	B	B	B	D		E	E		D
Approach Vol, veh/h		1011			580			117			74	
Approach Delay, s/veh		15.5			14.0			58.3			54.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.2	73.0		16.8	30.2	73.0		16.8				
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5	6.5		6.0				
Max Green Setting (Gmax), s	13.5	66.5		21.0	13.5	66.5		21.0				
Max Q Clear Time (g_c+I1), s	2.0	19.6		10.7	2.0	10.7		9.3				
Green Ext Time (p_c), s	0.1	6.7		0.2	0.1	2.8		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.5

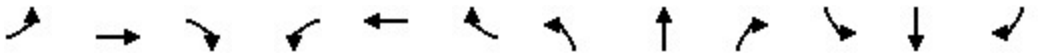
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	714	104	154	483	47	35	0	76	7	0	7
Future Vol, veh/h	20	714	104	154	483	47	35	0	76	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1000	-	125	1000	-	-	800	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	92	92	92	89	89	89	70	70	70
Heavy Vehicles, %	5	5	5	6	6	6	5	5	5	0	0	0
Mvmt Flow	23	830	121	167	525	51	39	0	85	10	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	951	0	0	1474	1788	415	1347	1883	288
Stage 1	-	-	-	-	-	-	877	877	-	885	885	-
Stage 2	-	-	-	-	-	-	597	911	-	462	998	-
Critical Hdwy	4.2	-	-	4.22	-	-	7.6	6.6	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.26	-	-	3.55	4.05	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	1134	-	-	847	-	-	181	114	*880	*252	98	*964
Stage 1	-	-	-	-	-	-	477	481	-	*402	432	-
Stage 2	-	-	-	-	-	-	612	409	-	*843	423	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1134	-	-	847	-	-	141	89	*880	*179	77	*964
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	89	-	*179	77	-
Stage 1	-	-	-	-	-	-	468	471	-	*322	347	-
Stage 2	-	-	-	-	-	-	486	328	-	*745	414	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	2.32	19.19	17.77
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	141	880	1134	-	-	847	-	-	302
HCM Lane V/C Ratio	0.279	0.097	0.021	-	-	0.198	-	-	0.066
HCM Control Delay (s/veh)	40.2	9.5	8.2	-	-	10.3	-	-	17.8
HCM Lane LOS	E	A	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	1.1	0.3	0.1	-	-	0.7	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	715	47	99	622	58	18	6	18	69	7	44
Future Volume (veh/h)	35	715	47	99	622	58	18	6	18	69	7	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1938	1938	1938	1953	1953	1953	1953	1953	1953
Adj Flow Rate, veh/h	39	794	52	106	669	62	25	8	25	79	8	51
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.71	0.71	0.71	0.87	0.87	0.87
Percent Heavy Veh, %	6	6	6	4	4	4	3	3	3	3	3	3
Cap, veh/h	877	1742	767	771	1638	152	143	40	124	166	22	139
Arrive On Green	0.27	0.48	0.48	0.54	0.96	0.96	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1816	3622	1595	1845	3406	315	1333	417	1302	1365	229	1461
Grp Volume(v), veh/h	39	794	52	106	361	370	25	0	33	79	0	59
Grp Sat Flow(s),veh/h/ln	1816	1811	1595	1845	1841	1881	1333	0	1719	1365	0	1690
Q Serve(g_s), s	0.0	17.5	2.1	0.0	1.5	1.5	2.2	0.0	2.1	6.8	0.0	3.9
Cycle Q Clear(g_c), s	0.0	17.5	2.1	0.0	1.5	1.5	6.1	0.0	2.1	8.9	0.0	3.9
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.76	1.00		0.86
Lane Grp Cap(c), veh/h	877	1742	767	771	885	904	143	0	163	166	0	161
V/C Ratio(X)	0.04	0.46	0.07	0.14	0.41	0.41	0.17	0.00	0.20	0.48	0.00	0.37
Avail Cap(c_a), veh/h	877	1742	767	771	885	904	361	0	444	388	0	437
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.4	20.7	16.7	6.6	1.2	1.2	53.8	0.0	50.1	54.2	0.0	50.9
Incr Delay (d2), s/veh	0.0	0.9	0.2	0.1	1.4	1.4	0.6	0.0	0.6	2.1	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.1	0.8	0.7	0.7	0.7	0.8	0.0	1.0	2.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.4	21.6	16.9	6.7	2.6	2.6	54.3	0.0	50.7	56.3	0.0	52.3
LnGrp LOS	A	C	B	A	A	A	D		D	E		D
Approach Vol, veh/h		885			837			58			138	
Approach Delay, s/veh		20.5			3.1			52.3			54.6	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	38.6	64.0		17.4	38.6	64.0		17.4				
Change Period (Y+Rc), s	* 6.3	* 6.3		6.0	* 6.3	* 6.3		6.0				
Max Green Setting (Gmax), s	* 13	* 58		31.0	* 13	* 58		31.0				
Max Q Clear Time (g_c+I1), s	2.0	19.5		10.9	2.0	3.5		8.1				
Green Ext Time (p_c), s	0.2	5.7		0.5	0.0	4.4		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	16.4	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	440	70	60	310	216	96	756	102	290	663	419
Future Volume (veh/h)	328	440	70	60	310	216	96	756	102	290	663	419
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1875	1875	1875	1953	1953	1953	1922	1922	1922
Adj Flow Rate, veh/h	377	506	80	71	365	254	104	822	111	319	729	460
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	8	8	8	3	3	3	5	5	5
Cap, veh/h	439	1040	164	91	913	578	131	929	125	381	1167	722
Arrive On Green	0.25	0.66	0.66	0.05	0.26	0.26	0.07	0.28	0.28	0.11	0.32	0.32
Sat Flow, veh/h	3551	3161	498	1786	3563	1589	1860	3285	444	3551	3652	1629
Grp Volume(v), veh/h	377	291	295	71	365	254	104	464	469	319	729	460
Grp Sat Flow(s),veh/h/ln	1776	1826	1832	1786	1781	1589	1860	1856	1873	1776	1826	1629
Q Serve(g_s), s	12.2	9.6	9.7	4.7	10.2	14.5	6.6	28.7	28.7	10.6	20.4	26.3
Cycle Q Clear(g_c), s	12.2	9.6	9.7	4.7	10.2	14.5	6.6	28.7	28.7	10.6	20.4	26.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	439	601	603	91	913	578	131	524	530	381	1167	722
V/C Ratio(X)	0.86	0.49	0.49	0.78	0.40	0.44	0.79	0.89	0.89	0.84	0.62	0.64
Avail Cap(c_a), veh/h	592	601	603	179	913	578	236	591	596	450	1167	722
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	15.4	15.4	56.3	37.0	28.9	54.9	41.2	41.2	52.5	34.7	25.9
Incr Delay (d2), s/veh	9.3	2.8	2.8	13.2	1.3	2.4	10.4	13.9	13.8	11.5	1.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.5	3.5	2.4	4.4	5.7	3.4	14.6	14.7	5.2	9.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	18.2	18.2	69.5	38.3	31.3	65.3	55.0	54.9	64.0	35.8	27.8
LnGrp LOS	D	B	B	E	D	C	E	E	D	E	D	C
Approach Vol, veh/h		963			690			1037			1508	
Approach Delay, s/veh		32.0			38.9			56.0			39.3	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	46.5	15.2	45.1	21.8	37.8	19.7	40.7
Change Period (Y+Rc), s	7.0	7.0	6.8	6.8	7.0	7.0	6.8	6.8
Max Green Setting (Gmax), s	12.0	27.0	15.2	38.2	20.0	19.0	15.2	38.2
Max Q Clear Time (g_c+I1), s	16.7	11.7	8.6	28.3	14.2	16.5	12.6	30.7
Green Ext Time (p_c), s	0.0	2.7	0.1	4.5	0.7	0.8	0.3	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	41.7
HCM 7th LOS	D



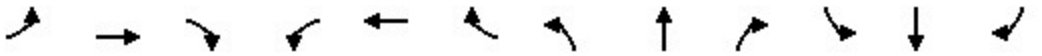
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1	34	15	1	55	103	876	20	5	667	34
Future Volume (veh/h)	39	1	34	15	1	55	103	876	20	5	667	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1953	1953	1953	1906	1906	1906	1953	1953	1953	1875	1875	1875
Adj Flow Rate, veh/h	53	1	46	19	1	71	110	932	21	5	717	37
Peak Hour Factor	0.74	0.74	0.74	0.77	0.77	0.77	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	6	6	6	3	3	3	8	8	8
Cap, veh/h	135	3	160	155	2	158	503	1456	1234	357	1347	1141
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.75	0.75	0.01	0.72	0.72
Sat Flow, veh/h	1313	35	1617	1310	22	1589	1860	1953	1655	1786	1875	1589
Grp Volume(v), veh/h	53	0	47	19	0	72	110	932	21	5	717	37
Grp Sat Flow(s),veh/h/ln	1313	0	1652	1310	0	1611	1860	1953	1655	1786	1875	1589
Q Serve(g_s), s	4.8	0.0	3.2	1.6	0.0	5.1	1.9	27.9	0.4	0.1	20.9	0.8
Cycle Q Clear(g_c), s	9.8	0.0	3.2	4.8	0.0	5.1	1.9	27.9	0.4	0.1	20.9	0.8
Prop In Lane	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	0	164	155	0	160	503	1456	1234	357	1347	1141
V/C Ratio(X)	0.39	0.00	0.29	0.12	0.00	0.45	0.22	0.64	0.02	0.01	0.53	0.03
Avail Cap(c_a), veh/h	180	0	220	200	0	215	520	1456	1234	408	1347	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	50.1	52.3	0.0	51.0	6.1	7.4	3.9	7.1	7.7	4.9
Incr Delay (d2), s/veh	1.9	0.0	0.9	0.3	0.0	2.0	0.2	2.2	0.0	0.0	1.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.4	0.6	0.0	2.1	0.6	9.7	0.1	0.0	7.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	0.0	51.1	52.7	0.0	52.9	6.3	9.6	4.0	7.2	9.2	4.9
LnGrp LOS	E		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		100			91			1063			759	
Approach Delay, s/veh		54.4			52.9			9.1			9.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	95.5		17.9	9.9	92.2		17.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.6	82.0		16.0	5.0	81.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	29.9		11.8	3.9	22.9		7.1
Green Ext Time (p_c), s	0.0	8.4		0.1	0.0	5.5		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



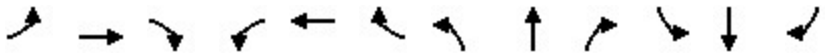
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	588	91	122	585	402	95	488	77	185	584	600
Future Volume (veh/h)	599	588	91	122	585	402	95	488	77	185	584	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969
Adj Flow Rate, veh/h	673	661	102	136	650	447	103	530	84	195	615	632
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	651	1413	218	162	652	486	128	558	88	220	829	949
Arrive On Green	0.35	0.44	0.44	0.09	0.17	0.17	0.07	0.17	0.17	0.12	0.22	0.22
Sat Flow, veh/h	1875	3248	501	1875	3741	1668	1875	3229	510	1875	3741	1668
Grp Volume(v), veh/h	673	380	383	136	650	447	103	306	308	195	615	632
Grp Sat Flow(s),veh/h/ln	1875	1870	1879	1875	1870	1668	1875	1870	1869	1875	1870	1668
Q Serve(g_s), s	48.6	20.2	20.2	10.0	24.3	24.4	7.6	22.7	22.8	14.3	21.4	31.0
Cycle Q Clear(g_c), s	48.6	20.2	20.2	10.0	24.3	24.4	7.6	22.7	22.8	14.3	21.4	31.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	651	814	817	162	652	486	128	323	323	220	829	949
V/C Ratio(X)	1.03	0.47	0.47	0.84	1.00	0.92	0.80	0.95	0.95	0.89	0.74	0.67
Avail Cap(c_a), veh/h	651	814	817	236	652	486	204	323	323	230	829	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	28.0	28.1	63.0	57.8	48.0	64.3	57.3	57.3	60.9	50.8	21.0
Incr Delay (d2), s/veh	44.3	1.9	1.9	14.9	33.1	23.4	17.9	36.1	37.7	31.8	3.6	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.5	9.1	9.2	5.3	14.1	18.1	4.2	13.9	14.1	8.6	10.2	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.0	30.0	30.0	77.9	90.9	71.4	82.2	93.4	95.0	92.7	54.3	22.7
LnGrp LOS	F	C	C	E	F	E	F	F	F	F	D	C
Approach Vol, veh/h		1436			1233			717			1442	
Approach Delay, s/veh		58.1			82.4			92.5			45.7	
Approach LOS		E			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	67.3	16.4	37.8	55.0	30.8	23.2	31.0
Change Period (Y+Rc), s	* 6.4	* 6.4	6.8	6.8	* 6.4	* 6.4	6.8	6.8
Max Green Setting (Gmax), s	* 18	* 55	15.2	26.2	* 49	* 24	17.2	24.2
Max Q Clear Time (g_c+I1), s	12.0	22.2	9.6	33.0	50.6	26.4	16.3	24.8
Green Ext Time (p_c), s	0.1	4.5	0.2	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	65.7
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	748	57	163	940	34	75	2	142	27	9	94
Future Volume (veh/h)	45	748	57	163	940	34	75	2	142	27	9	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	2000	2000	2000	1953	1953	1953
Adj Flow Rate, veh/h	48	796	61	177	1022	37	80	2	151	39	13	136
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.69	0.69	0.69
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	3	3	3
Cap, veh/h	600	1744	778	668	1716	62	168	4	280	164	24	256
Arrive On Green	0.21	0.46	0.46	0.21	0.46	0.46	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1890	3770	1682	1890	3711	134	1258	22	1676	1224	146	1531
Grp Volume(v), veh/h	48	796	61	177	519	540	80	0	153	39	0	149
Grp Sat Flow(s),veh/h/ln	1890	1885	1682	1890	1885	1960	1258	0	1698	1224	0	1678
Q Serve(g_s), s	0.0	17.3	2.4	0.0	24.5	24.5	7.4	0.0	9.9	3.6	0.0	9.7
Cycle Q Clear(g_c), s	0.0	17.3	2.4	0.0	24.5	24.5	17.2	0.0	9.9	13.5	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.99	1.00		0.91
Lane Grp Cap(c), veh/h	600	1744	778	668	872	907	168	0	284	164	0	280
V/C Ratio(X)	0.08	0.46	0.08	0.27	0.60	0.60	0.48	0.00	0.54	0.24	0.00	0.53
Avail Cap(c_a), veh/h	600	1744	778	668	872	907	272	0	425	265	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	22.0	18.0	18.2	23.9	23.9	53.5	0.0	45.7	51.9	0.0	45.7
Incr Delay (d2), s/veh	0.0	0.7	0.2	0.2	3.0	2.9	2.1	0.0	1.6	0.7	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.3	0.9	2.9	10.8	11.2	2.5	0.0	4.3	1.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.5	22.7	18.1	18.4	26.9	26.8	55.6	0.0	47.3	52.7	0.0	47.2
LnGrp LOS	B	C	B	B	C	C	E		D	D		D
Approach Vol, veh/h		905			1236			233			188	
Approach Delay, s/veh		22.1			25.6			50.2			48.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.0	62.0		26.0	32.0	62.0		26.0
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5	6.5		6.0
Max Green Setting (Gmax), s	15.5	55.5		30.0	15.5	55.5		30.0
Max Q Clear Time (g_c+I1), s	12.0	19.3		15.5	2.0	26.5		19.2
Green Ext Time (p_c), s	0.4	5.7		0.7	0.1	6.8		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	28.3
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	8.3

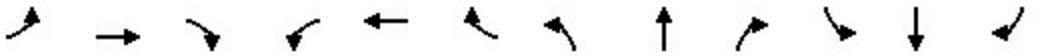
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	847	31	52	1035	0	104	0	175	21	0	20
Future Vol, veh/h	0	847	31	52	1035	0	104	0	175	21	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1000	-	125	1000	-	-	800	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	85	85	85	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	1	1	1	0	0	0
Mvmt Flow	0	952	35	57	1125	0	122	0	206	35	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1125	0	0	987	0	0	1627	2190	476	1714	2225	563
Stage 1	-	-	-	-	-	-	952	952	-	1238	1238	-
Stage 2	-	-	-	-	-	-	676	1238	-	476	987	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.52	6.52	6.92	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.51	4.01	3.31	3.5	4	3.3
Pot Cap-1 Maneuver	815	-	-	877	-	-	*146	54	*856	*119	51	*805
Stage 1	-	-	-	-	-	-	*474	476	-	*333	359	-
Stage 2	-	-	-	-	-	-	*757	357	-	*809	457	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	815	-	-	877	-	-	*131	51	*856	*84	48	*805
Mov Cap-2 Maneuver	-	-	-	-	-	-	*131	51	-	*84	48	-
Stage 1	-	-	-	-	-	-	*474	476	-	*312	336	-
Stage 2	-	-	-	-	-	-	*679	334	-	*615	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.45	53.28	47.82
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	131	856	815	-	-	877	-	-	150
HCM Lane V/C Ratio	0.931	0.241	-	-	-	0.064	-	-	0.457
HCM Control Delay (s/veh)	125.2	10.5	0	-	-	9.4	-	-	47.8
HCM Lane LOS	F	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	6.2	0.9	0	-	-	0.2	-	-	2.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	964	10	26	901	84	58	10	27	165	5	128
Future Volume (veh/h)	69	964	10	26	901	84	58	10	27	165	5	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	74	1037	11	30	1048	98	97	17	45	190	6	147
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.60	0.60	0.60	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	566	1970	879	493	1821	170	200	93	246	280	13	313
Arrive On Green	0.13	0.52	0.52	0.26	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1890	3770	1682	1890	3485	326	1254	485	1284	1362	67	1638
Grp Volume(v), veh/h	74	1037	11	30	567	579	97	0	62	190	0	153
Grp Sat Flow(s),veh/h/ln	1890	1885	1682	1890	1885	1926	1254	0	1769	1362	0	1705
Q Serve(g_s), s	0.0	21.7	0.4	0.0	0.0	0.0	8.9	0.0	3.5	16.3	0.0	9.6
Cycle Q Clear(g_c), s	0.0	21.7	0.4	0.0	0.0	0.0	18.5	0.0	3.5	19.8	0.0	9.6
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.73	1.00		0.96
Lane Grp Cap(c), veh/h	566	1970	879	493	985	1006	200	0	338	280	0	326
V/C Ratio(X)	0.13	0.53	0.01	0.06	0.58	0.58	0.49	0.00	0.18	0.68	0.00	0.47
Avail Cap(c_a), veh/h	566	1970	879	493	985	1006	294	0	472	383	0	455
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	18.9	13.8	14.9	0.0	0.0	51.3	0.0	40.7	49.0	0.0	43.1
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.1	2.4	2.4	1.8	0.0	0.3	2.9	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	8.9	0.1	0.4	0.7	0.7	2.9	0.0	1.6	5.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	19.9	13.8	14.9	2.4	2.4	53.2	0.0	40.9	51.8	0.0	44.2
LnGrp LOS	A	B	B	B	A	A	D		D	D		D
Approach Vol, veh/h		1122			1176			159			343	
Approach Delay, s/veh		19.1			2.7			48.4			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	69.0		29.0	22.0	69.0		29.0				
Change Period (Y+Rc), s	* 6.3	* 6.3		6.0	* 6.3	* 6.3		6.0				
Max Green Setting (Gmax), s	* 6.7	* 63		32.0	* 6.7	* 63		32.0				
Max Q Clear Time (g_c+I1), s	2.0	23.7		21.8	2.0	2.0		20.5				
Green Ext Time (p_c), s	0.0	7.9		1.1	0.0	8.4		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	17.5	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	590	584	145	120	615	528	102	671	68	234	763	314
Future Volume (veh/h)	590	584	145	120	615	528	102	671	68	234	763	314
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	621	615	153	130	668	574	110	722	73	249	812	334
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	667	1062	264	158	967	578	135	831	84	318	969	735
Arrive On Green	0.30	0.59	0.59	0.08	0.26	0.26	0.10	0.32	0.32	0.09	0.26	0.26
Sat Flow, veh/h	3666	2992	743	1890	3770	1680	1860	3403	344	3638	3741	1668
Grp Volume(v), veh/h	621	387	381	130	668	574	110	393	402	249	812	334
Grp Sat Flow(s),veh/h/ln	1833	1885	1850	1890	1885	1680	1860	1856	1891	1819	1870	1668
Q Serve(g_s), s	19.7	15.3	15.3	8.1	19.2	30.8	7.0	23.9	24.0	8.0	24.7	16.8
Cycle Q Clear(g_c), s	19.7	15.3	15.3	8.1	19.2	30.8	7.0	23.9	24.0	8.0	24.7	16.8
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	667	669	656	158	967	578	135	453	462	318	969	735
V/C Ratio(X)	0.93	0.58	0.58	0.82	0.69	0.99	0.81	0.87	0.87	0.78	0.84	0.45
Avail Cap(c_a), veh/h	672	669	656	173	967	578	143	453	462	521	1128	807
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	18.9	18.9	54.1	40.3	39.2	53.4	38.7	38.7	53.6	42.1	23.5
Incr Delay (d2), s/veh	19.7	3.6	3.7	24.8	4.0	35.8	27.8	16.3	16.2	4.2	5.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	5.7	5.6	4.8	9.1	21.7	4.2	11.8	12.0	3.8	11.8	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.8	22.5	22.6	78.9	44.4	75.0	81.2	55.0	54.9	57.8	47.1	23.9
LnGrp LOS	E	C	C	E	D	E	F	D	D	E	D	C
Approach Vol, veh/h		1389			1372			905			1395	
Approach Delay, s/veh		39.7			60.5			58.1			43.5	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	49.6	15.5	37.9	28.8	37.8	17.3	36.1
Change Period (Y+Rc), s	7.0	7.0	6.8	6.8	7.0	7.0	6.8	6.8
Max Green Setting (Gmax), s	10.0	36.0	9.2	36.2	22.0	25.0	17.2	28.2
Max Q Clear Time (g_c+I1), s	10.1	17.3	9.0	26.7	21.7	32.8	10.0	26.0
Green Ext Time (p_c), s	0.0	4.1	0.0	4.4	0.1	0.0	0.5	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	4	72	5	0	27	23	748	21	53	959	31
Future Volume (veh/h)	101	4	72	5	0	27	23	748	21	53	959	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1938	1938	1938	2000	2000	2000	1969	1969	1969	1984	1984	1984
Adj Flow Rate, veh/h	158	6	112	6	0	35	24	787	22	58	1054	34
Peak Hour Factor	0.64	0.64	0.64	0.78	0.78	0.78	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	0	0	0	2	2	2	1	1	1
Cap, veh/h	242	13	240	174	0	259	258	1317	1116	418	1347	1142
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.02	0.67	0.67	0.03	0.68	0.68
Sat Flow, veh/h	1352	84	1571	1294	0	1695	1875	1969	1668	1890	1984	1682
Grp Volume(v), veh/h	158	0	118	6	0	35	24	787	22	58	1054	34
Grp Sat Flow(s),veh/h/ln	1352	0	1655	1294	0	1695	1875	1969	1668	1890	1984	1682
Q Serve(g_s), s	13.7	0.0	7.8	0.5	0.0	2.1	0.5	26.5	0.5	1.2	43.7	0.8
Cycle Q Clear(g_c), s	15.9	0.0	7.8	8.3	0.0	2.1	0.5	26.5	0.5	1.2	43.7	0.8
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	242	0	253	174	0	259	258	1317	1116	418	1347	1142
V/C Ratio(X)	0.65	0.00	0.47	0.03	0.00	0.14	0.09	0.60	0.02	0.14	0.78	0.03
Avail Cap(c_a), veh/h	284	0	303	213	0	311	286	1317	1116	427	1347	1142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	46.4	50.2	0.0	44.0	13.8	11.0	6.7	8.9	13.2	6.3
Incr Delay (d2), s/veh	4.1	0.0	1.3	0.1	0.0	0.2	0.2	2.0	0.0	0.1	4.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.3	0.2	0.0	0.9	0.2	10.6	0.2	0.4	17.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.0	0.0	47.7	50.2	0.0	44.2	14.0	13.0	6.7	9.0	17.8	6.4
LnGrp LOS	D		D	D		D	B	B	A	A	B	A
Approach Vol, veh/h		276			41			833			1146	
Approach Delay, s/veh		51.9			45.1			12.8			17.0	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	86.2		24.3	8.2	87.5		24.3
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	76.0		22.0	4.0	76.0		22.0
Max Q Clear Time (g_c+I1), s	3.2	28.5		17.9	2.5	45.7		10.3
Green Ext Time (p_c), s	0.0	6.2		0.5	0.0	9.7		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.2
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	409	268	269	78	172	186	116	91	439	421	366	241
Average Queue (ft)	244	142	136	26	87	88	30	33	288	257	199	107
95th Queue (ft)	381	232	234	68	151	155	81	76	406	378	327	198
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)						0					0	0
Queuing Penalty (veh)						0					0	0

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	166	216
Average Queue (ft)	86	100
95th Queue (ft)	155	175
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	90	137	145	17	109	67	78	43	88	44	66
Average Queue (ft)	32	27	28	1	34	14	20	9	31	8	26
95th Queue (ft)	71	90	88	11	78	47	57	32	65	31	56
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			1						0		
Queuing Penalty (veh)			0						0		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	33	8	4	13	138	4	87	78	44
Average Queue (ft)	3	0	0	1	52	0	23	26	12
95th Queue (ft)	17	4	3	6	105	3	59	55	39
Link Distance (ft)		1345	1345			1117		856	272
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	1000			125	1000		800		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	59	134	106	54	110	171	151	64	53	133	87
Average Queue (ft)	15	34	29	5	43	64	70	20	14	59	30
95th Queue (ft)	42	94	80	28	86	136	133	53	38	108	68
Link Distance (ft)		1117	1117			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			2	0						0	0
Queuing Penalty (veh)			1	0						0	0

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	197	190	213	214	130	205	173	134	149	383	378	237
Average Queue (ft)	99	103	102	119	43	104	73	39	71	242	243	153
95th Queue (ft)	167	165	183	198	99	180	153	99	131	345	342	243
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)										6	5	20
Queuing Penalty (veh)										35	25	68

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	339	463	431	203
Average Queue (ft)	203	239	196	85
95th Queue (ft)	317	384	338	154
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	49	41	1	
Queuing Penalty (veh)	164	118	4	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	125	56	55	87	96	272	63	21	153	43
Average Queue (ft)	33	17	13	23	41	90	4	2	37	3
95th Queue (ft)	79	44	38	52	81	203	32	15	106	17
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						8	0			
Queuing Penalty (veh)						10	0			

Intersection: 7: Providence Parkway & Site Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	36	36
Average Queue (ft)	14	11
95th Queue (ft)	40	36
Link Distance (ft)	194	247
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9001: Dummy Node & Grand River Avenue

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	60
Average Queue (ft)	21
95th Queue (ft)	49
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9002: Beck Road & Dummy Node

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	32	18
Average Queue (ft)	1	1
95th Queue (ft)	16	13
Link Distance (ft)	967	967
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 426

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	950	766	729	305	583	646	275	182	547	521	298	329
Average Queue (ft)	614	360	320	104	349	372	214	70	359	329	179	223
95th Queue (ft)	1094	956	848	248	643	690	357	135	606	568	287	309
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)	1	3	0	0	1	2						
Queuing Penalty (veh)	0	0	0	0	4	11						
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)	9	5			1	43	3					
Queuing Penalty (veh)	25	30			2	173	10					

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	322	280
Average Queue (ft)	207	154
95th Queue (ft)	295	261
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	84	170	185	72	154	232	292	110	137	81	146
Average Queue (ft)	32	60	58	12	72	56	90	53	50	19	50
95th Queue (ft)	67	141	142	47	133	192	251	101	101	55	108
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			2					1	1		
Queuing Penalty (veh)			1					2	1		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	T	L	L	TR	LTR
Maximum Queue (ft)	4	61	253	136	69
Average Queue (ft)	0	21	98	40	27
95th Queue (ft)	0	48	217	83	62
Link Distance (ft)	1345			856	272
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		1000	800		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	68	211	177	16	44	210	245	111	74	196	288
Average Queue (ft)	27	86	66	2	14	97	114	39	20	112	63
95th Queue (ft)	59	175	136	11	37	176	202	88	50	181	151
Link Distance (ft)		1117	1117			571	571	445	445		356
Upstream Blk Time (%)											0
Queuing Penalty (veh)											0
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			10							5	0
Queuing Penalty (veh)			1							7	0

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	525	584	543	480	212	313	285	348	374	624	419	189
Average Queue (ft)	448	484	243	206	96	184	172	189	136	342	280	74
95th Queue (ft)	628	693	507	393	191	276	259	305	346	724	443	169
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)	4	33	2	0						4		
Queuing Penalty (veh)	0	143	8	1						30		
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)	13	38							0	21	19	1
Queuing Penalty (veh)	38	113							0	104	84	6

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	350	597	540	202
Average Queue (ft)	180	310	261	81
95th Queue (ft)	341	486	430	153
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	15	52	2	
Queuing Penalty (veh)	58	121	5	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	250	104	33	48	122	384	84	86	313	25
Average Queue (ft)	95	33	4	13	19	133	8	31	156	3
95th Queue (ft)	220	72	19	34	75	308	48	68	291	17
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						0				
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						16				
Queuing Penalty (veh)						7				

Intersection: 7: Providence Parkway & Site Drive

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	40	35
Average Queue (ft)	14	15
95th Queue (ft)	40	40
Link Distance (ft)	194	247
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9001: Dummy Node & Grand River Avenue

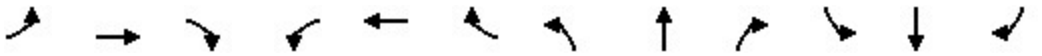
Movement	EB	EB	EB	NB
Directions Served	T	T	TR	LTR
Maximum Queue (ft)	296	168	114	173
Average Queue (ft)	109	29	8	104
95th Queue (ft)	323	144	77	196
Link Distance (ft)		571	571	157
Upstream Blk Time (%)				42
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9002: Beck Road & Dummy Node

Movement	EB	NB	SB
Directions Served	LTR	TR	T
Maximum Queue (ft)	44	101	86
Average Queue (ft)	13	30	2
95th Queue (ft)	39	217	20
Link Distance (ft)	187	491	967
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 986



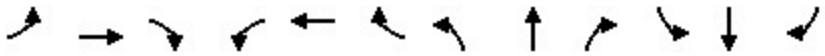
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	334	516	48	47	264	173	48	619	89	274	364	554
Future Volume (veh/h)	334	516	48	47	264	173	48	619	89	274	364	554
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1844	1844	1844	1875	1875	1875	1969	1969	1969	1875	1875	1875
Adj Flow Rate, veh/h	367	567	53	53	300	197	51	652	94	288	383	583
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	10	10	10	8	8	8	2	2	2	8	8	8
Cap, veh/h	393	1172	109	68	629	565	68	710	102	321	1285	927
Arrive On Green	0.22	0.36	0.36	0.04	0.18	0.18	0.04	0.22	0.22	0.18	0.36	0.36
Sat Flow, veh/h	1756	3238	302	1786	3563	1581	1875	3273	471	1786	3563	1585
Grp Volume(v), veh/h	367	306	314	53	300	197	51	372	374	288	383	583
Grp Sat Flow(s),veh/h/ln	1756	1752	1789	1786	1781	1581	1875	1870	1874	1786	1781	1585
Q Serve(g_s), s	26.7	17.6	17.7	3.8	9.8	11.9	3.5	25.3	25.4	20.5	10.0	31.4
Cycle Q Clear(g_c), s	26.7	17.6	17.7	3.8	9.8	11.9	3.5	25.3	25.4	20.5	10.0	31.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	393	634	647	68	629	565	68	406	407	321	1285	927
V/C Ratio(X)	0.93	0.48	0.48	0.77	0.48	0.35	0.75	0.92	0.92	0.90	0.30	0.63
Avail Cap(c_a), veh/h	440	634	647	118	629	565	176	420	421	401	1285	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	32.1	32.1	62.0	48.1	30.8	62.1	49.8	49.8	52.1	29.8	17.8
Incr Delay (d2), s/veh	25.6	2.6	2.6	16.6	2.6	1.7	24.7	24.3	24.7	21.5	0.1	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.1	7.6	7.8	2.0	4.5	4.8	2.1	14.4	14.5	10.9	4.2	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.2	34.7	34.7	78.6	50.7	32.5	86.8	74.1	74.5	73.7	29.9	19.1
LnGrp LOS	E	C	C	E	D	C	F	E	E	E	C	B
Approach Vol, veh/h		987			550			797			1254	
Approach Delay, s/veh		49.7			46.9			75.1			34.9	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	53.4	11.5	53.7	35.5	29.3	30.2	35.0
Change Period (Y+Rc), s	* 6.4	* 6.4	6.8	6.8	* 6.4	* 6.4	6.8	6.8
Max Green Setting (Gmax), s	* 8.6	* 37	12.2	46.2	* 33	* 13	29.2	29.2
Max Q Clear Time (g_c+I1), s	5.8	19.7	5.5	33.4	28.7	13.9	22.5	27.4
Green Ext Time (p_c), s	0.0	3.0	0.1	3.8	0.4	0.0	0.9	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	49.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	786	15	67	427	32	10	0	76	11	0	47
Future Volume (veh/h)	78	786	15	67	427	32	10	0	76	11	0	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1875	1875	1875	1938	1938	1938	1828	1828	1828
Adj Flow Rate, veh/h	91	914	17	78	497	37	14	0	103	14	0	60
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.74	0.74	0.74	0.78	0.78	0.78
Percent Heavy Veh, %	5	5	5	8	8	8	4	4	4	11	11	11
Cap, veh/h	826	2024	884	644	1863	138	131	0	148	95	0	140
Arrive On Green	0.20	0.55	0.55	0.20	0.55	0.55	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1830	3652	1595	1786	3362	250	1321	0	1642	1199	0	1549
Grp Volume(v), veh/h	91	914	17	78	263	271	14	0	103	14	0	60
Grp Sat Flow(s),veh/h/ln	1830	1826	1595	1786	1781	1830	1321	0	1642	1199	0	1549
Q Serve(g_s), s	0.0	17.9	0.6	0.0	9.3	9.3	1.2	0.0	7.3	1.4	0.0	4.4
Cycle Q Clear(g_c), s	0.0	17.9	0.6	0.0	9.3	9.3	5.6	0.0	7.3	8.7	0.0	4.4
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	826	2024	884	644	987	1014	131	0	148	95	0	140
V/C Ratio(X)	0.11	0.45	0.02	0.12	0.27	0.27	0.11	0.00	0.70	0.15	0.00	0.43
Avail Cap(c_a), veh/h	826	2024	884	644	987	1014	243	0	287	197	0	271
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	15.9	12.1	11.0	14.0	14.0	54.3	0.0	53.0	57.2	0.0	51.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.7	0.6	0.4	0.0	5.8	0.7	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	0.2	0.9	3.6	3.7	0.4	0.0	3.3	0.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.2	16.4	12.1	11.0	14.6	14.6	54.7	0.0	58.8	57.9	0.0	53.7
LnGrp LOS	A	B	B	B	B	B	D		E	E		D
Approach Vol, veh/h		1022			612			117			74	
Approach Delay, s/veh		15.6			14.2			58.3			54.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.2	73.0		16.8	30.2	73.0		16.8				
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5	6.5		6.0				
Max Green Setting (Gmax), s	13.5	66.5		21.0	13.5	66.5		21.0				
Max Q Clear Time (g_c+I1), s	12.0	19.9		10.7	2.0	11.3		9.3				
Green Ext Time (p_c), s	0.1	6.9		0.2	0.1	3.0		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3.9

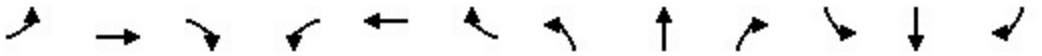
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	714	113	162	483	47	62	0	100	7	0	7
Future Vol, veh/h	20	714	113	162	483	47	62	0	100	7	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1000	-	125	1000	-	-	800	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	92	92	92	89	89	89	70	70	70
Heavy Vehicles, %	5	5	5	6	6	6	5	5	5	0	0	0
Mvmt Flow	23	830	131	176	525	51	70	0	112	10	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	576	0	0	962	0	0	1491	1805	415	1364	1911	288
Stage 1	-	-	-	-	-	-	877	877	-	903	903	-
Stage 2	-	-	-	-	-	-	615	928	-	462	1008	-
Critical Hdwy	4.2	-	-	4.22	-	-	7.6	6.6	7	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.6	-	6.5	5.5	-
Follow-up Hdwy	2.25	-	-	2.26	-	-	3.55	4.05	3.35	3.5	4	3.3
Pot Cap-1 Maneuver	1134	-	-	837	-	-	174	110	*880	*242	93	*964
Stage 1	-	-	-	-	-	-	477	481	-	*391	424	-
Stage 2	-	-	-	-	-	-	596	400	-	*843	417	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	1134	-	-	837	-	-	133	85	*880	*163	72	*964
Mov Cap-2 Maneuver	-	-	-	-	-	-	133	85	-	*163	72	-
Stage 1	-	-	-	-	-	-	468	471	-	*309	335	-
Stage 2	-	-	-	-	-	-	466	316	-	*720	409	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.19	2.44	28.4	18.87
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	133	880	1134	-	-	837	-	-	279
HCM Lane V/C Ratio	0.524	0.128	0.021	-	-	0.21	-	-	0.072
HCM Control Delay (s/veh)	58.6	9.7	8.2	-	-	10.4	-	-	18.9
HCM Lane LOS	F	A	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	2.5	0.4	0.1	-	-	0.8	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	739	47	99	630	58	18	6	18	69	7	44
Future Volume (veh/h)	35	739	47	99	630	58	18	6	18	69	7	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1906	1906	1906	1938	1938	1938	1953	1953	1953	1953	1953	1953
Adj Flow Rate, veh/h	39	821	52	106	677	62	25	8	25	79	8	51
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.71	0.71	0.71	0.87	0.87	0.87
Percent Heavy Veh, %	6	6	6	4	4	4	3	3	3	3	3	3
Cap, veh/h	869	1772	780	753	1668	153	143	40	124	166	22	139
Arrive On Green	0.26	0.49	0.49	0.52	0.98	0.98	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1816	3622	1595	1845	3410	312	1333	417	1302	1365	229	1461
Grp Volume(v), veh/h	39	821	52	106	365	374	25	0	33	79	0	59
Grp Sat Flow(s),veh/h/ln	1816	1811	1595	1845	1841	1881	1333	0	1719	1365	0	1690
Q Serve(g_s), s	0.0	18.0	2.1	0.0	0.9	0.9	2.2	0.0	2.1	6.8	0.0	3.9
Cycle Q Clear(g_c), s	0.0	18.0	2.1	0.0	0.9	0.9	6.1	0.0	2.1	8.9	0.0	3.9
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.76	1.00		0.86
Lane Grp Cap(c), veh/h	869	1772	780	753	900	920	143	0	163	166	0	161
V/C Ratio(X)	0.04	0.46	0.07	0.14	0.41	0.41	0.17	0.00	0.20	0.48	0.00	0.37
Avail Cap(c_a), veh/h	869	1772	780	753	900	920	361	0	444	388	0	437
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.2	20.2	16.2	7.0	0.7	0.7	53.8	0.0	50.1	54.2	0.0	50.9
Incr Delay (d2), s/veh	0.0	0.9	0.2	0.1	1.4	1.3	0.6	0.0	0.6	2.1	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.2	0.7	0.8	0.5	0.6	0.8	0.0	1.0	2.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.2	21.1	16.3	7.1	2.0	2.0	54.3	0.0	50.7	56.3	0.0	52.3
LnGrp LOS	A	C	B	A	A	A	D		D	E		D
Approach Vol, veh/h		912			845			58			138	
Approach Delay, s/veh		20.1			2.6			52.3			54.6	
Approach LOS		C			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.6	65.0		17.4	37.6	65.0		17.4				
Change Period (Y+Rc), s	* 6.3	* 6.3		6.0	* 6.3	* 6.3		6.0				
Max Green Setting (Gmax), s	* 12	* 59		31.0	* 12	* 59		31.0				
Max Q Clear Time (g_c+I1), s	2.0	20.0		10.9	2.0	2.9		8.1				
Green Ext Time (p_c), s	0.1	6.0		0.5	0.0	4.5		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	16.0	
HCM 7th LOS	B	

Notes

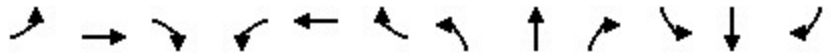
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	449	70	60	313	216	96	756	102	290	663	424
Future Volume (veh/h)	343	449	70	60	313	216	96	756	102	290	663	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1875	1875	1875	1953	1953	1953	1922	1922	1922
Adj Flow Rate, veh/h	394	516	80	71	368	254	104	822	111	319	729	466
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	8	8	8	3	3	3	5	5	5
Cap, veh/h	457	1043	161	91	895	570	131	929	125	381	1167	730
Arrive On Green	0.26	0.66	0.66	0.05	0.25	0.25	0.07	0.28	0.28	0.11	0.32	0.32
Sat Flow, veh/h	3551	3170	490	1786	3563	1589	1860	3285	444	3551	3652	1629
Grp Volume(v), veh/h	394	296	300	71	368	254	104	464	469	319	729	466
Grp Sat Flow(s),veh/h/ln	1776	1826	1834	1786	1781	1589	1860	1856	1873	1776	1826	1629
Q Serve(g_s), s	12.7	9.9	10.0	4.7	10.3	14.6	6.6	28.7	28.7	10.6	20.4	26.5
Cycle Q Clear(g_c), s	12.7	9.9	10.0	4.7	10.3	14.6	6.6	28.7	28.7	10.6	20.4	26.5
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	457	601	603	91	895	570	131	524	530	381	1167	730
V/C Ratio(X)	0.86	0.49	0.50	0.78	0.41	0.45	0.79	0.89	0.89	0.84	0.62	0.64
Avail Cap(c_a), veh/h	621	601	603	193	895	570	236	591	596	450	1167	730
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	15.5	15.5	56.3	37.5	29.4	54.9	41.2	41.2	52.5	34.7	25.6
Incr Delay (d2), s/veh	9.1	2.9	2.9	13.2	1.4	2.5	10.4	13.9	13.8	11.5	1.0	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	3.5	3.6	2.4	4.5	5.8	3.4	14.6	14.7	5.2	9.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.6	18.3	18.4	69.4	38.9	31.9	65.3	55.0	54.9	64.0	35.8	27.4
LnGrp LOS	D	B	B	E	D	C	E	E	D	E	D	C
Approach Vol, veh/h		990			693			1037			1514	
Approach Delay, s/veh		32.0			39.5			56.0			39.1	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.1	46.5	15.2	45.1	22.5	37.2	19.7	40.7
Change Period (Y+Rc), s	7.0	7.0	6.8	6.8	7.0	7.0	6.8	6.8
Max Green Setting (Gmax), s	13.0	26.0	15.2	38.2	21.0	18.0	15.2	38.2
Max Q Clear Time (g_c+I1), s	16.7	12.0	8.6	28.5	14.7	16.6	12.6	30.7
Green Ext Time (p_c), s	0.1	2.7	0.1	4.5	0.7	0.5	0.3	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	41.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1	42	15	1	55	106	876	20	5	667	34
Future Volume (veh/h)	39	1	42	15	1	55	106	876	20	5	667	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1953	1953	1953	1906	1906	1906	1953	1953	1953	1875	1875	1875
Adj Flow Rate, veh/h	53	1	57	19	1	71	113	932	21	5	717	37
Peak Hour Factor	0.74	0.74	0.74	0.77	0.77	0.77	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	6	6	6	3	3	3	8	8	8
Cap, veh/h	135	3	161	146	2	158	503	1456	1234	357	1347	1141
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.75	0.75	0.01	0.72	0.72
Sat Flow, veh/h	1313	28	1623	1297	22	1589	1860	1953	1655	1786	1875	1589
Grp Volume(v), veh/h	53	0	58	19	0	72	113	932	21	5	717	37
Grp Sat Flow(s),veh/h/ln	1313	0	1651	1297	0	1611	1860	1953	1655	1786	1875	1589
Q Serve(g_s), s	4.8	0.0	3.9	1.7	0.0	5.1	1.9	27.9	0.4	0.1	20.9	0.8
Cycle Q Clear(g_c), s	9.8	0.0	3.9	5.6	0.0	5.1	1.9	27.9	0.4	0.1	20.9	0.8
Prop In Lane	1.00		0.98	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	0	164	146	0	160	503	1456	1234	357	1347	1141
V/C Ratio(X)	0.39	0.00	0.35	0.13	0.00	0.45	0.22	0.64	0.02	0.01	0.53	0.03
Avail Cap(c_a), veh/h	169	0	206	180	0	201	520	1456	1234	408	1347	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	50.5	53.1	0.0	51.0	6.1	7.4	3.9	7.1	7.7	4.9
Incr Delay (d2), s/veh	1.9	0.0	1.3	0.4	0.0	2.0	0.2	2.2	0.0	0.0	1.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	1.7	0.6	0.0	2.1	0.6	9.7	0.1	0.0	7.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.4	0.0	51.7	53.5	0.0	52.9	6.4	9.6	4.0	7.2	9.2	4.9
LnGrp LOS	E		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		111			91			1066			759	
Approach Delay, s/veh		54.5			53.0			9.1			9.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	95.5		17.9	9.9	92.2		17.9
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.6	83.0		15.0	5.0	82.0		15.0
Max Q Clear Time (g_c+I1), s	2.1	29.9		11.8	3.9	22.9		7.6
Green Ext Time (p_c), s	0.0	8.5		0.1	0.0	5.5		0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

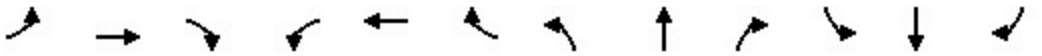
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	8	3	111	258	17
Future Vol, veh/h	51	8	3	111	258	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	500	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	89	89	92	92
Heavy Vehicles, %	2	2	5	5	2	2
Mvmt Flow	55	9	3	125	280	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	421	290	299	0	-	0
Stage 1	290	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.15	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.245	-	-	-
Pot Cap-1 Maneuver	589	749	1245	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	587	749	1245	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.15	0.21	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	649	-	-
HCM Lane V/C Ratio	0.003	-	0.099	-	-
HCM Control Delay (s/veh)	7.9	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



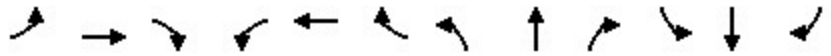
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	599	91	126	592	410	95	488	82	196	584	600
Future Volume (veh/h)	599	599	91	126	592	410	95	488	82	196	584	600
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969	1969
Adj Flow Rate, veh/h	673	673	102	140	658	456	103	530	89	206	615	632
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.92	0.92	0.92	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	638	1394	211	165	658	498	127	553	92	230	851	947
Arrive On Green	0.34	0.43	0.43	0.09	0.18	0.18	0.07	0.17	0.17	0.12	0.23	0.23
Sat Flow, veh/h	1875	3257	493	1875	3741	1668	1875	3199	535	1875	3741	1668
Grp Volume(v), veh/h	673	386	389	140	658	456	103	309	310	206	615	632
Grp Sat Flow(s),veh/h/ln	1875	1870	1880	1875	1870	1668	1875	1870	1864	1875	1870	1668
Q Serve(g_s), s	47.6	20.8	20.9	10.3	24.6	24.6	7.6	22.9	23.1	15.2	21.3	31.9
Cycle Q Clear(g_c), s	47.6	20.8	20.9	10.3	24.6	24.6	7.6	22.9	23.1	15.2	21.3	31.9
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	638	800	804	165	658	498	127	323	322	230	851	947
V/C Ratio(X)	1.06	0.48	0.48	0.85	1.00	0.92	0.81	0.96	0.96	0.90	0.72	0.67
Avail Cap(c_a), veh/h	638	800	804	209	658	498	163	323	322	230	851	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	28.9	28.9	62.9	57.7	47.4	64.4	57.4	57.4	60.5	50.0	21.1
Incr Delay (d2), s/veh	51.2	2.1	2.1	20.3	33.1	22.2	24.9	38.2	40.0	34.0	3.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	30.2	9.4	9.5	5.7	14.3	18.2	4.5	14.2	14.4	9.2	10.1	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	97.4	31.0	31.0	83.2	90.8	69.6	89.3	95.6	97.4	94.5	53.0	22.9
LnGrp LOS	F	C	C	F	F	E	F	F	F	F	D	C
Approach Vol, veh/h		1448			1254			722			1453	
Approach Delay, s/veh		61.9			82.2			95.5			45.8	
Approach LOS		E			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	66.3	16.3	38.7	54.0	31.0	24.0	31.0
Change Period (Y+Rc), s	* 6.4	* 6.4	6.8	6.8	* 6.4	* 6.4	6.8	6.8
Max Green Setting (Gmax), s	* 16	* 57	12.2	29.2	* 48	* 25	17.2	24.2
Max Q Clear Time (g_c+I1), s	12.3	22.9	9.6	33.9	49.6	26.6	17.2	25.1
Green Ext Time (p_c), s	0.1	4.6	0.1	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	67.3
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	775	57	163	959	34	75	2	142	27	9	94
Future Volume (veh/h)	45	775	57	163	959	34	75	2	142	27	9	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	2000	2000	2000	1953	1953	1953
Adj Flow Rate, veh/h	48	824	61	177	1042	37	80	2	151	39	13	136
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.94	0.94	0.94	0.69	0.69	0.69
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	3	3	3
Cap, veh/h	594	1744	778	658	1718	61	168	4	280	164	24	256
Arrive On Green	0.21	0.46	0.46	0.21	0.46	0.46	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1890	3770	1682	1890	3714	132	1258	22	1676	1224	146	1531
Grp Volume(v), veh/h	48	824	61	177	529	550	80	0	153	39	0	149
Grp Sat Flow(s),veh/h/ln	1890	1885	1682	1890	1885	1961	1258	0	1698	1224	0	1678
Q Serve(g_s), s	0.0	18.0	2.4	0.0	25.2	25.2	7.4	0.0	9.9	3.6	0.0	9.7
Cycle Q Clear(g_c), s	0.0	18.0	2.4	0.0	25.2	25.2	17.2	0.0	9.9	13.5	0.0	9.7
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.99	1.00		0.91
Lane Grp Cap(c), veh/h	594	1744	778	658	872	907	168	0	284	164	0	280
V/C Ratio(X)	0.08	0.47	0.08	0.27	0.61	0.61	0.48	0.00	0.54	0.24	0.00	0.53
Avail Cap(c_a), veh/h	594	1744	778	658	872	907	272	0	425	265	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	22.2	18.0	18.9	24.1	24.1	53.5	0.0	45.7	51.9	0.0	45.7
Incr Delay (d2), s/veh	0.0	0.7	0.2	0.2	3.1	3.0	2.1	0.0	1.6	0.7	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	7.6	0.9	3.0	11.1	11.6	2.5	0.0	4.3	1.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	22.9	18.1	19.1	27.2	27.1	55.6	0.0	47.3	52.7	0.0	47.2
LnGrp LOS	B	C	B	B	C	C	E		D	D		D
Approach Vol, veh/h		933			1256			233			188	
Approach Delay, s/veh		22.4			26.0			50.2			48.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	32.0	62.0		26.0	32.0	62.0		26.0
Change Period (Y+Rc), s	6.5	6.5		6.0	6.5	6.5		6.0
Max Green Setting (Gmax), s	15.5	55.5		30.0	15.5	55.5		30.0
Max Q Clear Time (g_c+I1), s	12.0	20.0		15.5	2.0	27.2		19.2
Green Ext Time (p_c), s	0.4	5.9		0.7	0.1	6.9		0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	28.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	16.2

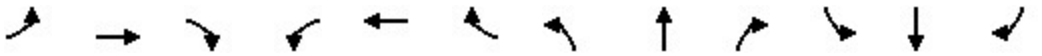
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	847	58	73	1035	0	123	0	190	21	0	20
Future Vol, veh/h	0	847	58	73	1035	0	123	0	190	21	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1000	-	125	1000	-	-	800	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	92	92	92	85	85	85	60	60	60
Heavy Vehicles, %	1	1	1	2	2	2	1	1	1	0	0	0
Mvmt Flow	0	952	65	79	1125	0	145	0	224	35	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1125	0	0	1017	0	0	1673	2235	476	1760	2301	563
Stage 1	-	-	-	-	-	-	952	952	-	1284	1284	-
Stage 2	-	-	-	-	-	-	721	1284	-	476	1017	-
Critical Hdwy	4.12	-	-	4.14	-	-	7.52	6.52	6.92	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.5	5.5	-
Follow-up Hdwy	2.21	-	-	2.22	-	-	3.51	4.01	3.31	3.5	4	3.3
Pot Cap-1 Maneuver	815	-	-	849	-	-	*~ 131	49	*856	*106	43	*805
Stage 1	-	-	-	-	-	-	*474	476	-	*306	337	-
Stage 2	-	-	-	-	-	-	*757	335	-	*809	439	-
Platoon blocked, %	0	-	-	0	-	-	0	0	0	0	0	0
Mov Cap-1 Maneuver	815	-	-	849	-	-	*~ 113	45	*856	*71	39	*805
Mov Cap-2 Maneuver	-	-	-	-	-	-	*~ 113	45	-	*71	39	-
Stage 1	-	-	-	-	-	-	*474	476	-	*277	305	-
Stage 2	-	-	-	-	-	-	*658	304	-	*598	439	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.64	103.57	61.85
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	856	815	-	-	849	-	-	128
HCM Lane V/C Ratio	1.275	0.261	-	-	-	0.093	-	-	0.536
HCM Control Delay (s/veh)	247.1	10.7	0	-	-	9.7	-	-	61.8
HCM Lane LOS	F	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	9.6	1	0	-	-	0.3	-	-	2.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



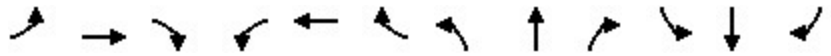
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	979	10	26	922	84	58	10	27	165	5	128
Future Volume (veh/h)	69	979	10	26	922	84	58	10	27	165	5	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	2000	2000	2000	2000	2000	2000
Adj Flow Rate, veh/h	74	1053	11	30	1072	98	97	17	45	190	6	147
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.60	0.60	0.60	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	561	1970	879	488	1825	167	200	93	246	280	13	313
Arrive On Green	0.13	0.52	0.52	0.26	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1890	3770	1682	1890	3493	319	1254	485	1284	1362	67	1638
Grp Volume(v), veh/h	74	1053	11	30	578	592	97	0	62	190	0	153
Grp Sat Flow(s),veh/h/ln	1890	1885	1682	1890	1885	1927	1254	0	1769	1362	0	1705
Q Serve(g_s), s	0.0	22.2	0.4	0.0	0.0	0.0	8.9	0.0	3.5	16.3	0.0	9.6
Cycle Q Clear(g_c), s	0.0	22.2	0.4	0.0	0.0	0.0	18.5	0.0	3.5	19.8	0.0	9.6
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.73	1.00		0.96
Lane Grp Cap(c), veh/h	561	1970	879	488	985	1007	200	0	338	280	0	326
V/C Ratio(X)	0.13	0.53	0.01	0.06	0.59	0.59	0.49	0.00	0.18	0.68	0.00	0.47
Avail Cap(c_a), veh/h	561	1970	879	488	985	1007	294	0	472	383	0	455
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	19.0	13.8	15.1	0.0	0.0	51.3	0.0	40.7	49.0	0.0	43.1
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.1	2.6	2.5	1.8	0.0	0.3	2.9	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.1	0.1	0.4	0.7	0.7	2.9	0.0	1.6	5.8	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	20.0	13.8	15.2	2.6	2.5	53.2	0.0	40.9	51.8	0.0	44.2
LnGrp LOS	A	C	B	B	A	A	D		D	D		D
Approach Vol, veh/h		1138			1200			159			343	
Approach Delay, s/veh		19.2			2.9			48.4			48.4	
Approach LOS		B			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	69.0		29.0	22.0	69.0		29.0				
Change Period (Y+Rc), s	* 6.3	* 6.3		6.0	* 6.3	* 6.3		6.0				
Max Green Setting (Gmax), s	* 6.7	* 63		32.0	* 6.7	* 63		32.0				
Max Q Clear Time (g_c+I1), s	2.0	24.2		21.8	2.0	2.0		20.5				
Green Ext Time (p_c), s	0.0	8.1		1.1	0.0	8.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	17.5	
HCM 7th LOS	B	

Notes

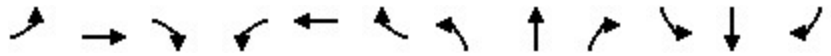
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	598	591	145	120	625	528	102	671	68	234	763	325
Future Volume (veh/h)	598	591	145	120	625	528	102	671	68	234	763	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1984	1984	1984	1953	1953	1953	1969	1969	1969
Adj Flow Rate, veh/h	629	622	153	130	679	574	110	722	73	249	812	346
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	3	3	3	2	2	2
Cap, veh/h	679	1063	261	158	952	572	136	832	84	320	970	742
Arrive On Green	0.31	0.59	0.59	0.08	0.25	0.25	0.07	0.24	0.24	0.09	0.26	0.26
Sat Flow, veh/h	3666	3000	737	1890	3770	1680	1860	3403	344	3638	3741	1668
Grp Volume(v), veh/h	629	390	385	130	679	574	110	393	402	249	812	346
Grp Sat Flow(s),veh/h/ln	1833	1885	1851	1890	1885	1680	1860	1856	1891	1819	1870	1668
Q Serve(g_s), s	19.9	15.5	15.6	8.1	19.7	30.3	7.0	24.4	24.4	8.0	24.6	17.4
Cycle Q Clear(g_c), s	19.9	15.5	15.6	8.1	19.7	30.3	7.0	24.4	24.4	8.0	24.6	17.4
Prop In Lane	1.00		0.40	1.00		1.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	679	668	656	158	952	572	136	453	462	320	970	742
V/C Ratio(X)	0.93	0.58	0.59	0.82	0.71	1.00	0.81	0.87	0.87	0.78	0.84	0.47
Avail Cap(c_a), veh/h	703	668	656	173	952	572	143	453	462	552	1128	812
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.6	19.0	19.0	54.1	40.9	39.6	54.8	43.5	43.5	53.6	42.1	23.4
Incr Delay (d2), s/veh	18.0	3.7	3.8	24.8	4.5	38.6	27.4	16.2	16.1	4.1	5.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	5.7	5.7	4.8	9.4	22.1	4.2	12.8	13.1	3.8	11.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.6	22.7	22.8	78.9	45.4	78.2	82.2	59.7	59.6	57.7	47.1	23.8
LnGrp LOS	E	C	C	E	D	F	F	E	E	E	D	C
Approach Vol, veh/h		1404			1383			905			1407	
Approach Delay, s/veh		38.8			62.2			62.4			43.2	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	49.5	15.6	37.9	29.2	37.3	17.3	36.1
Change Period (Y+Rc), s	7.0	7.0	6.8	6.8	7.0	7.0	6.8	6.8
Max Green Setting (Gmax), s	10.0	36.0	9.2	36.2	23.0	24.0	18.2	27.2
Max Q Clear Time (g_c+I1), s	10.1	17.6	9.0	26.6	21.9	32.3	10.0	26.4
Green Ext Time (p_c), s	0.0	4.1	0.0	4.5	0.3	0.0	0.5	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	4	77	5	0	27	30	748	21	53	959	31
Future Volume (veh/h)	101	4	77	5	0	27	30	748	21	53	959	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1938	1938	1938	2000	2000	2000	1969	1969	1969	1984	1984	1984
Adj Flow Rate, veh/h	158	6	120	6	0	35	32	787	22	58	1054	34
Peak Hour Factor	0.64	0.64	0.64	0.78	0.78	0.78	0.95	0.95	0.95	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	0	0	0	2	2	2	1	1	1
Cap, veh/h	243	12	241	167	0	259	260	1316	1115	418	1340	1135
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15	0.02	0.67	0.67	0.03	0.68	0.68
Sat Flow, veh/h	1352	79	1575	1285	0	1695	1875	1969	1668	1890	1984	1682
Grp Volume(v), veh/h	158	0	126	6	0	35	32	787	22	58	1054	34
Grp Sat Flow(s),veh/h/ln	1352	0	1654	1285	0	1695	1875	1969	1668	1890	1984	1682
Q Serve(g_s), s	13.7	0.0	8.4	0.5	0.0	2.1	0.6	26.5	0.5	1.2	44.2	0.8
Cycle Q Clear(g_c), s	15.9	0.0	8.4	8.9	0.0	2.1	0.6	26.5	0.5	1.2	44.2	0.8
Prop In Lane	1.00		0.95	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	0	253	167	0	259	260	1316	1115	418	1340	1135
V/C Ratio(X)	0.65	0.00	0.50	0.04	0.00	0.14	0.12	0.60	0.02	0.14	0.79	0.03
Avail Cap(c_a), veh/h	284	0	303	206	0	311	282	1316	1115	427	1340	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	46.6	50.7	0.0	44.0	14.2	11.0	6.7	8.9	13.5	6.5
Incr Delay (d2), s/veh	4.1	0.0	1.5	0.1	0.0	0.2	0.2	2.0	0.0	0.1	4.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	3.6	0.2	0.0	0.9	0.3	10.6	0.2	0.4	18.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	48.1	50.8	0.0	44.2	14.4	13.0	6.7	9.0	18.2	6.5
LnGrp LOS	D		D	D		D	B	B	A	A	B	A
Approach Vol, veh/h		284			41			841			1146	
Approach Delay, s/veh		51.9			45.2			12.9			17.4	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	86.2		24.4	8.6	87.0		24.4
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	4.0	76.0		22.0	4.0	76.0		22.0
Max Q Clear Time (g_c+I1), s	3.2	28.5		17.9	2.6	46.2		10.9
Green Ext Time (p_c), s	0.0	6.2		0.5	0.0	9.7		0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	20.5
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	5	7	279	83	48
Future Vol, veh/h	34	5	7	279	83	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	500	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	85	85	92	92
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	37	5	8	328	90	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	461	116	142	0	-	0
Stage 1	116	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	559	936	1447	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	555	936	1447	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	717	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.06	0.18	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1447	-	636	-	-
HCM Lane V/C Ratio	0.006	-	0.067	-	-
HCM Control Delay (s/veh)	7.5	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	386	257	251	111	156	165	160	93	521	456	347	177
Average Queue (ft)	237	148	137	34	83	80	46	35	324	291	199	96
95th Queue (ft)	346	229	232	86	143	143	111	79	472	428	325	163
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)						0	0				0	
Queuing Penalty (veh)						0	0				0	

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	178	208
Average Queue (ft)	86	97
95th Queue (ft)	159	178
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	89	115	133	19	84	81	108	38	80	54	65
Average Queue (ft)	33	25	31	2	32	13	24	7	26	9	23
95th Queue (ft)	73	79	88	13	69	48	73	28	56	33	52
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			0						0		
Queuing Penalty (veh)			0						0		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	46	8	9	164	5	109	66	54
Average Queue (ft)	8	0	0	59	0	43	28	13
95th Queue (ft)	32	6	6	120	3	88	54	39
Link Distance (ft)		1345			1117		856	272
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	1000		125	1000		800		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	64	118	109	66	134	150	140	59	44	125	126
Average Queue (ft)	13	33	31	5	50	61	67	16	14	57	35
95th Queue (ft)	43	86	81	31	104	129	133	47	37	104	81
Link Distance (ft)		1117	1117			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			2	0						0	0
Queuing Penalty (veh)			1	0						0	0

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	212	201	185	216	108	228	209	156	166	372	368	231
Average Queue (ft)	103	106	99	120	36	104	72	46	74	237	236	139
95th Queue (ft)	176	174	166	191	87	193	163	110	137	340	344	233
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)										6	5	14
Queuing Penalty (veh)										33	25	46

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	346	537	484	297
Average Queue (ft)	199	265	213	94
95th Queue (ft)	315	444	389	211
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	42	43	1	
Queuing Penalty (veh)	138	125	5	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	99	75	47	78	124	249	69	32	154	24
Average Queue (ft)	34	21	12	24	51	76	5	5	38	2
95th Queue (ft)	79	50	36	56	107	178	33	23	110	14
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						7				
Queuing Penalty (veh)						9				

Intersection: 7: Providence Parkway & Site Drive

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	66	19	8
Average Queue (ft)	27	1	0
95th Queue (ft)	51	10	6
Link Distance (ft)	646		856
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		500	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	40	40
Average Queue (ft)	13	15
95th Queue (ft)	39	41
Link Distance (ft)	194	247
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9001: Dummy Node & Grand River Avenue

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	67
Average Queue (ft)	24
95th Queue (ft)	55
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9002: Beck Road & Dummy Node

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	57	12
Average Queue (ft)	2	0
95th Queue (ft)	29	9
Link Distance (ft)	967	967
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 382

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	1037	913	859	197	516	611	275	185	509	469	367	336
Average Queue (ft)	704	420	374	95	294	315	198	79	308	279	202	208
95th Queue (ft)	1110	997	891	175	519	590	351	153	505	465	333	299
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)		0				0						
Queuing Penalty (veh)		0				1						
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)	5	1				32	6				0	
Queuing Penalty (veh)	13	8				134	17				1	

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	299	293
Average Queue (ft)	194	154
95th Queue (ft)	280	255
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	72	172	166	44	168	151	195	103	121	75	130
Average Queue (ft)	30	54	55	11	75	37	66	49	46	23	48
95th Queue (ft)	68	138	136	37	135	99	147	93	91	61	93
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			2					1	0		
Queuing Penalty (veh)			1					1	0		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	WB	NB	NB	SB
Directions Served	R	L	L	TR	LTR
Maximum Queue (ft)	4	73	422	98	79
Average Queue (ft)	0	28	195	42	28
95th Queue (ft)	3	61	436	77	65
Link Distance (ft)				856	272
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	125	1000	800		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	98	253	202	23	58	213	222	104	79	197	232
Average Queue (ft)	29	88	73	2	15	106	118	39	22	113	66
95th Queue (ft)	76	184	153	13	41	193	204	90	56	185	158
Link Distance (ft)		1117	1117			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			11							6	0
Queuing Penalty (veh)			1							9	1

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	494	545	505	486	190	313	371	408	326	559	410	162
Average Queue (ft)	416	447	247	225	91	196	183	191	112	307	280	70
95th Queue (ft)	625	683	530	441	181	287	296	334	289	568	427	159
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)	3	24	4	1						0		
Queuing Penalty (veh)	0	105	19	3						3		
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)	11	28					0	0		21	18	1
Queuing Penalty (veh)	32	84					0	2		107	79	5

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	350	569	529	189
Average Queue (ft)	187	324	272	81
95th Queue (ft)	364	489	431	152
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	13	58	1	
Queuing Penalty (veh)	48	135	4	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	153	139	26	39	68	279	72	78	354	26
Average Queue (ft)	67	41	4	10	20	112	6	25	155	2
95th Queue (ft)	130	94	17	30	51	222	36	59	301	15
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						12				
Queuing Penalty (veh)						6				

Intersection: 7: Providence Parkway & Site Drive

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	54	6
Average Queue (ft)	23	0
95th Queue (ft)	46	5
Link Distance (ft)	646	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	51	40
Average Queue (ft)	14	19
95th Queue (ft)	41	45
Link Distance (ft)	194	247
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9001: Dummy Node & Grand River Avenue

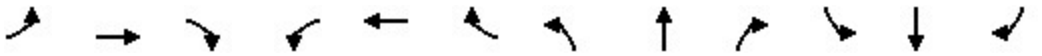
Movement	EB	EB	EB	NB
Directions Served	T	T	TR	LTR
Maximum Queue (ft)	188	101	69	174
Average Queue (ft)	63	10	3	89
95th Queue (ft)	222	76	43	172
Link Distance (ft)		571	571	157
Upstream Blk Time (%)				19
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9002: Beck Road & Dummy Node

Movement	EB	NB	SB	SB
Directions Served	LTR	TR	T	TR
Maximum Queue (ft)	47	10	80	9
Average Queue (ft)	12	1	4	0
95th Queue (ft)	40	8	42	6
Link Distance (ft)	187	491	967	967
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 818



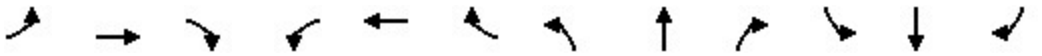
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	714	113	162	483	47	62	0	100	7	0	7
Future Volume (veh/h)	20	714	113	162	483	47	62	0	100	7	0	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1922	1922	1922	1906	1906	1906	1922	1922	1922	2000	2000	2000
Adj Flow Rate, veh/h	23	830	131	176	525	51	70	0	112	10	0	10
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.89	0.89	0.89	0.70	0.70	0.70
Percent Heavy Veh, %	5	5	5	6	6	6	5	5	5	0	0	0
Cap, veh/h	722	2957	1292	518	2702	262	185	0	143	76	15	46
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	817	3652	1595	566	3336	323	1424	0	1629	354	170	524
Grp Volume(v), veh/h	23	830	131	176	284	292	70	0	112	20	0	0
Grp Sat Flow(s),veh/h/ln	817	1826	1595	566	1811	1848	1424	0	1629	1048	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0	8.1	5.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	0.50		0.50
Lane Grp Cap(c), veh/h	722	2957	1292	518	1467	1497	185	0	143	137	0	0
V/C Ratio(X)	0.03	0.28	0.10	0.34	0.19	0.19	0.38	0.00	0.78	0.15	0.00	0.00
Avail Cap(c_a), veh/h	722	2957	1292	518	1467	1497	282	0	258	241	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	52.4	0.0	53.6	50.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	1.7	0.3	0.3	1.3	0.0	9.1	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.1	0.2	0.1	0.1	2.1	0.0	3.7	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.1	0.2	0.2	1.7	0.3	0.3	53.7	0.0	62.7	51.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D		E	D		
Approach Vol, veh/h		984			752			182			20	
Approach Delay, s/veh		0.2			0.6			59.3			51.0	
Approach LOS		A			A			E			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		103.5		16.5		103.5		16.5				
Change Period (Y+Rc), s		* 6.3		6.0		* 6.3		6.0				
Max Green Setting (Gmax), s		* 89		19.0		* 89		19.0				
Max Q Clear Time (g_c+I1), s		2.0		7.5		2.0		10.1				
Green Ext Time (p_c), s		6.8		0.0		5.8		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.4									
HCM 7th LOS			A									

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	847	58	73	1035	0	123	0	190	21	0	20
Future Volume (veh/h)	0	847	58	73	1035	0	123	0	190	21	0	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1984	1984	1984	1969	1969	1969	1984	1984	1984	2000	2000	2000
Adj Flow Rate, veh/h	0	952	65	79	1125	0	145	0	224	35	0	33
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.85	0.85	0.85	0.60	0.60	0.60
Percent Heavy Veh, %	1	1	1	2	2	2	1	1	1	0	0	0
Cap, veh/h	60	2711	1209	459	2690	0	253	0	300	78	15	45
Arrive On Green	0.00	1.00	1.00	1.00	1.00	0.00	0.18	0.00	0.18	0.18	0.00	0.18
Sat Flow, veh/h	505	3770	1682	554	3839	0	1079	0	1682	183	83	251
Grp Volume(v), veh/h	0	952	65	79	1125	0	145	0	224	68	0	0
Grp Sat Flow(s),veh/h/ln	505	1885	1682	554	1870	0	1079	0	1682	517	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.1	3.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	15.9	0.0	15.1	19.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.51		0.49
Lane Grp Cap(c), veh/h	60	2711	1209	459	2690	0	253	0	300	138	0	0
V/C Ratio(X)	0.00	0.35	0.05	0.17	0.42	0.00	0.57	0.00	0.75	0.49	0.00	0.00
Avail Cap(c_a), veh/h	60	2711	1209	459	2690	0	386	0	462	271	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.86	0.86	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	47.0	0.0	46.7	49.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.7	0.4	0.0	2.1	0.0	3.7	2.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.1	0.2	0.0	4.3	0.0	6.7	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.4	0.1	0.7	0.4	0.0	49.1	0.0	50.4	51.9	0.0	0.0
LnGrp LOS		A	A	A	A		D		D	D		
Approach Vol, veh/h		1017			1204			369			68	
Approach Delay, s/veh		0.3			0.4			49.9			51.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		92.6		27.4		92.6		27.4				
Change Period (Y+Rc), s		* 6.3		6.0		* 6.3		6.0				
Max Green Setting (Gmax), s		* 75		33.0		* 75		33.0				
Max Q Clear Time (g_c+I1), s		2.0		21.2		2.0		17.9				
Green Ext Time (p_c), s		7.5		0.2		11.0		1.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.6
HCM 7th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	448	261	268	121	161	178	130	85	489	445	336	187
Average Queue (ft)	256	145	135	40	80	80	33	26	328	289	197	102
95th Queue (ft)	404	230	232	100	142	147	87	65	494	449	304	172
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)						0						
Queuing Penalty (veh)						0						

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	173	274
Average Queue (ft)	88	106
95th Queue (ft)	156	210
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	98	119	129	29	106	74	98	45	77	67	55
Average Queue (ft)	33	26	31	2	35	8	19	7	29	8	21
95th Queue (ft)	74	82	94	14	80	37	62	29	57	37	48
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			1						0		
Queuing Penalty (veh)			0						0		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	29	120	108	68	153	60	91	117	75	44
Average Queue (ft)	7	33	30	12	60	8	18	46	30	12
95th Queue (ft)	25	92	81	43	120	34	60	97	59	39
Link Distance (ft)		1319	1319			1092	1092	857	857	247
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	1000			125	1000					
Storage Blk Time (%)			0							
Queuing Penalty (veh)			0							

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	62	185	140	63	117	150	155	61	53	110	83
Average Queue (ft)	11	53	44	10	52	56	58	15	14	61	28
95th Queue (ft)	35	128	104	41	102	125	123	43	39	112	62
Link Distance (ft)		1092	1092			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			4	0						0	
Queuing Penalty (veh)			2	0						0	

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	194	194	239	245	122	217	181	158	251	396	382	236
Average Queue (ft)	98	102	109	126	41	106	73	48	82	237	235	144
95th Queue (ft)	169	167	203	217	100	184	153	116	180	347	343	244
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)									0	6	5	15
Queuing Penalty (veh)									0	32	22	49

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	344	508	464	213
Average Queue (ft)	203	260	208	93
95th Queue (ft)	321	421	365	166
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	45	39	0	
Queuing Penalty (veh)	151	111	1	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	109	68	54	81	107	258	68	28	177	31
Average Queue (ft)	36	20	14	25	45	84	4	3	34	3
95th Queue (ft)	83	47	39	58	89	201	28	17	104	16
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						7	0			
Queuing Penalty (veh)						9	0			

Intersection: 7: Providence Parkway & Site Drive

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	52	12
Average Queue (ft)	26	1
95th Queue (ft)	46	8
Link Distance (ft)	646	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	44	35
Average Queue (ft)	15	14
95th Queue (ft)	41	39
Link Distance (ft)	194	247
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9001: Dummy Node & Grand River Avenue

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	64
Average Queue (ft)	24
95th Queue (ft)	52
Link Distance (ft)	157
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9002: Beck Road & Dummy Node

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	40	14
Average Queue (ft)	1	0
95th Queue (ft)	23	10
Link Distance (ft)	967	967
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 379

Intersection: 1: Wixom Road & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	1141	1058	1002	191	577	665	275	149	508	490	333	353
Average Queue (ft)	838	649	565	96	307	333	189	67	322	299	179	208
95th Queue (ft)	1356	1413	1268	168	568	633	345	124	509	479	323	309
Link Distance (ft)		1222	1222		799	799			1170			1412
Upstream Blk Time (%)	5	10	1		0	0						
Queuing Penalty (veh)	0	0	0		0	2						
Storage Bay Dist (ft)	1000			775			200	1000		950	400	
Storage Blk Time (%)	24	18			0	36	4				1	0
Queuing Penalty (veh)	69	103			0	145	13				2	0

Intersection: 1: Wixom Road & Grand River Avenue

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	289	313
Average Queue (ft)	185	158
95th Queue (ft)	268	265
Link Distance (ft)	1412	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		600
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: 12-Mile Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	82	204	198	103	135	128	169	128	156	63	144
Average Queue (ft)	29	59	60	12	65	39	65	57	48	20	47
95th Queue (ft)	70	148	151	63	113	103	146	100	107	52	102
Link Distance (ft)		799	799			701	701		358		575
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	775			100	1000			100		250	
Storage Blk Time (%)			3					1	1		
Queuing Penalty (veh)			2					2	1		

Intersection: 3: Providence Parkway & Grand River Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	T	T	R	L	T	TR	LT	R	LTR
Maximum Queue (ft)	156	124	42	82	147	139	169	110	116
Average Queue (ft)	50	40	8	31	71	82	82	45	33
95th Queue (ft)	118	90	31	63	125	133	147	85	84
Link Distance (ft)	1319	1319			1092	1092		857	247
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			125	1000			800		
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 4: W. Market Square & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	L	TR
Maximum Queue (ft)	67	181	152	28	57	193	204	142	82	189	210
Average Queue (ft)	23	72	55	2	17	99	115	42	20	108	56
95th Queue (ft)	55	153	121	14	43	170	188	102	52	176	130
Link Distance (ft)		1092	1092			571	571	445	445		356
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	1000			50	500					150	
Storage Blk Time (%)			9							4	0
Queuing Penalty (veh)			1							5	0

Intersection: 5: Beck Road & Grand River Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	479	528	407	398	190	331	316	374	333	555	428	173
Average Queue (ft)	352	376	194	193	93	212	195	207	125	349	286	67
95th Queue (ft)	575	625	419	354	169	316	302	343	312	733	440	157
Link Distance (ft)		527	527	527		1234	1234			967		
Upstream Blk Time (%)	1	14	1	0						4		
Queuing Penalty (veh)	0	62	5	0						31		
Storage Bay Dist (ft)	500				1000			400	300		275	125
Storage Blk Time (%)	4	16					0	0	0	22	20	1
Queuing Penalty (veh)	13	48					1	0	0	113	87	4

Intersection: 5: Beck Road & Grand River Avenue

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	349	545	491	239
Average Queue (ft)	153	296	246	77
95th Queue (ft)	305	471	406	164
Link Distance (ft)		944	944	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			350
Storage Blk Time (%)	11	51	1	
Queuing Penalty (veh)	43	119	4	

Intersection: 6: Beck Road & Providence South Drive/Central Park Boulevard

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	196	112	21	49	58	307	82	74	407	57
Average Queue (ft)	77	40	3	13	21	108	5	29	142	4
95th Queue (ft)	148	84	14	34	48	222	35	59	315	29
Link Distance (ft)	480	480	450	450		592			491	491
Upstream Blk Time (%)									0	
Queuing Penalty (veh)									3	
Storage Bay Dist (ft)					1000		50	850		
Storage Blk Time (%)						12			0	
Queuing Penalty (veh)						6			0	

Intersection: 7: Providence Parkway & Site Drive

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	51	19
Average Queue (ft)	23	1
95th Queue (ft)	47	9
Link Distance (ft)	646	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		500
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9000: Dummy Node & Grand River Avenue

Movement	WB	NB	SB
Directions Served	TR	LTR	LTR
Maximum Queue (ft)	10	35	40
Average Queue (ft)	1	14	17
95th Queue (ft)	10	39	42
Link Distance (ft)	1319	194	247
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9001: Dummy Node & Grand River Avenue

Movement	EB	EB	EB	NB
Directions Served	T	T	TR	LTR
Maximum Queue (ft)	163	41	26	138
Average Queue (ft)	48	8	1	77
95th Queue (ft)	210	64	16	159
Link Distance (ft)		571	571	157
Upstream Blk Time (%)				17
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	500			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9002: Beck Road & Dummy Node

Movement	EB	NB	SB	SB
Directions Served	LTR	TR	T	TR
Maximum Queue (ft)	38	100	83	37
Average Queue (ft)	11	26	4	1
95th Queue (ft)	36	183	49	27
Link Distance (ft)	187	491	967	967
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 886

Summary of Warrants

Spot Number:	Existing Conditions		
Major Street:	Grand River Avenue	Minor Street:	Providence Parkway
Intersection:	Grand River Avenue at Providence Parkway		
City/Twp:	Novi		
Date Performed:	7/10/2025	Performed By:	F&V
Date Volumes Collected:	6/24/2025		

Warrant	Condition	Is Warrant Met
Data Validation Error		**NO**
WARRANT 1: Eight-Hour Vehicular Volume		**YES**
	Condition A	NO
	Condition B	YES
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(70%)	**YES**
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	**YES**
	Condition A	**N/A**
	Condition B	**YES**
WARRANT 4: Pedestrian Volume	(70%)	**NO**
	Four Hour	NO
	Peak Hour	NO
(Threshold)	HAWK	NO
(Threshold)	RRFB	NO
WARRANT 5: School Crossing		**NO**
WARRANT 6: Coordinated Signal System		**NO**
WARRANT 7: Crash Experience		**NO**
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		**NO**
WARRANT 9: Intersection Near a Grade Crossing		**#N/A**

Issue to Be Addressed by Signalization:

Delay on Providence Parkway

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St?**
2	**: No. of Lanes on Minor St?**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: if answer 4 is Yes, then what is the of the population isolated community?**
NO	**: Have other remedial measures been tried?**

USE 70% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
Time	**E-W**	N-S											
00:01 - 01:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
01:00 - 02:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
02:00 - 03:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
03:00 - 04:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
04:00 - 05:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
05:00 - 06:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
06:00 - 07:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
07:00 - 08:00	1128	36	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
08:00 - 09:00	1445	56	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
09:00 - 10:00	1425	101	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
10:00 - 11:00	1309	115	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
11:00 - 12:00	1525	122	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
12:00 - 13:00	1853	114	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
13:00 - 14:00	1575	93	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
14:00 - 15:00	1624	104	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
15:00 - 16:00	1624	120	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
16:00 - 17:00	1783	153	420	140	**YES**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
17:00 - 18:00	1628	80	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
18:00 - 19:00	1215	36	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
19:00 - 20:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
20:00 - 21:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
21:00 - 22:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
22:00 - 23:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
23:00 - 00:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**

Number of Hours that met the warrant 1A =	**1**
Number of Hours that met the warrant 1B =	**9**
Number of Hours that met the warrant 1 A & B =	**0**

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	**NO**
B. Is the Interruption of Continuous Traffic Met? (Condition B)	**YES**
C. Combination of Warrants A and B Criteria Met?	**N/A**

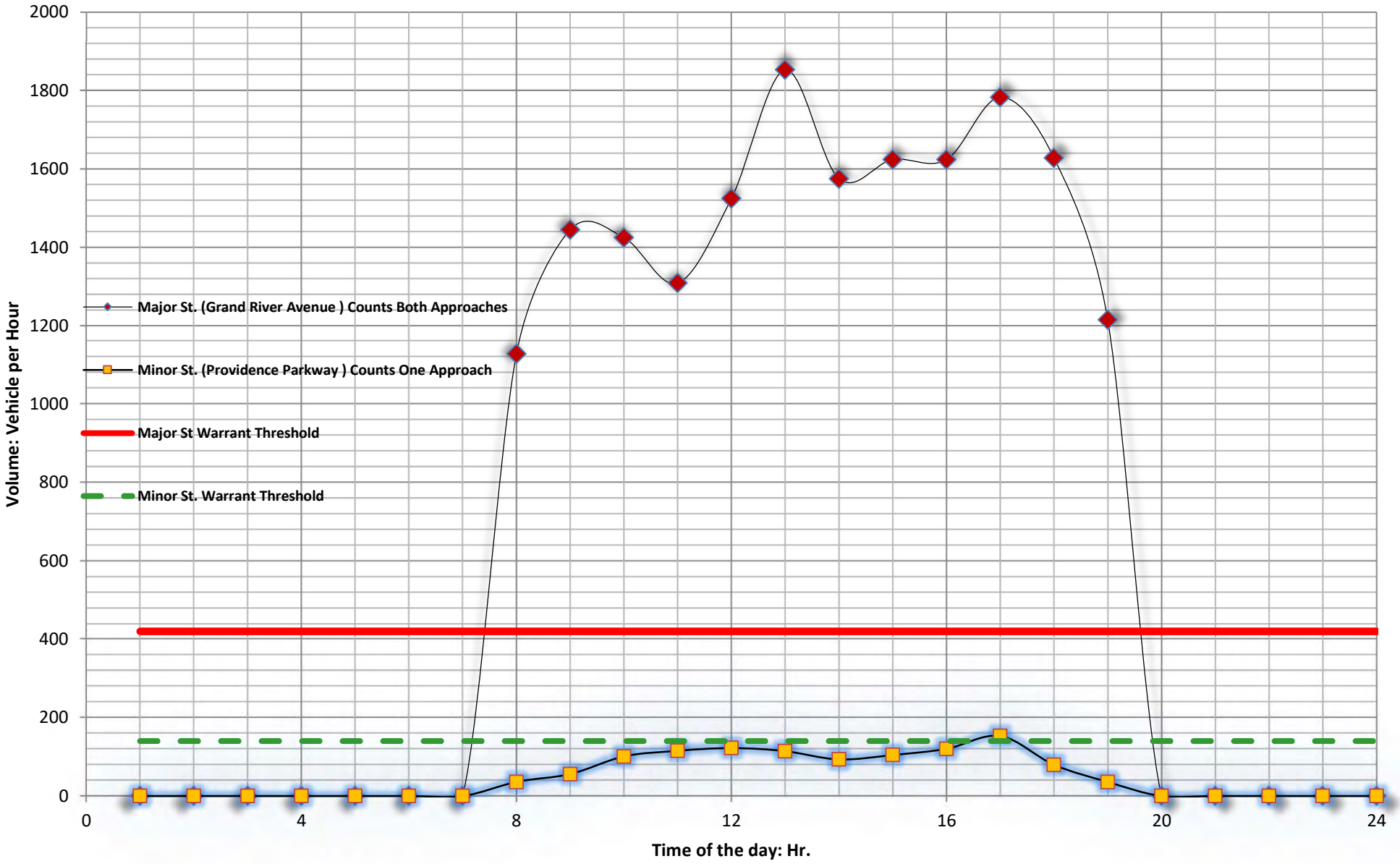


FIGURE 1: WARRANT **1A**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YE

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number: Existing Conditions

Grand River Avenue @ Providence Parkway

NO. OF LANES ON MAJOR ST.? 4

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 1

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date:

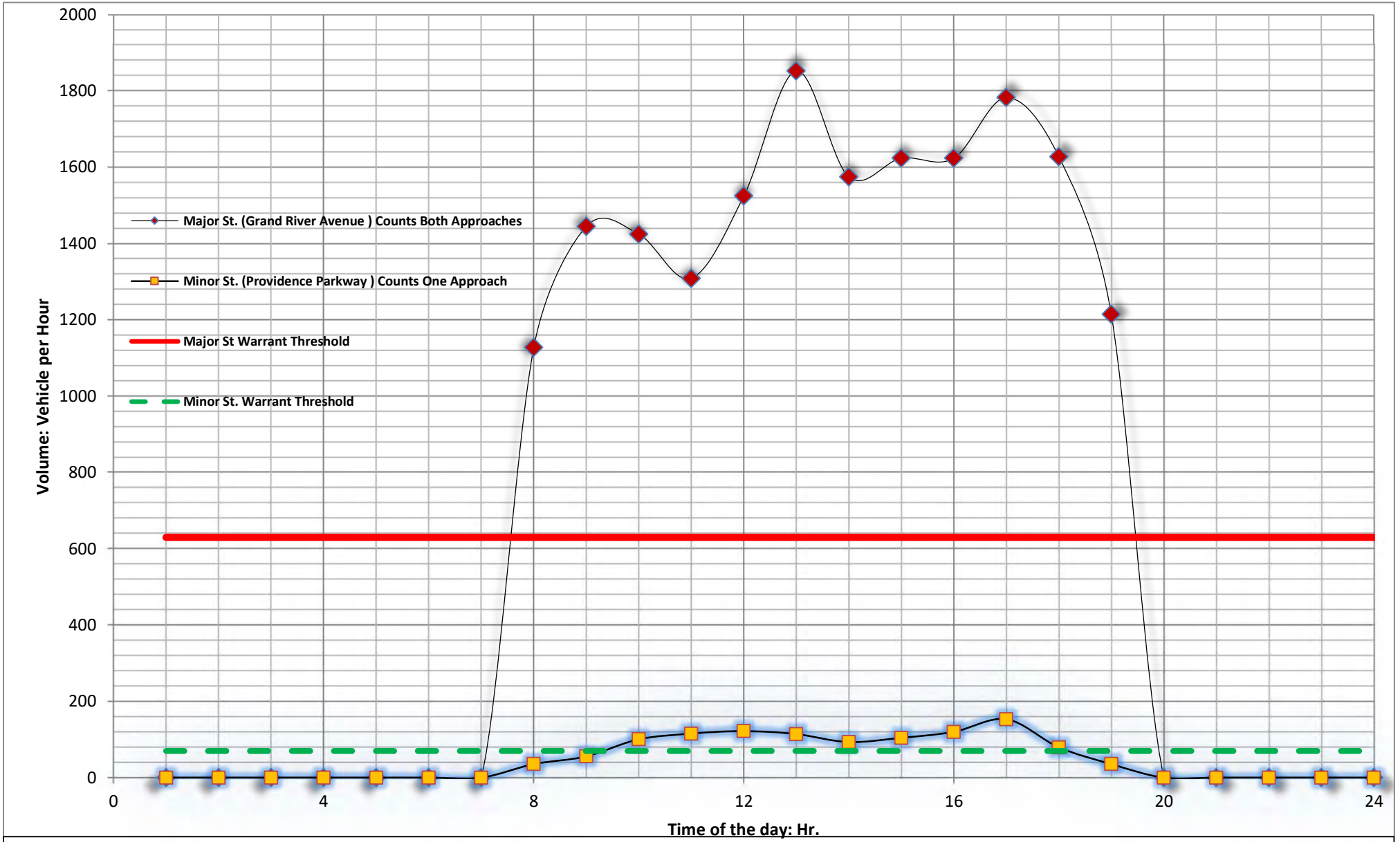


FIGURE 1: WARRANT **1B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number: Existing Conditions

Grand River Avenue @ Providence Parkway

NO. OF LANES ON MAJOR ST.? 4

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 9

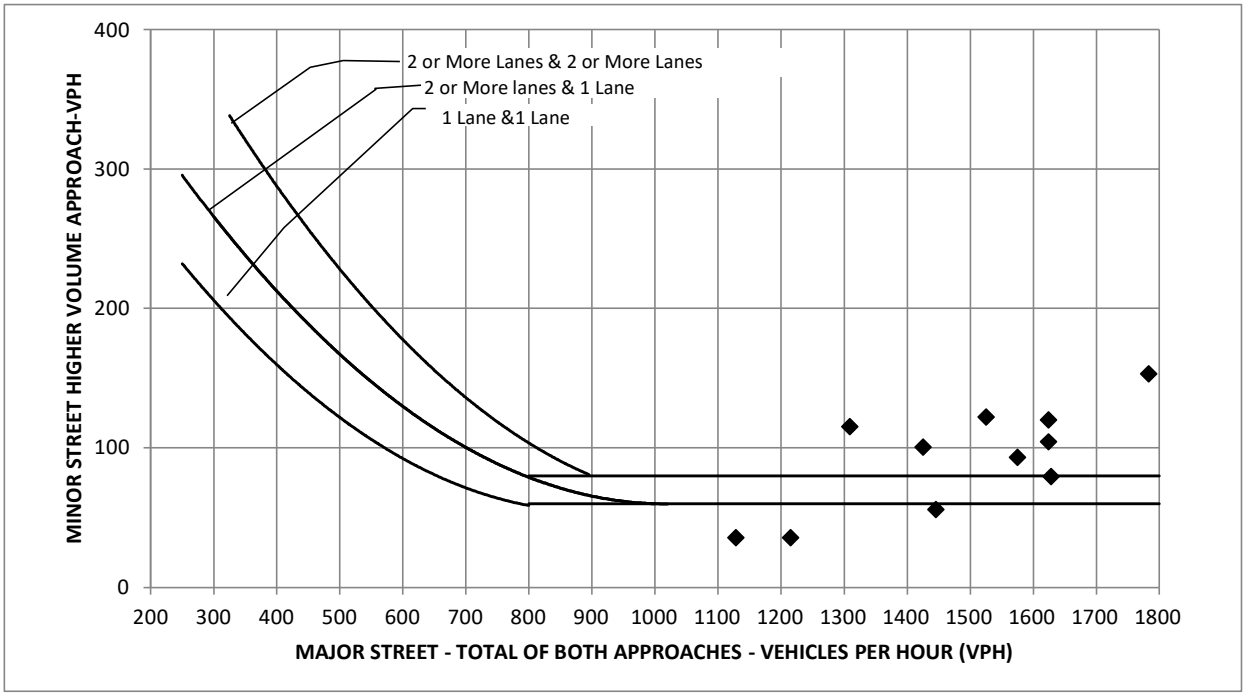
Does this intersection meet Warrant 1B for signal installation? YES

Data Collection Date: 6/24/2025

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	Existing Conditions		
Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St.**
2	**: No. of Lanes on Minor St.**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: What is the of the population isolated community?**

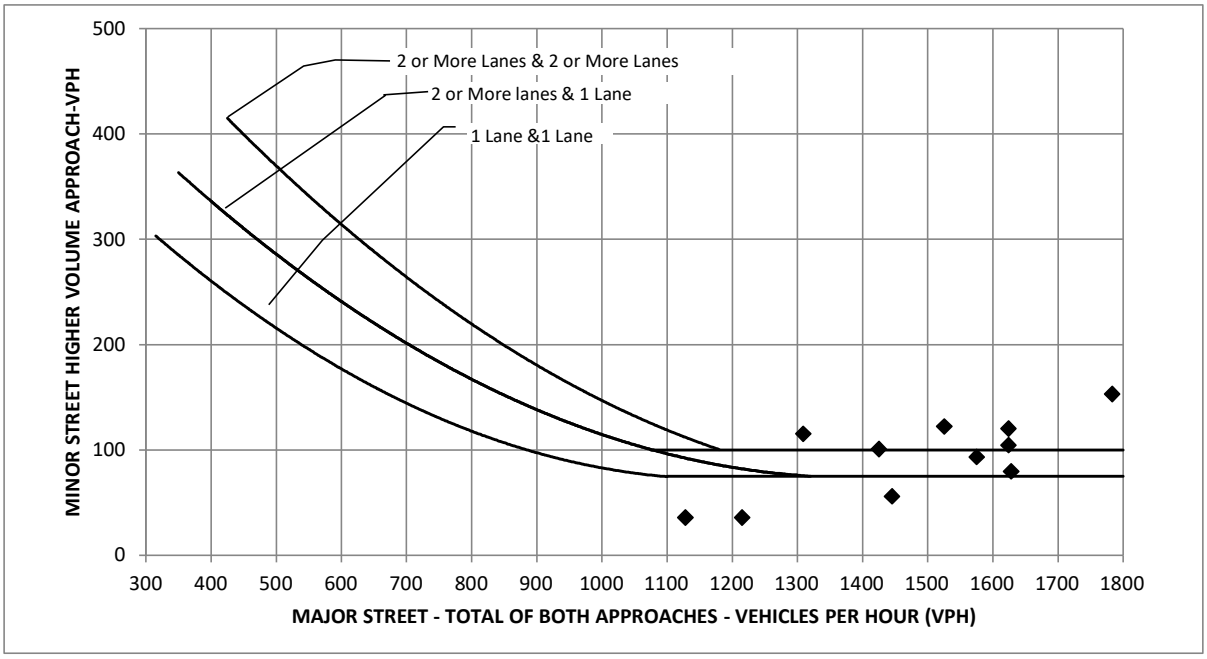


How Many Hours Are Met	**8**
Is Warrant (70%) Met?	**YES**

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(70%): Peak-Hour Vehicular Volume

Spot Number:	Existing Conditions		
Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St.**
2	**: No. of Lanes on Minor St.**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: What is the of the population isolated community?**



How Many Hours Are Met	**7**
Is Warrant (70%) Met?	**YES**

Summary of Warrants

Spot Number:	Background Conditions		
Major Street:	Grand River Avenue	Minor Street:	Providence Parkway
Intersection:	Grand River Avenue at Providence Parkway		
City/Twp:	Novi		
Date Performed:	7/10/2025	Performed By:	F&V
Date Volumes Collected:	6/24/2025		

Warrant	Condition	Is Warrant Met
Data Validation Error		**NO**
WARRANT 1: Eight-Hour Vehicular Volume		**YES**
	Condition A	NO
	Condition B	YES
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(70%)	**YES**
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	**YES**
	Condition A	**N/A**
	Condition B	**YES**
WARRANT 4: Pedestrian Volume	(70%)	**NO**
	Four Hour	NO
	Peak Hour	NO
(Threshold)	HAWK	NO
(Threshold)	RRFB	NO
WARRANT 5: School Crossing		**NO**
WARRANT 6: Coordinated Signal System		**NO**
WARRANT 7: Crash Experience		**NO**
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		**NO**
WARRANT 9: Intersection Near a Grade Crossing		**#N/A**

Issue to Be Addressed by Signalization:

Delay on Providence Parkway

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St?**
2	**: No. of Lanes on Minor St?**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: if answer 4 is Yes, then what is the of the population isolated community?**
NO	**: Have other remedial measures been tried?**

USE 70% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
Time	**E-W**	N-S											
00:01 - 01:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
01:00 - 02:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
02:00 - 03:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
03:00 - 04:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
04:00 - 05:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
05:00 - 06:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
06:00 - 07:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
07:00 - 08:00	1182	37	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
08:00 - 09:00	1521	58	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
09:00 - 10:00	1505	105	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
10:00 - 11:00	1385	120	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
11:00 - 12:00	1616	127	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
12:00 - 13:00	1953	119	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
13:00 - 14:00	1660	97	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
14:00 - 15:00	1715	109	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
15:00 - 16:00	1715	125	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
16:00 - 17:00	1877	159	420	140	**YES**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
17:00 - 18:00	1712	83	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
18:00 - 19:00	1285	37	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
19:00 - 20:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
20:00 - 21:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
21:00 - 22:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
22:00 - 23:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
23:00 - 00:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**

Number of Hours that met the warrant 1A =	**1**
Number of Hours that met the warrant 1B =	**9**
Number of Hours that met the warrant 1 A & B =	**0**

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	**NO**
B. Is the Interruption of Continuous Traffic Met? (Condition B)	**YES**
C. Combination of Warrants A and B Criteria Met?	**N/A**

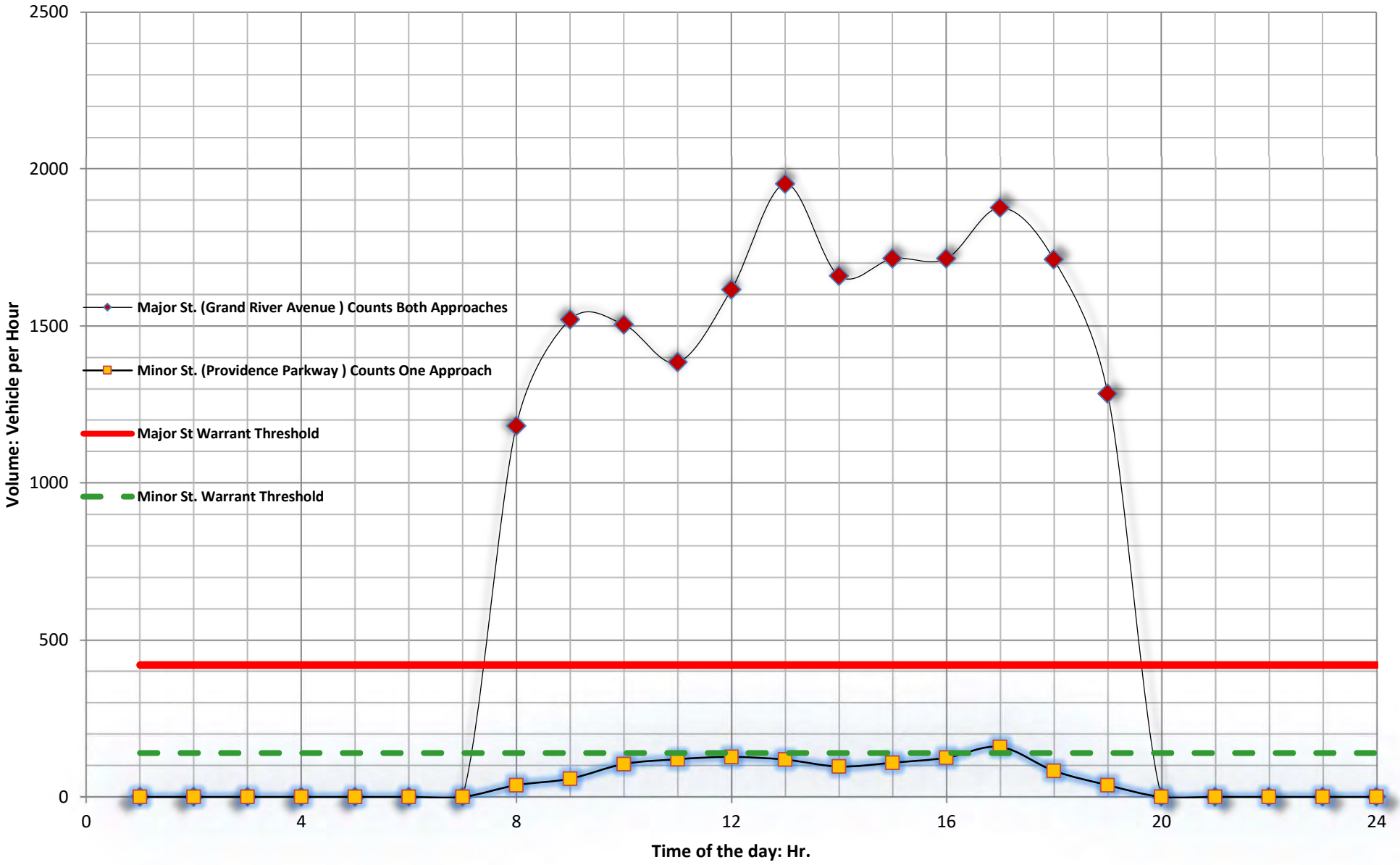


FIGURE 1: WARRANT **1A**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YE

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number: Background Conditions

Grand River Avenue @ Providence Parkway

NO. OF LANES ON MAJOR ST.? 4

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 1

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date:

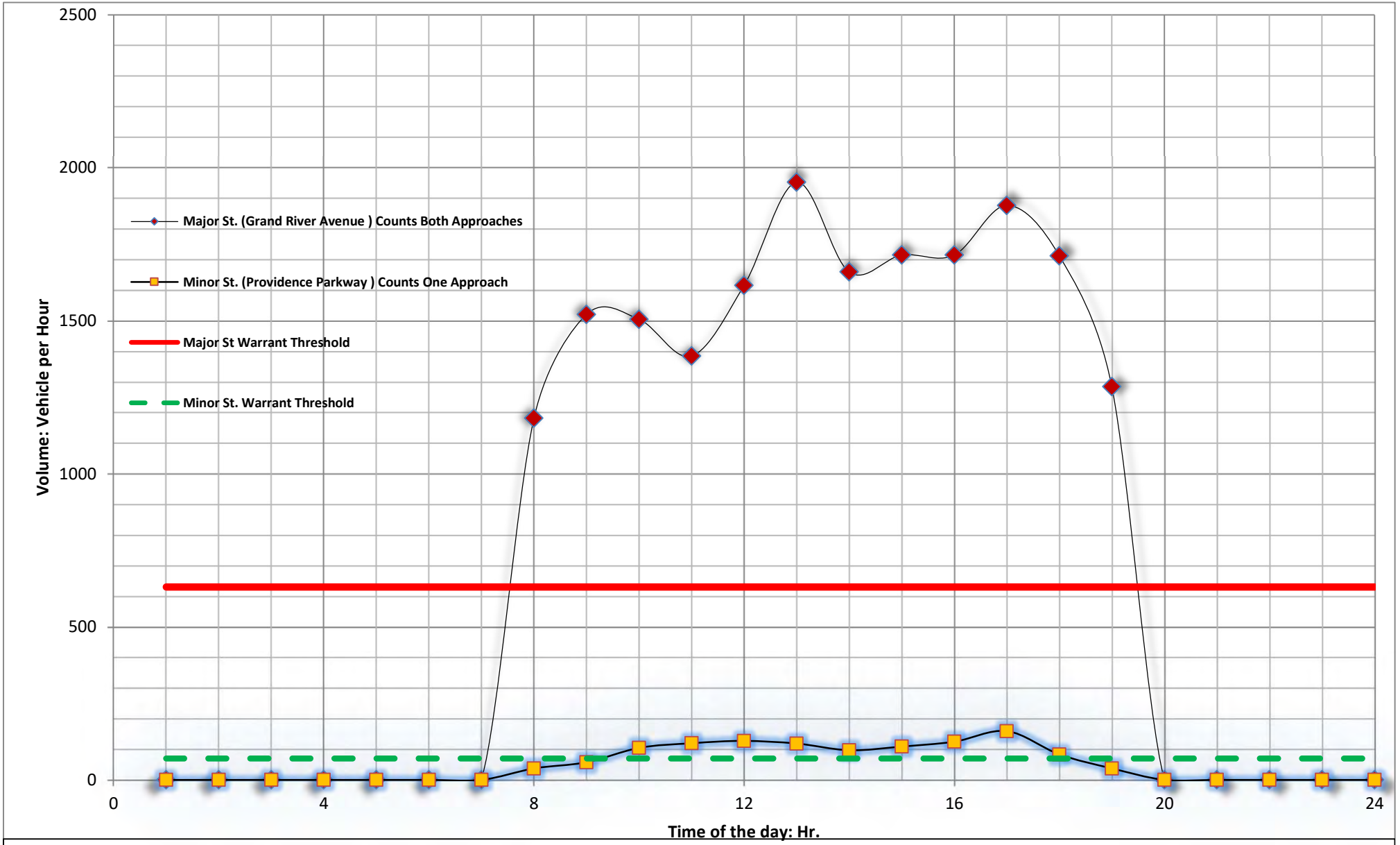


FIGURE 1: WARRANT **1B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number: Background Conditions

Grand River Avenue @ Providence Parkway

NO. OF LANES ON MAJOR ST.? 4

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 9

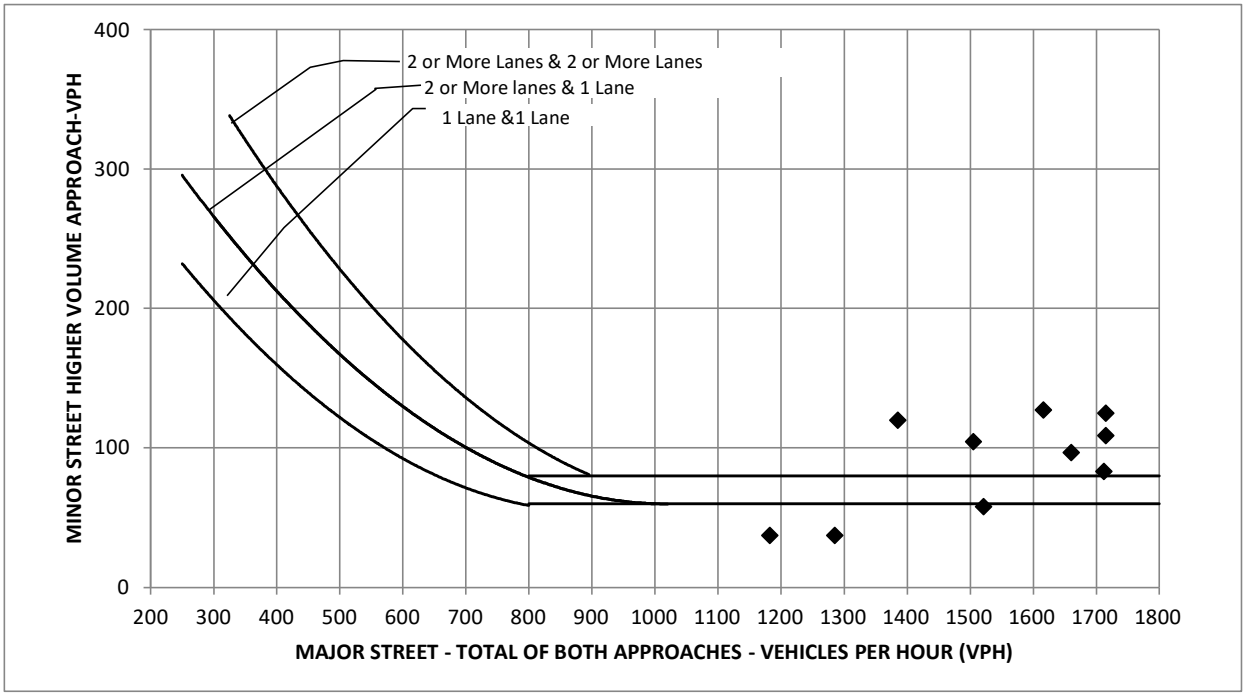
Does this intersection meet Warrant 1B for signal installation? YES

Data Collection Date: 6/24/2025

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	Background Conditions		
Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St.**
2	**: No. of Lanes on Minor St.**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: What is the of the population isolated community?**

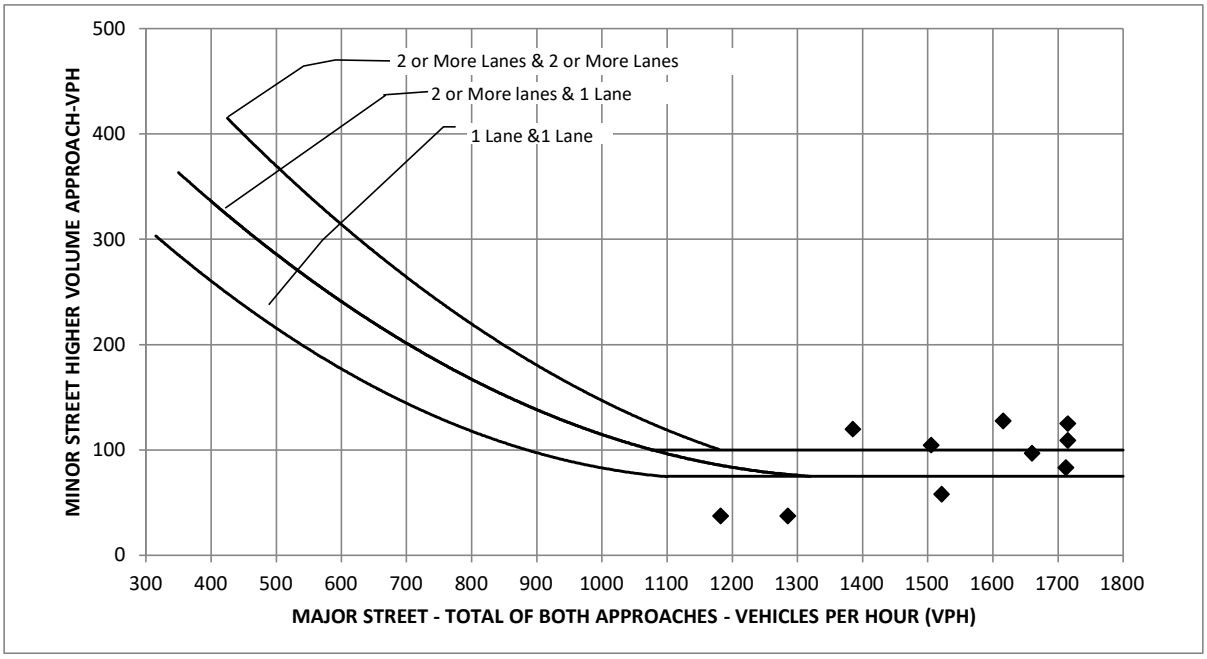


How Many Hours Are Met	**9**
Is Warrant (70%) Met?	**YES**

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(70%): Peak-Hour Vehicular Volume

Spot Number:	Background Conditions		
Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St.**
2	**: No. of Lanes on Minor St.**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: What is the of the population isolated community?**



How Many Hours Are Met	**7**
Is Warrant (70%) Met?	**YES**

Summary of Warrants

Spot Number:	Future Conditions		
Major Street:	Grand River Avenue	Minor Street:	Providence Parkway
Intersection:	Grand River Avenue at Providence Parkway		
City/Twp:	Novi		
Date Performed:	7/10/2025	Performed By:	F&V
Date Volumes Collected:	6/24/2025		

Warrant	Condition	Is Warrant Met
Data Validation Error		**NO**
WARRANT 1: Eight-Hour Vehicular Volume		**YES**
	Condition A	NO
	Condition B	YES
	Condition A&B	N/A
WARRANT 2: Four-Hour Vehicular Volume	(70%)	**YES**
WARRANT 3: Peak-Hour Vehicular Volume	(70%)	**YES**
	Condition A	**N/A**
	Condition B	**YES**
WARRANT 4: Pedestrian Volume	(70%)	**NO**
	Four Hour	NO
	Peak Hour	NO
(Threshold)	HAWK	NO
(Threshold)	RRFB	NO
WARRANT 5: School Crossing		**NO**
WARRANT 6: Coordinated Signal System		**NO**
WARRANT 7: Crash Experience		**NO**
	Condition A	NO
	Condition B	NO
WARRANT 8: Roadway Network		**NO**
WARRANT 9: Intersection Near a Grade Crossing		**#N/A**

Issue to Be Addressed by Signalization:

0

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 1: Eight-Hour Vehicular Volume

Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St?**
2	**: No. of Lanes on Minor St?**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: if answer 4 is Yes, then what is the of the population isolated community?**
NO	**: Have other remedial measures been tried?**

USE 70% WARRANTS 1A AND 1B. DO NOT USE COMBINATION OF A & B

	Major Volume (Both Apr.)	Minor Volume (One Apr.)	Condition A Major Volume	Condition A Minor Volume	Warrant Condition A Met?	Condition B Major Volume	Condition B Minor Volume	Warrant Condition B Met?	Combination Major A	Combination Minor A	Combination Major B	Combination Minor B	Warrant Condition A&B met?
Time	**E-W**	N-S											
00:01 - 01:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
01:00 - 02:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
02:00 - 03:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
03:00 - 04:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
04:00 - 05:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
05:00 - 06:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
06:00 - 07:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
07:00 - 08:00	1199	72	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
08:00 - 09:00	1535	86	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
09:00 - 10:00	1516	127	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
10:00 - 11:00	1394	138	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
11:00 - 12:00	1627	150	420	140	**YES**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
12:00 - 13:00	1980	132	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
13:00 - 14:00	1683	108	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
14:00 - 15:00	1745	124	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
15:00 - 16:00	1748	141	420	140	**YES**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
16:00 - 17:00	1915	178	420	140	**YES**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
17:00 - 18:00	1760	107	420	140	**NO**	630	70	**YES**	N/A	N/A	N/A	N/A	**N/A**
18:00 - 19:00	1326	57	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
19:00 - 20:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
20:00 - 21:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
21:00 - 22:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
22:00 - 23:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**
23:00 - 00:00	0	0	420	140	**NO**	630	70	**NO**	N/A	N/A	N/A	N/A	**N/A**

Number of Hours that met the warrant 1A =	**3**
Number of Hours that met the warrant 1B =	**11**
Number of Hours that met the warrant 1 A & B =	**0**

A. Is the Minimum Vehicular Volume Warrant Met? (Condition A)	**NO**
B. Is the Interruption of Continuous Traffic Met? (Condition B)	**YES**
C. Combination of Warrants A and B Criteria Met?	**N/A**

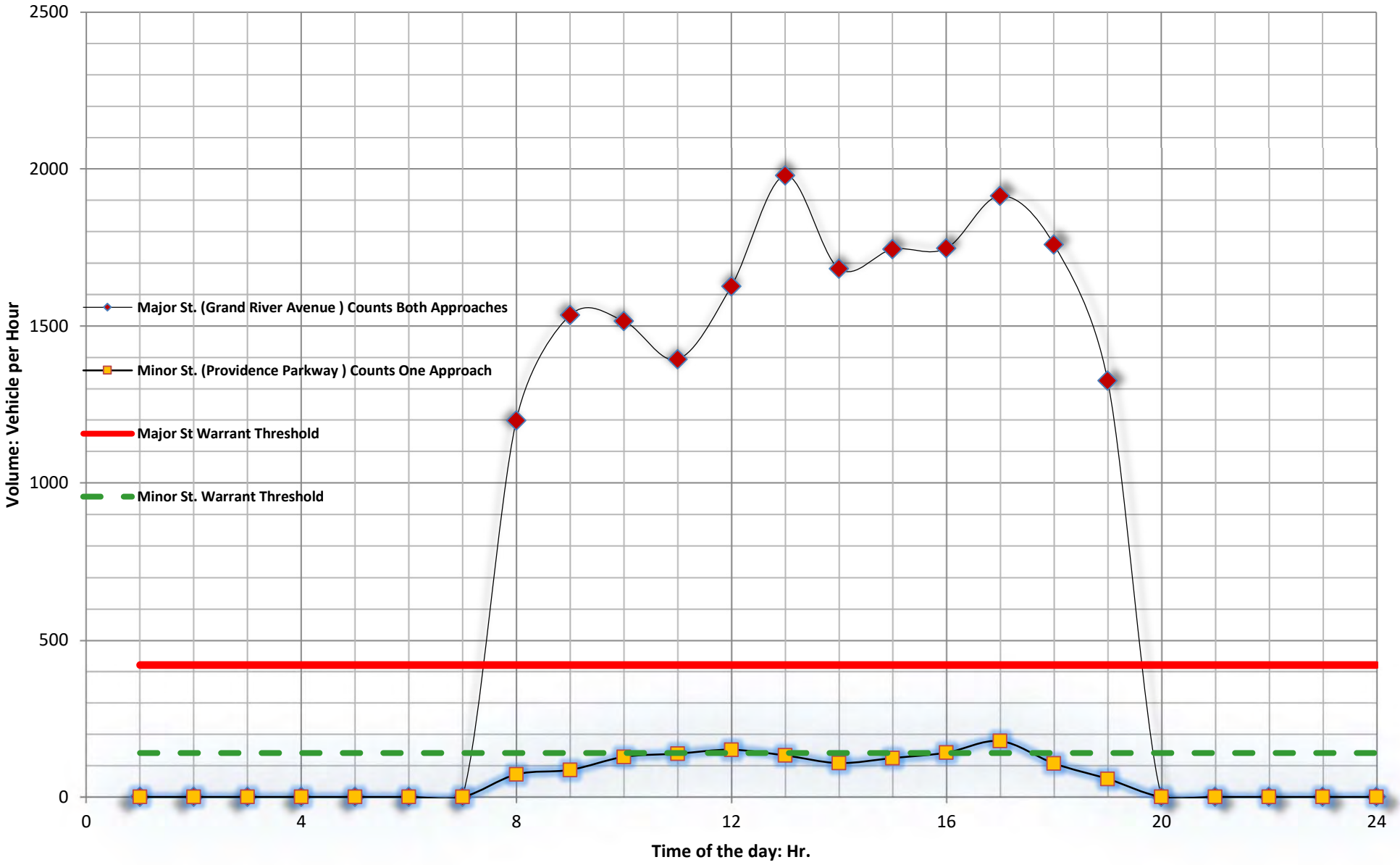


FIGURE 1: WARRANT **1A**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YE

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number: Future Conditions

Grand River Avenue @ Providence Parkway

NO. OF LANES ON MAJOR ST.? 4

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 3

Does this intersection meet Warrant 1A for signal installation? NO

Data Collection Date:

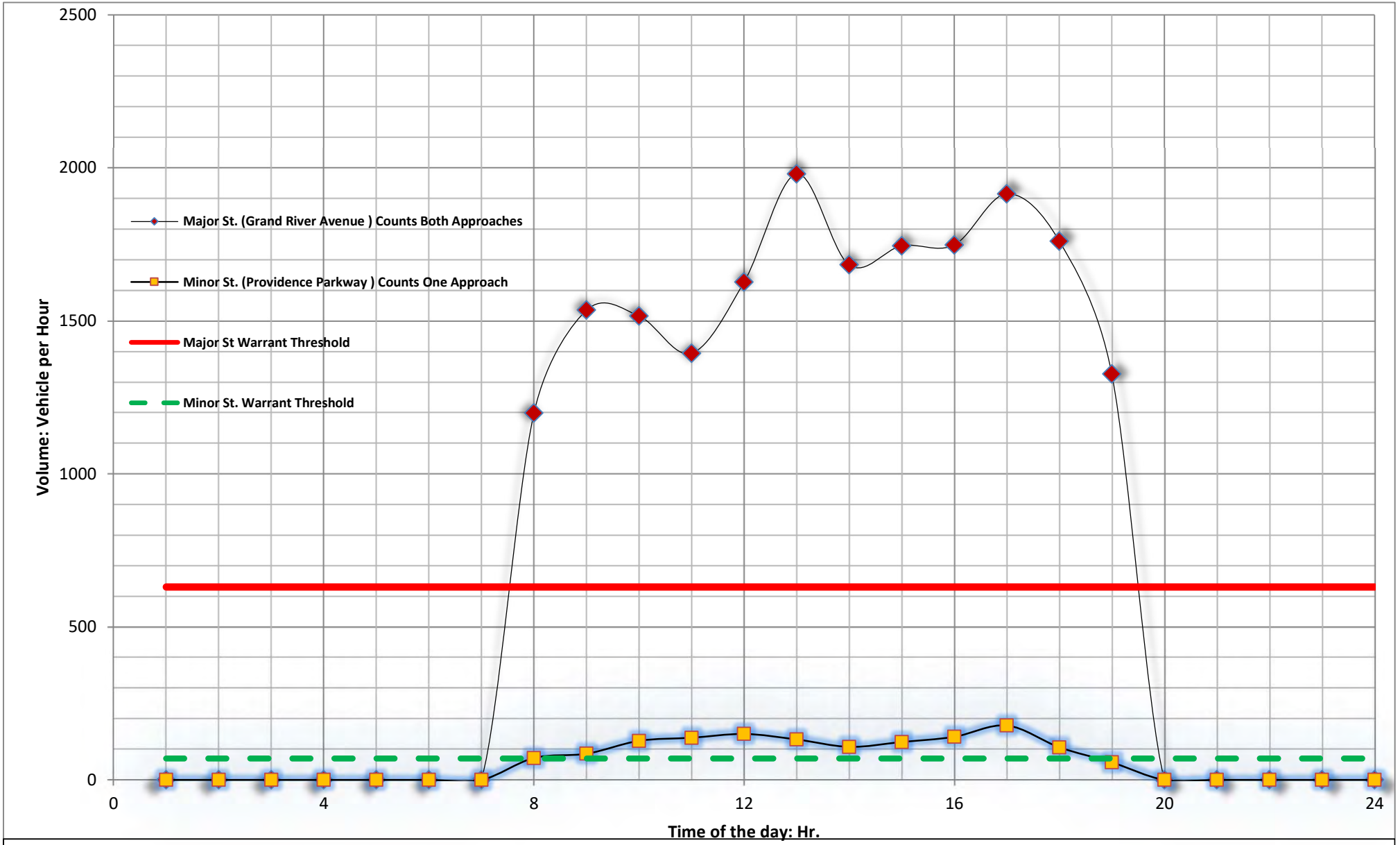


FIGURE 1: WARRANT **1B**

IS THERE A REDUCTION IN THE WARRANT THRESHOLDS TO 70% ...

1- DUE TO SPEED? YES

2- DUE TO ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000? NO

Spot Number: Future Conditions

Grand River Avenue @ Providence Parkway

NO. OF LANES ON MAJOR ST.? 4

NO. OF LANES ON MINOR ST.? 2

Number of Hours that met the Warrant: 11

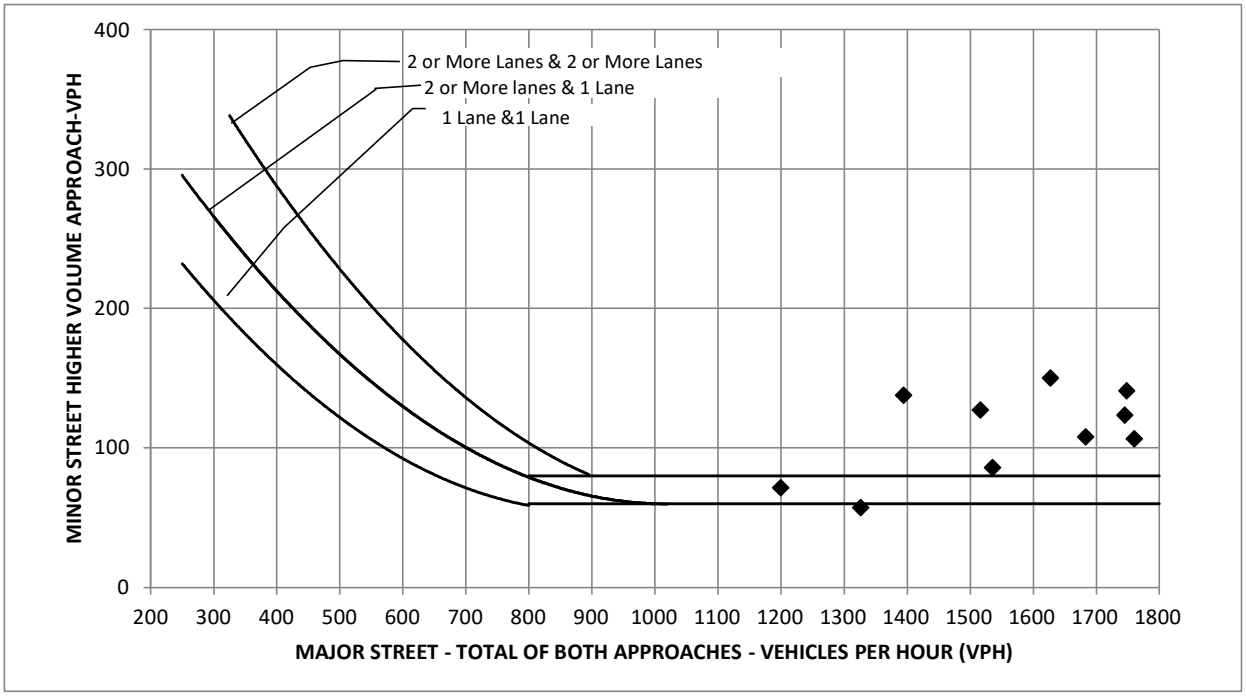
Does this intersection meet Warrant 1B for signal installation? YES

Data Collection Date: 6/24/2025

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 2: Four-Hour Vehicular Volume

Spot Number:	Future Conditions		
Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St.**
2	**: No. of Lanes on Minor St.**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: What is the of the population isolated community?**

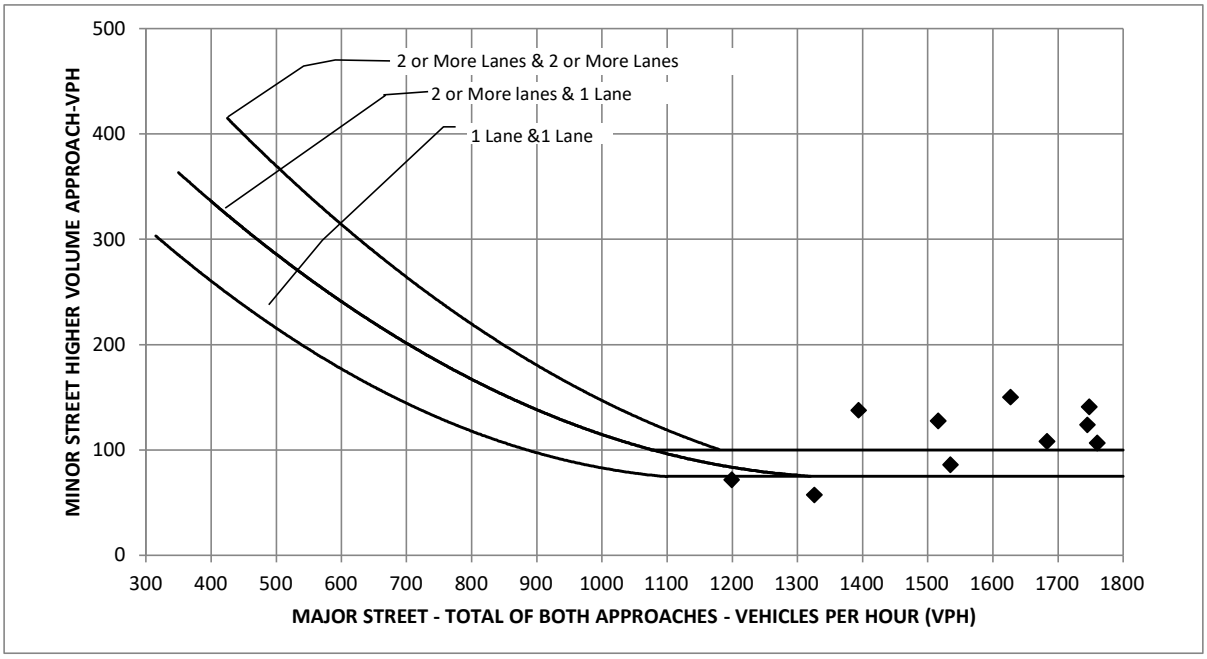


How Many Hours Are Met	**10**
Is Warrant (70%) Met?	**YES**

Michigan Manual of Uniform Traffic Control Devices
Worksheet for Signal Warrants (Section 4C)
WARRANT 3 B(70%): Peak-Hour Vehicular Volume

Spot Number:	Future Conditions		
Intersection:	Grand River Avenue @ Providence Parkway		
Date	7/10/2025	by	F&V

4	**: No. of Lanes on Major St.**
2	**: No. of Lanes on Minor St.**
50	**: Speed limit or 85th Percentile? (MPH)**
NO	**: Is the intersection within an Isolated community?**
0	**: What is the of the population isolated community?**



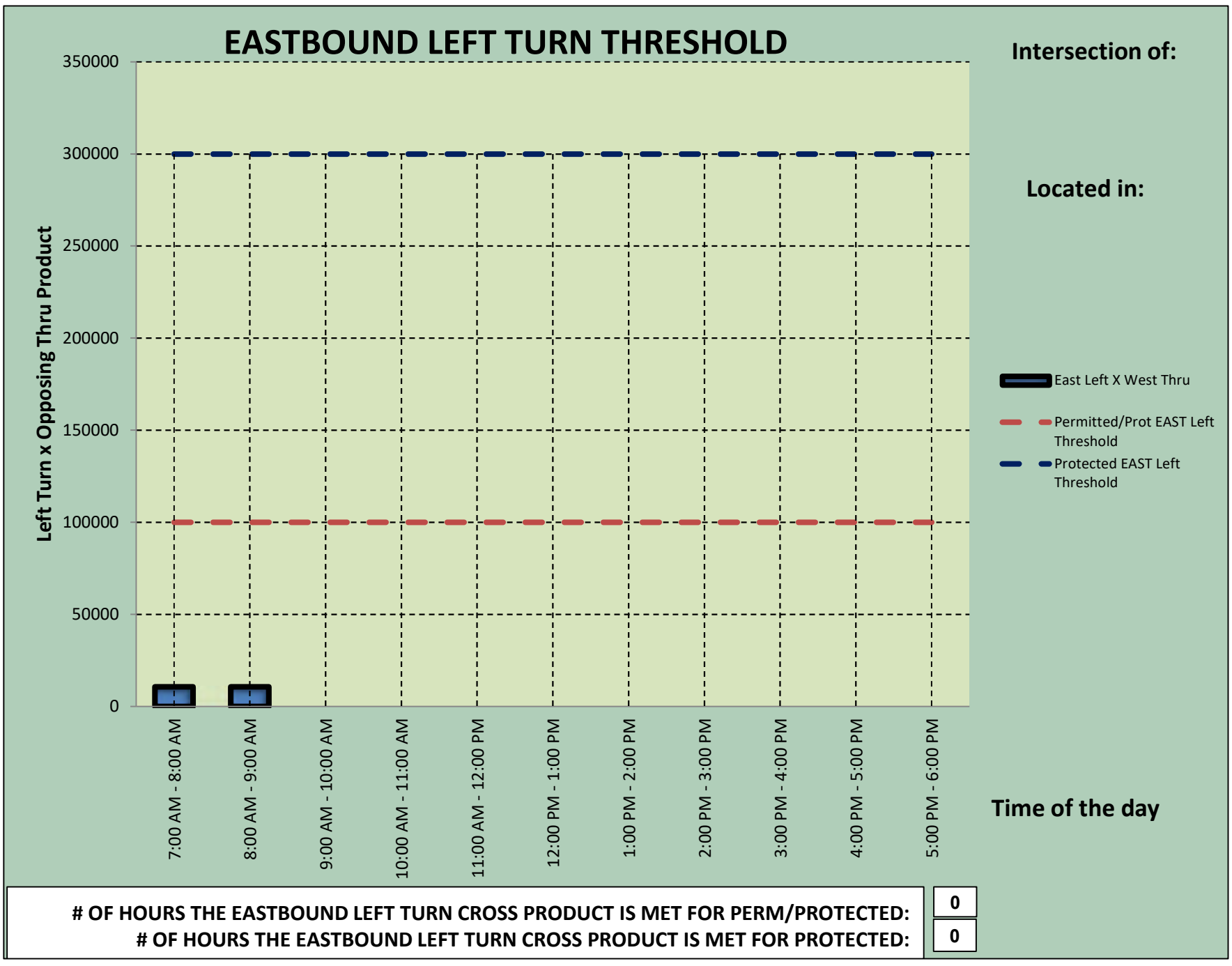
How Many Hours Are Met	**9**
Is Warrant (70%) Met?	**YES**

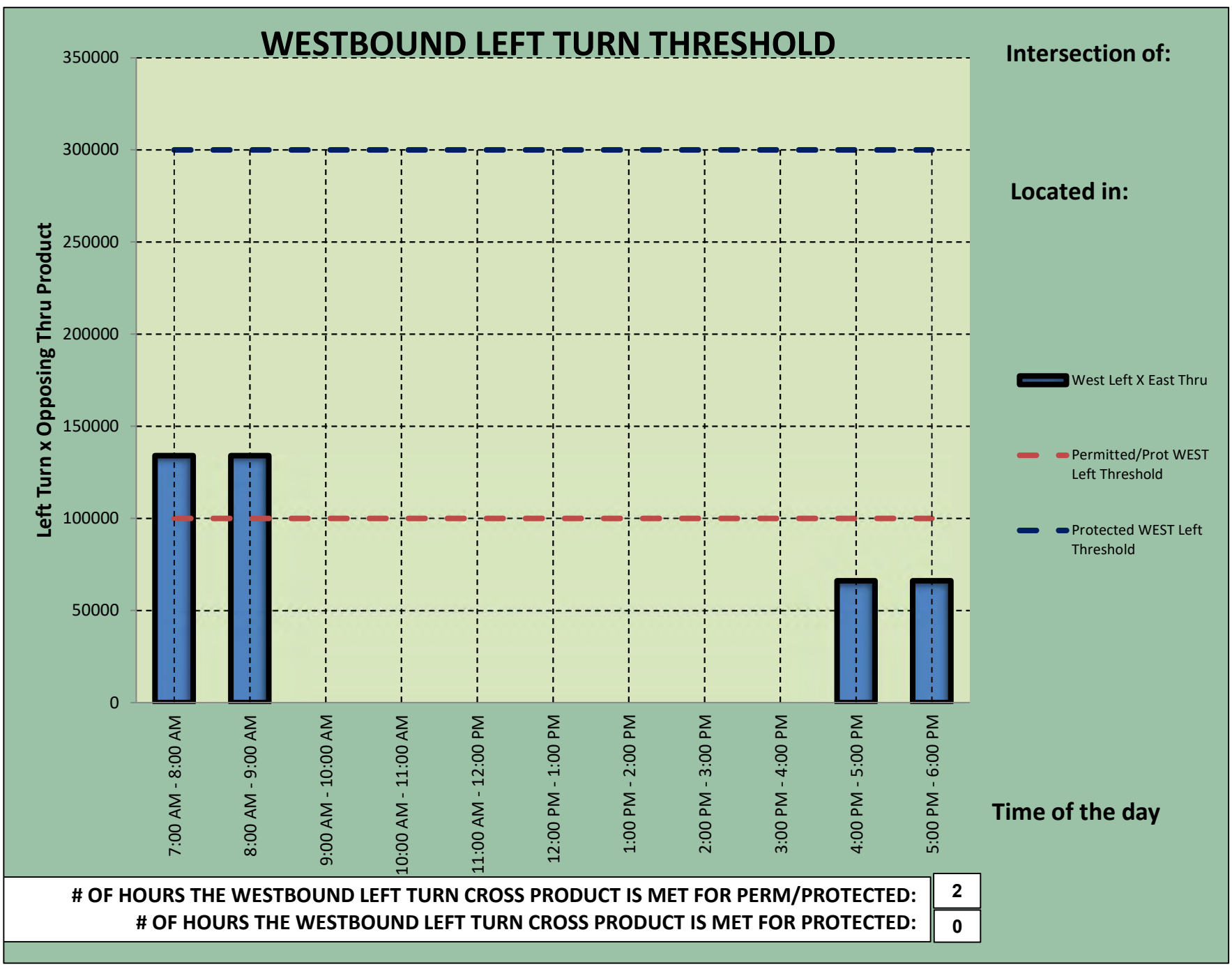
EASTBOUND AND WESTBOUND LEFT TURN PHASE THRESHOLDS

Please enter Data in Yellow Boxes ONLY

CONDITIONS		Items to Consider for Protected Only	Items to Consider for Permissive/Protected
EASTBOUND LEFT TURN GEOMETRY			
No. of Opposing WESTbound Thru Lanes (include combination thru lanes)	2	NO	YES
No. of Opposing WESTbound Right Turn Only Lanes	0	N/A	
What is the Opposing WESTbound speed limit or 85%ile? (mph)	50	YES	N / A
No. of EASTbound Left Turning Lanes	1	NO	N / A
What is the EASTbound sight distance in the field? (ft)	1000	NO	YES
Minimum Required Sight Distance (ft)	**441**		
WESTBOUND LEFT TURN GEOMETRY			
No. of Opposing EASTbound Thru Lanes (include combination thru lanes)	2	NO	YES
No. of Opposing EASTbound Right Turn Only Lanes	1	N/A	
What is the Opposing EASTbound speed limit or 85%ile? (mph)	50	YES	N / A
No. of WESTbound Left Turning Lanes	1	NO	N / A
What is the WESTbound sight distance in the field? (ft)	1000	NO	YES
Minimum Required Sight Distance (ft)	**478**		
TRAFFIC CHARACTERISTICS			
EASTbound Left Turn Vol (vph)	**20**	NO	
WESTbound Left Turn Vol (vph)	**162**	YES	
Cross Product of LEFT TURN EAST (See Chart Below)	**10600**	NO	NO
Cross Product of LEFT TURN WEST (See Chart Below)	**133974**	NO	YES
CRASH HISTORY			
Is there an existing permissive/protected or protected/permissive LT phase?		NO	
"One Left Turn Movement" refers to		Eastbound	
ONE LEFT TURN MOVEMENT: Crash History for 12 Month Period			
ONE LEFT TURN MOVEMENT: Number of Correctable crashes (Left-Turn Head-On)	**0**	NO	NO
ONE LEFT TURN MOVEMENT: Crash History for 24 Month Period			
ONE LEFT TURN MOVEMENT: Number of Correctable crashes (Left-Turn Head-On)	**0**	NO	NO
TWO LEFT TURN MOVEMENTS: Crash History for 12 Month Period			
TWO LEFT TURN MOVEMENTS: Number of Correctable crashes (Left-Turn Head-On)	**0**	NO	NO
TWO LEFT TURN MOVEMENTS: Crash History for 24 Month Period			
TWO LEFT TURN MOVEMENTS: Number of Correctable crashes (Left-Turn Head-On)	**0**	NO	NO
EASTbound Left Turn DELAY per vehicle? Sec. / Veh. (from Synchro)		NO	
EASTbound TOTAL Left Turn DELAY? Veh-Hr	0.00		
WESTbound Left Turn DELAY per vehicle? Sec. / Veh. (from Synchro)		**NO**	
WESTbound TOTAL Left Turn DELAY? Veh-Hr	0.00		

Left-turn phasing should only be approved and installed after a comprehensive engineering study indicates such an operation is necessary for the safe and efficient operation of an intersection. The type of left-turn phasing will be determined based on data from the engineering study which includes the amount of delay experienced by left-turning traffic, crash patterns that may be occurring and available capacity of the intersection.


EASTBOUND LEFT TURN THRESHOLD
Left Turn x Opposing Thru Product
350000
300000
250000
200000
150000
100000
50000
0
7:00 AM - 8:00 AM
8:00 AM - 9:00 AM
9:00 AM - 10:00 AM
10:00 AM - 11:00 AM
11:00 AM - 12:00 PM
12:00 PM - 1:00 PM
1:00 PM - 2:00 PM
2:00 PM - 3:00 PM
3:00 PM - 4:00 PM
4:00 PM - 5:00 PM
5:00 PM - 6:00 PM
Time of the day
Intersection of:
Located in:
East Left X West Thru
Permitted/Prot EAST Left Threshold
Protected EAST Left Threshold
OF HOURS THE EASTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PERM/PROTECTED:
0
OF HOURS THE EASTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PROTECTED:
0


WESTBOUND LEFT TURN THRESHOLD
Left Turn x Opposing Thru Product
350000
300000
250000
200000
150000
100000
50000
0
7:00 AM - 8:00 AM
8:00 AM - 9:00 AM
9:00 AM - 10:00 AM
10:00 AM - 11:00 AM
11:00 AM - 12:00 PM
12:00 PM - 1:00 PM
1:00 PM - 2:00 PM
2:00 PM - 3:00 PM
3:00 PM - 4:00 PM
4:00 PM - 5:00 PM
5:00 PM - 6:00 PM
Time of the day
Intersection of:
Located in:
West Left X East Thru
Permitted/Prot WEST Left Threshold
Protected WEST Left Threshold
OF HOURS THE WESTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PERM/PROTECTED:
2
OF HOURS THE WESTBOUND LEFT TURN CROSS PRODUCT IS MET FOR PROTECTED:
0

PLANNING COMMISSION MINUTES - EXCERPT

JANUARY 14, 2026

PLANNING COMMISSION
MINUTES

CITY OF NOVI
Regular Meeting

January 14, 2026 7:00 PM

Council Chambers | Novi Civic Center
45175 Ten Mile Road, Novi, MI 48375 (248) 347-0475

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

ROLL CALL

Present:	Chair Pehrson, Member Reddi, Member Dismondy, Member Avdoulos, Member Roney
Absent Excused:	Member Lynch, Member Verma
Staff:	Barbara McBeth, City Planner; Elizabeth Saarela, City Attorney; Lindsay Bell, Senior Planner, Diana Shanahan, Planner; Dan Commer, Planner; Kate Purpura, Plan Review Engineer; Rick Meader, Landscape Architect

PLEDGE OF ALLEGIANCE
Chair Pehrson led the meeting attendees in the recitation of the Pledge of Allegiance.

APPROVAL OF AGENDA
Motion made by Member Roney and seconded by Member Avdoulos to approve the January 14, 2026 Planning Commission Agenda.

ROLL CALL ON MOTION TO APPROVE THE JANUARY 14, 2026 PLANNING COMMISSION AGENDA MOVED BY MEMBER RONEY AND SECONDED BY MEMBER AVDOULOS. *Motion carried 4-0.*

AUDIENCE PARTICIPATION
Chair Pehrson invited members of the audience who wished to address the Planning Commission during the first audience participation to come forward. Seeing no one, Chair Pehrson closed the first public audience participation.

CORRESPONDENCE
There was not any correspondence.

COMMITTEE REPORTS
There were no Committee reports.

CITY PLANNER REPORT
There was no City Planner report.

CONSENT AGENDA - REMOVALS AND APPROVALS

1. **JSP18-66 TOWNEPLACE SUITES**
   Approval of the request of Novi Superior Hospitality, LLC for a one-year extension of the Preliminary Site Plan approval of a 120-room, 5-story hotel. The subject property is located in the Adell Center Development, south of I-96 and west of Novi Road. The Preliminary Site Plan was approved by the

c. The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.

This motion is made because the plan is otherwise in compliance with Article 3, Article 4 and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance.

ROLL CALL ON MOTION TO APPROVE THE JSP25-32 CATHOLIC CENTRAL CLASSROOM ADDITION PRELIMINARY SITE PLAN AND PHASING PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMEBR RONEY. *Motion carried 5-0.*

Motion to approve the JSP25-32 Catholic Central Classroom Addition Woodland Permit made by Member Avdoulos and seconded by Member Roney.

In the matter of JSP25-32 Catholic Central Classroom Addition, motion to approve the Woodland Permit based on and subject to the following:

a. The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.

This motion is made because the plan is otherwise in compliance with Chapter 37 of the Code of Ordinances and all other applicable provisions of the Ordinance.

ROLL CALL ON MOTION TO APPROVE THE JSP25-32 CATHOLIC CENTRAL CLASSROOM ADDITION WOODLAND PERMIT MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER RONEY. *Motion carried 5-0.*

Motion to approve the JSP25-32 Catholic Central Classroom Addition Stormwater Management Plan made by Member Avdoulos and seconded by Member Roney.

In the matter of JSP25-32 Catholic Central Classroom Addition, motion to approve the Stormwater Management Plan, based on and subject to:

a. The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.

This motion is made because it otherwise in compliance with Chapter 11 of the Code of Ordinances and all other applicable provisions of the Ordinance.

ROLL CALL ON MOTION TO APPROVE THE JSP25-32 CATHOLIC CENTRAL CLASSROOM ADDITION STORMWATER MANAGEMENT PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER RONEY. *Motion carried 5-0*.

3. <u>JZ25-24 PROVIDENCE MEADOWS PRO PLAN WITH REZONING 18.752</u>

Public hearing at the request of Robertson Brothers for initial submittal and eligibility discussion for a Zoning Map Amendment from Light Industrial to High-Density Multiple Family with a Planned Rezoning Overlay. The subject site is approximately 31 acres and is located west of Providence Parkway, south of Grand River Avenue (Section 17). The applicant is proposing to develop 161-unit townhome development.

Chair Pehrson stated for the record there would be no motions made by the Planning Commission on this agenda item tonight. It was stated tonight is a listening session to provide feedback to the developer. It was noted that anyone in the audience who would like to speak during the public hearing will be given three minutes to speak. He expressed appreciation to those in the audience for reflecting on the three minutes to allow time for all comments to be heard.

Planner Bell stated the applicant is proposing to rezone about 31 acres south of Grand River Avenue, on

the west side of Providence Parkway, utilizing the Planned Rezoning Overlay option. To the north is the ITC Corridor and the Oakland County District Court, and immediately adjacent to the north and west are two construction equipment storage yards. On the east side of Providence Parkway is the Henry Ford Health campus. South of the property is the Villas at Stonebrook residential development, and to the west is the undeveloped portion of the Hadley Towing property, containing wetlands and woodlands. There is a 200-foot utility easement running along the entire eastern side of the site with ITC's high voltage overhead wires.

The current zoning of the property is I-1 Light Industrial, as is the property to the west. The properties to the northwest in dark purple are zoned I-2 Heavy Industrial. The area to the north of Grand River is B-3 General Business, and the hospital campus is Office Service Commercial. To the south is zoned I-2, but developed under the Planned Suburban Low-Rise Overlay with duplex homes. The Future Land Use Map identifies this property and those to the west in gray as Industrial/Office, which is consistent with the current zoning. The area to the north of Grand River as public/quasi-public and community commercial in red. To the east is Office Service Commercial. Suburban low rise is indicated in yellow to the south.

Planner Bell stated the natural features map shows there are significant wetland areas on this property that continue to the east and west. The property on the west also shows regulated woodlands, which the City's consultant have determined continue onto the subject property. The tree and wetland surveys provided by the applicant confirm these features but provide more detailed boundaries than the City's maps.

The applicant is proposing to utilize the Planned Rezoning Overlay to rezone the whole property to RM-2 High Density Multiple Family. The initial PRO plan shows 161 units of for-sale townhomes. The development consists of two phases: Phase 1, with 88 units in 15 buildings; and Phase 2 with 73 units in 13 buildings. The development utilizes a private street network with one entrance off Providence Parkway, and one emergency-only access to Grand River Avenue. The plans show open space amenities provided in several pocket parks on the site. Rezoning to the RM-2 category would permit the use proposed, however the multifamily zoning is not in compliance with the current Master Plan designation as Industrial/Office. The previous designation in the 2016 Master Plan was Office Research Development and Technology.

As described in the Wetland Review, each of the delineated wetlands on the site meet the criteria of providing wildlife habitat as well as flood and storm control. Wetland review notes that the proposed development appears to result in a total permanent wetland impact area of about 1/2 acre out of the total 6.79 acres present on site. So about 93% of the wetlands on site will not be impacted. Approximately 1.25 acres of on-site mitigation area is noted on the plan, which exceeds the City's requirement for mitigation. Staff has suggested that the applicant consider removing the excess mitigation if it results in additional woodland trees being retained. For woodlands, additional information will be required to determine the total number of woodland credits required based on the areas that have been determined to be regulated.

As noted in the Façade Review, the façade materials proposed conform to the Ordinance requirements. However, the building designs do not meet the higher standards described in the PRO Ordinance to qualify as an "enhancement" of the project and surrounding area. Additional high-quality materials and architectural features could be added to meet that higher standard.

Landscape review notes concern with the deficiencies in some of the landscaping standards. Some of the landscaping deviations are supported due to conflicts with the ITC easement and the distance of the units from Grand River Avenue. The unsupported deviations should be addressed in the next submittal.

Planner Bell stated other concerns identified include compatibility and buffering from the adjacent uses that will remain zoned for heavy industrial uses. A 10-foot berm and landscaping is proposed in that area, which may help lessen the negative visual, audio, and odor impacts that may be experienced by future residents. However, being adjacent to a residential development can require additional setbacks or other restrictions, which can be an added burden to surrounding non-residential landowners. In addition, the I-

2 uses will become non-conforming uses, because in that district outside storage of any materials and equipment is prohibited when it abuts a residential district. A berm with a minimum height of 10 feet is required between the residential and I-2 district, and all off-street parking, vehicular repair, delivery, loading/unloading and transport are to be no closer than 100 feet from the residential district. The maximum building height for the I-2 properties will be reduced to 25-feet, whereas currently they must not exceed 60 feet. While the current users will not be forced to change their current operations, if they seek to expand their building, or make other changes to their site, or if a new user purchases the property, they could be considered non-conforming and be restricted from expansion or redevelopment.

Residential use would not be inconsistent with the open space to the west and the existing Villas at Stonebrook development to the south. The setback between the proposed units and Grand River Avenue is a significant distance, so it is possible they won't be visible from the road. The natural buffers in place will buffer the residential units from Villas at Stonebrook to the south. The mitigation plan has been revised to leave a minimum 66-foot-wide strip undisturbed adjacent to that community. The closest buildings to Stonebrook would be over 200 feet from the property line. The undisturbed woodland and wetland areas on the site, as well as the 200-foot ITC easement provides a wide buffer from other uses, as well as maintains natural spaces contiguous with adjacent greenspace areas.

The applicant's narrative notes that the target market of the proposed development is the workforce associated with the adjacent medical campus. The buildings are grouped in two different clusters, arranged to allow for the preservation of extensive wetland and woodland areas on the site. The applicant is proposing a deviation to allow 50-foot setbacks along the western property line, which adjoins an undeveloped area. This area is not likely to be developed as it contains Hadley Towing's stormwater pond and significant wetland and woodland areas. Hadley Towing also went through the PRO process so any changes to that site may also require a PRO Amendment.

Planner Bell stated a residential development may result in smaller wetland and woodland impacts compared to an Industrial development due to the typical size of buildings and parking needs. Permitted uses in the I-1 District include professional and medical offices, health and fitness facilities, and parks or outdoor recreation uses, some of which may have a larger footprint than the RM-2 uses proposed. Other I-1 uses would require Special Land Use approval because it is adjacent to the Villas at Stonebrook development on the south.

Compared to a potential medical office/clinic under I-1 zoning, the proposed residential development would have 1,382 fewer trips per day. The Traffic Impact Statement concludes that existing conditions indicate a traffic signal is warranted at the Grand River/Providence Parkway intersection with delays on Providence Parkway exceeding four minutes. Because the delay is on the private roadway, the property owner would be responsible for installation of the traffic signal. The Traffic consultant's review of the TIS recommends coordination with the property owner (Henry Ford Health) to provide the signal installation, however the applicant has not agreed to provide the light.

The public benefits offered by the applicant include public trail access through the site. A pedestrian pathway to provide public access from Grand River Avenue through the development to Providence Parkway is proposed. This pathway would feature landscape plantings and offer scenic views of the site's natural features. Trailhead connection and signage is proposed, including development of a new trailhead that links to the larger Henry Ford and ITC trail system. The applicant states the development will provide an attainable housing option. They state that these for-sale townhomes will offer a more accessible price point for young professionals, first-time buyers, and essential workers, including nurses, doctors, and administrative staff employed at the adjacent Henry Ford Health campus. Additionally, preservation of wetlands and woodlands is proposed. The remaining natural features and mitigation areas will be permanently protected through a conservation easement, ensuring their preservation and ecological value for future residents and the broader community.

Planner Bell stated that it is staff's opinion given the size of the development proposed, additional or alternative benefits to the public could be considered to offset the negative impacts of the project. Staff

has suggested the applicant consider the recommendations of the Active Mobility Plan for the nearby transit stop on Grand River Avenue or filling off-site sidewalk gaps to provide a more complete network of pathways in the nearby area.

Under the terms of the PRO ordinance, the Planning Commission will not make a formal recommendation to City Council at this meeting. Instead, the initial public hearing is an opportunity for the members of the Planning Commission to hear public comments, and to review and comment on whether the project meets the requirements of eligibility for Planned Rezoning Overlay proposal. Planning Commission members may offer feedback for the applicant to consider, including suggesting site-specific conditions, revisions to the plans or the deviations requested that may result in an enhancement to the area, and other impressions.

Following the Planning Commission public hearing, the project would then go to City Council for its review and comment. After this initial round of comments by the public bodies, the applicant may choose to make any changes, additions or deletions to the proposal based on the feedback received. If they move forward, the subsequent submittal would then be reviewed by City staff and consultants, and then the project would be scheduled for another public hearing before Planning Commission for a recommendation for approval or denial to City Council.

Planner Bell stated the applicant Tim Loughrin from Robertson Brothers Homes is here representing the project tonight, along with other members of his team. Staff and our consultants are also available to answer any questions you may have.

Chair Pehrson invited the applicant to address the Planning Commission.

Mr. David Landry stated he is in attendance this evening representing Providence Meadows for an eligibility discussion regarding a proposed Planned Rezoning Overly. He stated the property is currently zoned I-1, the applicant is proposing to rezone the property RM-2 with a PRO. The proposal includes 161 for-sale townhomes on 31 acres.

Mr. Landry stated he would like to briefly discuss the PRO requirements prior to Mr. Tim Loughrin sharing further information about the proposal. It was stated that in order to be eligible for the PRO the applicant must show two things. First, site conditions that are more strict than what would otherwise be allowed under the proposed zoning district must be shown. Secondly, an overall public benefit that outweighs the detriment must be demonstrated.

It was stated there are aspects of the proposal which are stricter than RM-2. The first being density, 161 units are being proposed on 31 acres. Mr. Landry expressed this is significantly less dense than RM-2, specifically it is 42% of the allowable density. Regarding the height, 40 feet is permitted with 35 feet being proposed. With regard to open space, for phase one the proposed open space exceeds the allowable by 29% and for phase two the open space is exceeded by 93%.

Next, Mr. Landry touched on the wetland mitigation. It was stated on 31 acres, only .53 acres will be impacted. The City requires .89 acres of mitigation; the project proposes 1.24 acres of mitigation. He noted there is already an EGLE permit in place.

With respect to the public benefit, a pathway is being proposed at Grand River Avenue which would connect to the ITC trail. A trailhead would be constructed on Henry Ford's property which would include bicycle repair and accommodation for pet areas. It was stated wetlands and woodlands would be preserved in a Conservation Easement. Additionally, the proposal would provide attainable housing. Mr. Landry stated this is truly a downzoning from industrial to residential, with the proposed residential use being a less intense use. Traffic would be 46% of the anticipated traffic volume a medical building would bring to the property and public safety responses are estimated to be ½ of the expected calls from a medical building.

Mr. Landry stated a goal of the 2025 Master Plan for Land Use is quality and variety of housing. The goal encourages amending of the zoning ordinance to encourage a variety of housing types including age in place, single family, and townhomes. He stated page thirty-three of the Master Plan notes the vacancy rate of single occupancy housing is 5%. "therefore, increasing the housing supply would cater to the growing demand".

Mr. Landry expressed it is important to understand that they have the strong support of Henry Ford Hospital. He noted the Planning Commission is well aware that when the hospital went in this entire area of the City had to be looked at again. It was anticipated that aspects were going to come that would be from the hospital. Henry Ford strongly supports this project as it would provide walkable housing to their employees and compliment their entire campus.

In closing, Mr. Landry stated the objections from the residents at the Villas at Stonebrook were reviewed and center around wetlands and woodlands. He noted it is important to keep in mind whether this property is zoned industrial or residential there will be an effect on the wetlands and woodlands either way. To develop an industrial building on this property wetlands would need to be filled in, and trees would be cut down. If the property were to be developed as an industrial development, which would be permitted under the zoning ordinance, almost an identical development could be constructed. An industrial development would have 11 acres of impervious surface; this proposal is only 9 acres of impervious surface. The same number of wetlands would be filled in and mitigated, and the same number of woodlands would be cut down.

Finally, it was stated what is often seen in these situations where residential development goes in and right after the residential development is built a new development is proposed across the street. The residents of the first development objected and came forth with concerns regarding the woodlands and wetlands. Mr. Landry stated he researched the Villas at Stonebrook development. When the Villas at Stonebrook was built .64 acres of wetland was filled in and mitigated with 1 acre. The proposed Providence Meadows development will impact .53 acres and be mitigated with 1.24 acres. It was noted the Villas at Stonebrook Development filled more wetlands and mitigated less than is being proposed this evening. In regard to woodlands, the Villas at Stonebrook development cut down 55% of all the trees on the lot. More than half the trees came down to build the homes. Mr. Landry noted they did everything according to the book just as his client will. It was expressed that the Villas at Stonebrook cannot demand a double standard in saying that it is ok for their development to remove trees but not other developments. It was stated the nearest building to the Villas at Stonebrook will be a football field away, with a conservation easement over the natural features in between.

Mr. Tim Loughrin with Robertson Homes stated Darian Neubecker and Jack Flynn who are also with Roberston Homes are in attendance this evening. He noted their partner Gary Jonna, who is the landowner, sends his regrets as he was unable to attend tonight's meeting.

Mr. Loughrin stated the name of the development is proposed to be Providence Meadows. It was noted, as Mr. Landry mentioned, this really is an extension of the hospital itself. There is not a residential component of the hospital, which is something that has been missing from a mixed-use perspective. Henry Ford Providence Hospital is in full support, as they want to see an attainable option for their associates. Providence Parkway is a private roadway; an easement will be given in order for the connection to be made. The site is located between Wixom and Beck, south of I-96 on the south side of Grand River Avenue. An overlay of the Henry Ford Providence campus was shared showing the different uses on the campus such as senior living, medical offices, a hotel, and the hospital itself. It was noted that a residential aspect is the missing component.

Mr. Loughrin stated originally this was thought to be a location for a medical office building. Gary Jonna, who is the owner, will tell you he has worked very hard to sell the property over the last decade. There is no demand for medical office here as there may have been a couple of decades ago. It was expressed that the proposed residential use seems to be a logical use and meets many of the goals the City has for providing attainable housing within the City.

Next, Mr. Loughrin shared a project summary. The property is 31 acres, 24 net acres after the wetlands. It is presently zoned I-1, Light Industrial. He noted the Villas at Stonebrook to the south is also zoned I-1 with a PRO overlay. An RM-2 overlay is being proposed, as there is not a clear category that townhomes fit into. Roberston Brothers has built townhomes in Novi, including Sakura Novi. RM-2 allows for very tall buildings and a lot of density but that is not what is being proposed. A PRO is being proposed which will really limit what the development will be, working in conjunction with the Planning Commission and the City Council.

Mr. Loughrin stated 161 for-sale townhomes with a two-car garage are being proposed. The density overall is just 6.5 units per acre, which may be the lowest density of any townhome development in Novi. With regard to open space, 78 % of the site has open space. Mr. Loughrin noted he has not worked on a project with that amount of open space and would bet that Novi does not have too many projects that are close to that as well. He expressed that they are trying to be good stewards of the site by leaving the majority of the site in its natural state.

The plan type consists of attached single-family townhomes, which will all be for sale. It was reiterated rental units are not being proposed. The Sakura Novi project is all rentals; this project would be solely for sale. Mr. Loughrin stated in a City such as Novi where the prices are elevated, it is very hard for people to get into new homes as there are not many opportunities for entry level housing. It was stated it is difficult to build a single-family home south of $500,000. This proposal would be an option to build homes that would start in the $300,000's. The homes are approximately 1,600 square feet; they are not tiny homes. The main access point is proposed to be off Providence Parkway. He noted they feel it is a beautiful roadway and a more conducive entry for this community as opposed to Grand River Avenue. The emergency access drive is proposed off Grand River Avenue which would double as a pedestrian pathway. An 18 to 20-foot-wide concrete path would serve as both emergency access and a pedestrian pathway; bollards would be placed. He noted this has been done in other communities with success. The pathway is proposed to connect from Grand River Avenue to Providence Parkway and would be open to the public. This will be recorded in the Master Deed and is expected to be a condition of the PRO agreement.

Mr. Loughrin expressed that they would like to be good neighbors to the adjacent industrial properties and also recognize the importance of a good buffer. A 75-foot minimum building setback is provided from the property line as well as an 8 to10-foot high berm. The majority of the berm will be 10 feet; some areas are 8 feet where space is not available to go higher. A double row of evergreen trees along with a row of deciduous trees is being proposed as a screen in addition to the berm. This will provide a very good buffer; with there being a good distance from the industrial buildings to the property line. Mr. Loughrin noted their team has worked with staff on this aspect of the proposal. To the west there is a detention pond for Hadley's Towing. On the south side there is an inaccessible area, therefore a 50-foot setback is being proposed there.

The majority of the 6.5 acres of wetlands on the site are proposed to be saved with the exception of 0.5 acres. It was noted that the 0.5 acres of impacted wetlands is only for the purposes of the roadway. On a thirty-acre site which has 6.5 acres of wetlands and only 0.5 acres of mitigation, you can see we are really trying to preserve as much as possible. Additionally, there are many trees that will be saved with 78% open space. Regarding the buffer to the south, there will be a minimum of 250 feet to the property line. It was stated there is an existing wetland permit that was issued by EGLE because there was a prior proposed use for medical office. Mr. Loughrin noted they are essentially using the existing wetland permit for this development. He explained that is why you see where the existing is on the south side, it is the upland area between all the other wetlands. The wetland buffer was moved up to approximately 60 feet from the property line as a result of numerous meetings with the neighbors.

Next, Mr. Loughrin touched on a few project highlights. First, the development will be owner-occupied at price points that are attainable in the City of Novi. Secondly, there are many internal and perimeter open spaces. It was stated this is still evolving as there are certainly a lot of opportunities to incorporate open

space. Third, the development is walkable with a pathway running through it. A trail head is proposed as a public benefit. It was expressed that the team is not married to the idea of a trail head and is certainly open to discussions regarding public benefit. Finally, there will be no vehicular traffic through the Villas at Stonebrook as there is no connection. It was expressed that Robertson Brothers does what they say and say what they do.

Mr. Loughrin stated last year they met with the Villas at Stonebrook on two occasions. During the first meeting, which took place at the middle school, the approved EGLE mitigation plan was shown. A slide was referenced showing the approved EGLE mitigation plan. The areas indicated in light green are the upland areas in between the other existing wetland areas. He stated the EGLE permit is approved to mitigate all the way up to the property line. In order to do this, you have to take out trees to build wetlands. Certainly, if there were more upland areas, we could take a look at that, but this is what the permit was approved to do. In the case of Sakura Novi off-site mitigation was done. However, the City standard is to provide on-site mitigation which is what the existing EGLE permit is for. It was stated this was not well received by the neighborhood at the first meeting. He expressed understanding as there are a few homes that were affected. Roberston Brothers then agreed to go back and speak with their environmental consultants to explore a way to work within the existing permit while providing a better buffer. Mr. Loughrin stated they came back and were able to show about 60 feet of essentially unmitigated area from the property line, proposing to leave 60 feet before the mitigation begins. In doing so it provides the neighbors more privacy and retains the trees behind their homes. It was stated that a second meeting was held at the Library after which many residents expressed appreciation for the changes that were made. He noted they are trying to work within the boxes that they have and 60 feet is not insignificant as a buffer of existing trees. A slide was shared illustrating what the 60 feet of unmitigated area from the property line would look like visually. The team worked to locate trees within the mitigation area as well. The entire area will have trees, with the impact being limited to a few homes due to the nature of the site.

Then, Mr. Loughrin discussed the proposed trail head. He noted they are open to discussion regarding the public benefit but believe the trail head would be beneficial. There is currently a trail system that goes through the ITC Corridor and the Providence Hospital Master Plan. The trail is a great amenity which future residents can access and the Villas at Stonebrook residents can utilize now. What is being proposed is to upgrade a section of the trail with benches, landscaping, and a marker. The HOA would be responsible for the maintenance moving forward. The hospital is on board with the idea to the degree that it makes sense for the City. He noted they believe this would be worthwhile for the overall area and would be of public benefit.

It was stated in regard to the current zoning there are many challenges. The property has been vacant for many years due to low demand for a use seeking an I-1 site that is tucked away. The site was once envisioned as a future business park. However, the site is not conducive to a business park as there is no visibility on Grand River Avenue, it is orientated toward the health campus. Mr. Loughrin stated the property has been marketed for many years with no interest. It was expressed that the development will be a live/work component of the Providence campus with Henry Ford's support.

Mr. Loughrin stated when you look at more of a global aspect rather than focusing on just this site, this type of development is needed in the City. He noted that the Pulte townhomes on Main Street are in the $500,000's. It was stated the price point for the Providence Meadows townhomes will begin in the $300,000's. Single-family homes are not attainable anywhere near the price point that is being proposed. Providence Parkway is a very unique road that is slowing gaining more character; this proposal would enhance the roadway by adding another use. Additionally, they have agreed to contribute to the road maintenance of Providence Parkway. It was expressed this would be a logical transitional use and there is a clear demand of this type of housing. The 2025 Master Plan for Land Use recognizes a need for attainable housing. It was stated this is something they are trying to provide and there are not many opportunities to do so.

Highlights of the proposal include the trail head, providing attainable housing, and the preservation of the wetlands and woodlands. Mr. Loughrin stated it is important to keep in mind the wetland impacts are

only to gain access. Wetlands impacts are not being proposed to construct homes. Additionally, the proposal has less impervious surface than an industrial project would entail due to the amount of internal landscaping.

Mr. Loughrin touched on the exterior facade and noted the elevations are similar to what they have built in other communities. It was noted they typically do not like to replicate elevations, however, feel this is a very good elevation which meets the facade ordinance. An invitation was extended to the façade consultant to join Mr. Loughrin in Pittsfield to view the elevations in person. It was expressed there something about seeing the elevations in person, and the offer was extended to all members of the Planning Commission. The elevations are iterative; however, the team believes they are the right elevations for the price point. The façade ordinance has been met with the use of Hardie Board and a lot of brick. It was stated they believe the elevations are very attractive but would like to hear what comments the Planning Commission may have. Finally, Mr. Loughrin thanked the Planning Commission for their time and expressed he would love to hear their comments and direction.

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

Mr. Bill Barnes at 48614 Windfall Road stated he moved to Novi a month ago from Northville. He noted Roberston Brothers built his parents' house in 1950. It was expressed that there are a few concerns regarding this proposal. First, the proposed cost in the $300,000's was initially stated by the developer. The Roberston Brothers townhomes in New Hudson are priced in the mid $300,000's - $400,000's but are not selling very fast and require an appointment to view. In regard to the target market of hospital staff, the majority of staff are hourly and may find it difficult to find a price point they are comfortable with. Second, forty-five percent of Novi residents are looking to downsize and remain in Novi. They see ranches and condos with first floor bedrooms as their first choice. Townhomes have one flight on stairs to reach the living quarters and a second flight of stairs to the bedrooms. The cost is too high for the lower market, and the premium market is looking for better locations. Finally, the largest concern the residents of the Villas at Stonebrook have is the buffer. The removal of 500 out of 800 trees is a lot of the buffer being removed. It was suggested that better remediation of the wetlands should be considered.

Ms. Patricia McLaughlin at 48667 Windfall Road stated that once again landowners are requesting Novi rezoning and deviations to create mid-to-high density housing in the City, particularly in the busy Wixom/Grand River area. This destroys trees and wetlands and eliminates the domain of wildlife of Wildlife Park. It was stated the Villas at Stonebrook resolved a blighted area which was a benefit to the community. The City's Master Plan states that Novi has exceeded the population forecast for 2025 and is only 1,175 shy of the 2045 forecast. The Master Plan further states with units under way Novi will surpass the 2045 forecast in the next few years. This is twenty years ahead of schedule. Ms. McLaughlin stated the City is not acting diligently to protect existing residents with proper growth control and allowing time to develop related infrastructure, funding for schools, utilities, roads, and services related to higher density housing. The Master Plan mentions mid-density but, "lower perceived density". It was stated the proposed buildings are not lower perceived density and have the appearance of shipping containers stacked in a port. The largest age bracket in the City is 45-64 and these residents would like to age in place. The proposed townhomes are all three bedrooms with no main floor bedroom favored by that age group. Also, three bedrooms will draw a possibility of many children impacting the schools with related cars dropping them off in the Wixom/Grand River area also favored by Catholic Central drivers. Many of the project's deviations enable very high density. The developers claim the project may house hospital staff, but to my knowledge no one living in the Villas at Stonebrook are employed at the hospital. Ms. McLaughlin stated there is no benefit to the community and requested the Planning Commission disapprove the project and rezoning.

Ms. Deborah Domke at 48801 Windfall Road stated she objects to the Planned Rezoning Overlay to rezone from light industrial to high-density multiple family in order for the developer Robertson Brothers homes to develop Providence Meadows. Novi's Master Plan states that future residential developments in the southwest quadrant shall be low-density residential that reflects a semi-rural environment. This

development is out of character with the surrounding area and is not a good fit for the community. It does not provide a recognizable and substantial benefit to the residents and will have a negative impact on the desirability and value of surrounding properties. A large part of the lower half of the property is wetlands, a place where you would not normally want to build homes. Developers continue to come into Novi asking for deviations, with 17 requested for this project. Developers state they will mitigate the wetlands and pay into the tree fund for the trees that are destroyed, 537 trees for this project. Ms. Domke asked why the Planning Commission and residents don't say 'no more' to building on the wetlands and destroying woodlands. Residents communicated to Roberston Brothers in October to only build Phase 2 with 73 units closer to Grand River Avenue in order to leave the wetlands and woodlands intact. Ms. Domke requested that the Planning Commission disapprove of the rezoning.

Ms. Melissa Fletcher stated she has lived in Novi for fifty-three years. She noted she does not live in the Villas at Stonebrook. She expressed concern regarding the woodlands and wetlands and stated she conducted a citizens science project from 2019-2022 on the property area. The project was titled Frog Watch, which was a survey of frogs that live in wetlands. The survey showed there is at least four species of frogs present in the area. Frogs are what is known as an indicator species as they can tell you whether the environment is healthy or not. Ms. Fletcher stated four is a good number and expressed concern with taking out a half-acre of wetland and the associated mitigation. If mitigating means a hole will be dug and water will be introduced into it, this is not a wetland. Wetlands take many years to develop. As a person who is concerned about the environment and our future, creating a situation of trying to recreate a half-acre of wetland is not a feasible thing.

Ms. Martha Ryznar at 44875 Yorkshire Drive stated she has lived in Novi with her children for twenty-three years and is against this rezoning. It was stated she did not know this land was vulnerable until seeing the posts online. She noted she had spent years on the property walking with her children and dogs enjoying its beauty. My kids have great memories from that land where they learned about green heron, wild turkeys, hawks, deer, snakes, and racoons. It wasn't always pleasant, we once saw the aftermath of a coyote pack that had taken down a deer the night before and got ticks, but that is real nature. It was expressed that staff from the medical buildings is regularly seen walking as well as residents from the assisted living facility. This land serves our community right now; there is so much wrong with this rezoning proposal. The City's environmental consultant wrote in the review that Merjent determined most trees are regulated woodlands. This land is protected woodland, and the City has a duty to protect it. Ms. Ryznar stated the planning staff wrote "benefits offered do not outweigh detriments and the proposed use is not consistent with the future land use map", "woodland calculations are incorrect", and "traffic studies show an additional four minutes of delay on Grand River". Moreover, the development has not shown that they have done their due diligence for building this project on alternative sites. There are many options for this development on already level surfaced land without destroying acres of wetlands and woodlands. There is no reason in the packet why another site wont work and the City requires that they do their due diligence. If the rezoning passes it will destroy wetlands and woodlands. It was stated the development will cause more dead and wounded deer as they try to escape construction, and more wild animals in our backyards as their habitats and corridors are cut off. Novi is losing its natural character and is overdeveloped. Ms. Ryznar expressed that in order to take a five-to-ten-minute nature walk she finds the need to go to Northville or South Lyon, and it never used to be this way. If the owner cannot sell the property for what is it currently zoned for, maybe they would be willing to sell it to the City to become parks and preservation. Municipalities do this all the time and the Michigan Natural Resources Trust Fund pays up to 75% of the cost. The process may not be easy, but it would be wonderful.

Ms. Michele Duprey at 48566 Windfall Road stated she is a resident of the Villas at Stonebrook and has resided in Novi for over forty years. It was stated she has a few comments pertaining to this evening's presentation. A hypothetical situation was presented if light industrial were to be developed on the site. This is hypothetical with no real findings; we can only surmise what will happen. Secondly, it has been stated numerous times this evening that Henry Ford supports the proposal. Ms. Duprey requested clarification regarding who Henry Ford is and inquired if this refers to a board of directors. Finally, it was expressed that she is tired of hearing about how the Villas at Stonebrook came to be, how many deviations the development had, and that the development was a benefit of an overlay. She stated

when people purchase homes many do not ask how many trees were removed or how many deviations were requested by the development. Every parcel of land is independent and should be treated as such. The Villas at Stonebrook site was light industrial, needed to be cleaned up, and was turned into a beautiful subdivision. It was stated that the residents should not be reminded how much the Villas at Stonebrook benefited from the Planned Rezoning Overlay and that the City receives a fair share of taxes from each resident of the Villas at Stonebrook.

Ms. Deborah Domke inquired if she had used the allotted three minutes of speaking time.

Chair Pehrson stated Ms. Domke had one minute remaining.

Ms. Deborah Domke stated there are 84 units in the Villas at Stonebrook. She noted they give over one million dollars a year to the City of Novi in taxes. It was stated fewer than ten children who attend Novi Community Schools reside in the Villas at Stonebrook. She requested developers build more senior housing including condominiums and ranches as there is a large demand for this type of housing. Finally, it was stated senior housing would not increase the load on the schools.

Seeing no one else, Chair Pehrson requested Member Roney read into the record the correspondence received. Member Roney relayed one support, and twenty-five objections were received and would be entered into the record.

Chair Pehrson closed the public hearing and turned the matter over to the Planning Commission.

Member Roney stated there will be no decision made this evening. Tonight's discussion is for ideas and thoughts on the proposal. This will go to the City Council for discussion as well with City Council ultimately deciding if they would like to enter into an agreement. The Planning Commission will give their opinions and at a later date vote on a recommendation.

Member Roney stated it is not good practice to place residential next to industrial of any sort as it creates a few problems. This places a burden on the landowner of the industrial property as they are now up against residential that they did not plan for. It was stated this could be considered spot zoning, which is something that is discouraged. He noted he would depend on the Planning Department to confirm if this qualifies as spot zoning. The previous Master Plan and the current Master Plan which was adopted a few months ago did not include this parcel as residential. He inquired why we are looking at rezoning a piece of property so soon. It seems as though we should stick to the plan.

Regarding the requested deviations, Member Roney stated that the word deviation appears too often in the report. The number of requested deviations needs to be reduced. Trees are always a concern and are his concern as well. However, when someone owns a piece of land, they have the right to develop it and trees will inevitably suffer. He expressed it is always good to see the wetlands protected as much as possible. Whether an office building, medical office, or housing is constructed, trees will be impacted. The public benefit vs. the detriments is always a fine balance. It was noted that the conservation easements are nice to see protecting the woodlands and wetlands.

Member Dismondy stated that a lot of concern has been heard regarding the type of unit. He inquired if ranch style units at a higher price point had been considered.

Mr. Loughrin stated that it is certainly something that would be successful in Novi. They have looked at several sites and have done some ranch style homes in Novi in the past. It was stated it really comes down to the site itself being conducive and they do not believe it is due how the site is laid out. He noted it is important to keep in mind they do need support from Henry Ford because access is needed off Providence Parkway. What Henry Ford likes about this proposal is that it is a product geared toward options being available to their staff. Detached ranches are geared toward individuals who are nearing the end of their career or done with their career. It is a function of all these factors together that we feel this is a better use.

Member Dismondy inquired if the industrial neighbors had voiced objection or if Robertson Brothers had taken part in discussions with the neighboring industrial property owners.

Mr. Loughrin stated they had reached out to all three neighboring property owners. He noted he does not want to put words in anyone's mouth. Hadley is in general support of what is being proposed. The industrial user on the east side is supportive in the fact that they will be granting a 25-foot landscape easement, which allows the ability for the ten-foot berm. Discussions were had with the industrial property in the middle; they were not interested in giving a landscape easement but were open to speaking about the project.

Member Dismondy stated it is a clever use of the property and appreciates that it does not exit onto Grand River Avenue. He noted perhaps the focus in Novi should not be price point; it should be geared more toward aging in place. If Henry Ford has a residency program, apartments across the street may be an option for those individuals. This would be dependent on if the numbers work with a ranch style unit.

Member Reddi stated she is in agreement with Member Dismondy in that partly senior living should be considered. Having a master bedroom on the first level provides more options for those looking to move in.

Mr. Loughrin stated they build a lot of detached ranches as well. Due to land development cost and construction cost the price points on detached ranches is anything but attainable. When we look at the Master Plan, the City did specifically focus on this. It was expressed there have to be areas that allow this type of use. When we look at this area, we think this is the right type of use because it can function with the hospital to the east. There are other sites which are more conducive to the master down. Mr. Loughrin noted he is in agreement and would love to find a site for that type of product as well. However, land also needs to be available for what we are proposing here. There is a need for both types of housing.

Member Avdoulos stated the project is not consistent with the Master Plan. He noted a lot of times projects are presented to the Master Plan and Zoning Committee so direction can be provided before it gets this far. The Master Plan was just adopted and that process involved many town halls and meetings in which it could have been presented that this property could be looked at differently. When the Master Plan was being looked at this property was designated light industrial. In looking at the Providence Park campus expanding on its services it would make sense for the site to be office to complement existing offices. As Member Dismondy indicated, it is a clever use of the property. When first looking at the project in context with the Villas at Stonebrook to the south there is a transition there that make sense.

Member Avdoulos stated a question to consider was if the developer had met with the neighbors and it was indicated that they had. One concern is regarding the setback from the homes at the southern portion. He noted the graphic showing the cross section indicating that for at least sixty feet the trees will remain was helpful to see. Relating to Member Dismondy's comment regarding ranch homes, it was asked if a percentage of ranches could be considered. If there are 161 units, could 10% of the units be ranches. It was suggested there may be a give and take where land to the north could be used to accomplish that. Keeping in mind the Master Plan recognizes a need for age in place housing options.

As far as attainable housing options, a price point in the $300,000's was stated. Member Avdoulos inquired if this price point can be guaranteed as over the years developers come in and the price ends up being twenty-five or thirty percent higher than quoted. He expressed we cannot tell you it has to stay at this price as the market will guide this. However, how to help guarantee the price point is important to keep in mind when presenting to the City. In looking through the wetland report, the property already has an EGLE permit so it has gone through the process where it has been reviewed by the state. He expressed he is comfortable with this aspect. Regarding the traffic and exiting onto Grand River, residential use generates less traffic counts per day than one would expect from an office building. However, there is still concern at that intersection.

Member Avdoulos stated the façade meets the ordinance requirement and personally he has no issues with it. It was noted that the graphic showing what could be built on the property under the current zoning was helpful. As far as the public benefit is concerned, it was expressed that component needs to be looked at a little closer. The trail head is a nice feature, the ITC trail head on Nine Mile is used quite a bit. It was stated it is a clever use of the property, but residential next to residential would be better to see. Lastly, the proposal does provide a good connection and feel for the Henry Ford Hospital campus.

Chair Pehrson stated he recalls when Providence Hospital was first being built and loved the term greensward. He noted he was carried away by that term and the sense it had for the campus with the wonderful green space and open space. Over time the greensward has become less and less. However, what was proposed many years ago to become a hospital and develop into the site that it is today and everything that we have been through in the last five years regarding the way in which commercial has changed no one could have had a crystal ball to predict where and how this would change Novi.

It was noted the use of the space is clever and it seems to fit, but there are caveats to that. Chair Pehrson stated he looks for the developer to go back and revisit the PRO and public benefits. It was stated ranch homes are discussed on the panel often and every time we come into an application where there is residential proposed as Member Avdoulos mentioned it is $700,000 which does not equate to an affordable senior living. The way in which the mitigation was gone through as to not create a worse scenario by stripping away and having to redo was a wonderful use. The idea that they are for sale is appreciated. It was noted that the traffic light is bothersome in so far as a traffic study will need to be done, as there is a bit of a start and stop in traffic cycling. However, realizing the traffic impact is less for residential. Regarding the hardships to the neighboring properties Chair Pehrson expressed he is glad those conversations are being had. It is rare to run across a case where hardship is being placed on something that is not proposed yet. If this were to stay as it is, it was recommended the developer look at how we can mitigate this issue. This may mean removing a building to be able to achieve greater setbacks, the creative thinking that was done on this proposal should be done to try and solve this problem. He expressed he is a bit troubled that this was missed on the Master Plan; this can be taken back as a lesson learned for all of us. It was stated the number of deviations needs to be reduced as deviations are not your friend. It was encouraged that the elevations be looked at again. There is an odd even ordinance, and the buildings all look the same. Differences between the buildings in the brick would be beneficial. It was encouraged to use creative leverage of materials to add distinctiveness. Finally, relating to some of the comments about Henry Ford it was requested to expand upon how that came about and have something more in place for next time. Certainly, it is more than the hospital complex that makes up Henry Ford. It was communicated to the developer that had they come in looking to do the absolute maximum we would have been sitting here devastated with the end result. He expressed that the developer is looking to find the balance point in what they are trying to do.

Chair Pehrson thanked all those in the audience who attended the meeting and noted this project will go through at least one or two more rounds.

Mr. Loughrin stated this has been really good direction and more than he was hoping for. He noted he heard a lot of comments regarding the first-floor master and will take a look at everything that was said. One thing to point out regarding the traffic signal is that it is already at a poor grade. A large volume of traffic is not being added and much of the traffic is expected to go south. The traffic study observed that traffic would turn right at the signal to the east, this would be a lot safer and we can even encourage that. As far as the Master Plan, the process takes many years, and we did not have this in time to get started in front of you.

This agenda item was discussed, but a motion on the item was not required.

4. **PBR25-0394 41870 CHATTMAN DRIVE WOODLAND PERMIT**
   Public Hearing at the request of Kingdom Construction for consideration of a Woodland Permit to remove 6 regulated woodland trees to build an addition to a single-family home.

PUBLIC PETITIONS

PETITION OPPOSING REZONING

City of Novi, Michigan

RECEIVED
FEB 17 2026
CITY OF NOVI
COMMUNITY DEVELOPMENT

Case Number: JZ 24524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- ***Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)***

Environmental Impacts (from official City consultant reports):

- ***Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)***
- **"Loss of forested areas" (woodland consultant report)**
- **Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands**
- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
SUSAN STARK	24360 Glenda, Novi - 48375	Susan Stark

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Please stop the plan for developing the property because I believe that there is enough disruption of the ecosystem in Novi! We need to respect the animals habitat.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Ken Stark	24360 Glenda, Novi - 48375	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
I oppose the development of this property because I would like to save some of the wildlife areas as is - the main reason I reside in Novi. I enjoy the country-like surroundings.

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ 22524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)**
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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

Masroor Ahmed 41911 Yorkshire drive Novi 48375

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:
Masroor Ahmed	41911 Yorkshire drive Novi MI, 48375	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

loss of wetlands + increase ~~in~~ Strain on our community infastructure.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Wafa Khan	41911 Yorkshire drive Novi MI, 48375	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

it would harm protected wetlands & woodlands & community impact

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital

Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- "Loss of forested areas" (woodland consultant report)
- Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands
- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Christina Mai	49957 W. 10 mile Rd	Christina Mai

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Would like to preserve the wildlife in area

PRINTED NAME:	ADDRESS:	SIGNATURE:
Jaime Haddad	13730 Emnch Dr.	

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:
Margarita Romanek	18819 Ridge Rd	

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Protect habitat!

PRINTED NAME:	ADDRESS:	SIGNATURE:
Gretchen Sanchez	40030 Newport Dr Plymouth MI 48170	Gretchen Sanchez

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Protect Habitat

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital

Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

• **PRINTED NAME:** Mimi **ADDRESS:** 10035 Steadman **SIGNATURE:**

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

• **PRINTED NAME:** Eda Melendez **ADDRESS:** 15785 Gilchrist **SIGNATURE:**

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

• **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

• **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), a
- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- PRINTED NAME: Tongtong Couture ADDRESS: 22679 Penton Rise Ct SIGNATURE: Tongtong Couture

  ☑ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION:

- PRINTED NAME: ADDRESS: SIGNATURE:

  ☐ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION:

- PRINTED NAME: ADDRESS: SIGNATURE:

  ☐ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION:

- PRINTED NAME: ADDRESS: SIGNATURE:

  ☐ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital

Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Ameya Gupte	24764 Jamestowne Rd.	Gupte

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Loss of high biodiversity habitat

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

JZ

Case Number: ~~ZR~~ 22524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Marian Mahoney	24108 Westmont Dr	Marian Mahoney

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Our greenspaces are too important to our community!

PRINTED NAME:	ADDRESS:	SIGNATURE:
Sarah Gradson	29579 Wharton Ct	Sarah Gradson

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Preserved woodlands & wetlands are environmentally critical. We must not trade eco-protections for developer profits.

PRINTED NAME:	ADDRESS:	SIGNATURE:
MICHELLE STREICHER	51105 Sunday Dr	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

IT'S IMPERATIVE TO PRESERVE OUR WILDLIFE HABITATS.

PRINTED NAME:	ADDRESS:	SIGNATURE:
RICHARD ROUSTON	51105 SUNDAY DR.	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

WE NEED TO PROTECT EXISTING HABITATS

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ZA2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Meghan Hodge	24012 Westmont Dr	Meghan Hodge

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Loss of forested area

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ~~ZR~~ JZ 2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Aparna Nizich	45836 Lathum Dr.	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Want to keep forested areas intact

PRINTED NAME:	ADDRESS:	SIGNATURE:
Kristin George	26503 Glenwood Dr.	Kristin George

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Don't want to cut any more trees down

PRINTED NAME:	ADDRESS:	SIGNATURE:
Tage Nizich	45836 Lathum Dr.	Tage Nizich

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Enviornmental concerns.

PRINTED NAME:	ADDRESS:	SIGNATURE:
William Rouston	24108 Westmont Dr Novi	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
WETLAND DISTRUCTION

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ 24-02524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Amelia Hodge	24012 Westmont Dr Novi MI 48374	Amelia Hodge

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Environmental impact

PRINTED NAME:	ADDRESS:	SIGNATURE:
Pierce Hodge	24012 Westmont Dr	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Slow development, not needed

PRINTED NAME:	ADDRESS:	SIGNATURE:
Craig Perry	24012 Westmont	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Environmental and increase congestion

PRINTED NAME:	ADDRESS:	SIGNATURE:
Penny Perry	24012 Westmont	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Environmental Reasons & Congestion in area

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ~~23052A~~ JZ25-24
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME: Ellen Linxwiler **ADDRESS:** 23778 Seminole Trail Novi, MI 48375 **SIGNATURE:** Ellen Linxwiler

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Elimination of woodlands & wetlands

PRINTED NAME: **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME: **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME: **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ~~ZA1024~~ JZ25-24
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- **Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)**

Environmental Impacts (from official City consultant reports):

- **Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)**
- **"Loss of forested areas" (woodland consultant report)**
- **Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands**
- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Sebastian Kraus	24008 Seminole Ct.	S. K

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Elimination of woodland / green space

PRINTED NAME:	ADDRESS:	SIGNATURE:
Mandy Kraus	24008 Seminole Ct.	M. V

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Elimination of woodland / green space

PRINTED NAME:	ADDRESS:	SIGNATURE:
Paul Chappus	23814 Seminole Trail Novi MI	Paul Chappus

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Elimination of Woodlands / wetlands

PRINTED NAME:	ADDRESS:	SIGNATURE:
JOHN LINXWILER	23778 SEMINOLE TRL, NOVI, MI 48375	John Linxwiler

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Elimination of woodlands / wetlands

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ~~ZA2624~~ JZR5-24
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- **Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)**

Environmental Impacts (from official City consultant reports):

- **Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)**
- **"Loss of forested areas" (woodland consultant report)**
- **Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands**
- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME: STEVEN MOON **ADDRESS:** 42840 CARDINAL WAY, NOVI, MI **SIGNATURE:** Steve Moon

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

OVERUSE OF DENSITY IN NEW CONSTRUCTION, NEED SINGLE FAMILY

PRINTED NAME: KATHLEEN MOON **ADDRESS:** 42840 CARDINAL WAY, NOVI, MI **SIGNATURE:** Kathleen Moon

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

More single family senior housing is needed, not townhomes

PRINTED NAME: Tammy Spangler-Timm **ADDRESS:** 42908 CARDINAL WAY **SIGNATURE:** Tammy Spangler-Timm

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Over development, need to protect wetlands, green spaces

PRINTED NAME: MARK TIMM **ADDRESS:** 42908 Cardinal Way Novi **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Over development!!

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ~~[redacted]~~ JZ 25-24
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- **Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)**

Environmental Impacts (from official City consultant reports):

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
GREG WAYNE	42776 CARDINAL WAY, NOVI MI 48375	Greg Wayne

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
ELIMINATION OF WETLANDS/WOODLANDS/GREEN SPACE IS A MAJOR CONCERN

PRINTED NAME:	ADDRESS:	SIGNATURE:
ELENA WAYNE	42776 CARDINAL WAY, NOVI MI 48375	Elena Wayne

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
OVERDEVELOPMENT OF HOMES NOT SUITABLE FOR AN AGING POPULATION

PRINTED NAME:	ADDRESS:	SIGNATURE:
Lewis Yokom	42904 Cardinal Way, Novi 48375	L. Yokom

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
overdevelopment - Loss of Green Space

PRINTED NAME:	ADDRESS:	SIGNATURE:
Kathi Yokom	42904 Cardinal Way NOVI 48375	Kathi Yokom

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Overdevelopment - Loss of Green Space

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ 2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- **Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)**

Environmental Impacts (from official City consultant reports):

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Vanita Koepke	34811 Valley Forge Farmington Hills	Van Koepke

☐ Novi Resident ☑ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Justice for wildlife habitat. there is no need to destroy wetlands and forested areas to ruin natural habitat for our wildlife! they were here first!

PRINTED NAME:	ADDRESS:	SIGNATURE:
Michael Koepke	34811 Valley Forge Farmington Hills	MKoepke

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Animal Rights

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ ~~ZJ~~2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Louis Scarozza	45260 10 mile Rd. 48375	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
stop destroying nature!

PRINTED NAME:	ADDRESS:	SIGNATURE:
Wendy Scarozza	45260 10 mile Rd. Novi, MI 48375	Wendy Scarozza

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
when you destroy wetlands, the water goes somewhere!

PRINTED NAME:	ADDRESS:	SIGNATURE:
Arlene Johnson	41378 Cornell Dr. Novi, MI 48377	Arlene Johnson

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Wetlands are imp in so many ways, including carbon sequestering

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Sharon Tkacz	42648 Faulkner Drive	Sharon Tkacz

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
too much development in Novi. Keep our remaining green spaces green!

PRINTED NAME:	ADDRESS:	SIGNATURE:
Janice Robb	45686 Marlborough Pl	J. Robb

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Protecting wetlands

PRINTED NAME:	ADDRESS:	SIGNATURE:
RICHARD ROBB	45686 MARLBOROUGH PL	R Robb

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
PROTECT WETLANDS

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: IZ ZJ2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Melissa Delinois	31120 Lagoon Drive	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
We need to preserve our nature for wildlife & environment.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Michael LaRocca	15155 Piedmont Detroit, MI	

☐ Novi Resident ☒ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
We need to balance City and Nature

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ ~~ZJ~~2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
LISA JACQUIN	42795 CARDINAL WAY	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
DAMAGE TO THE ECOLOGY & ENVIRONMENT

PRINTED NAME:	ADDRESS:	SIGNATURE:
Luke Johnson	22544 Deerfield Road	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Unnecessary demolition of forested areas

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- ***Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)***

Environmental Impacts (from official City consultant reports):

- ***Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)***
- **"Loss of forested areas" (woodland consultant report)**
- **Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands**
- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
FRIDA BOTELHO	22686 CHESTNUT TREE	Frida Botelho

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: ENVIROMENTAL IMPACT, WETLANDS, LOSS OF GREEN SPACE + WILD LIFE HABITAT

PRINTED NAME:	ADDRESS:	SIGNATURE:
~~FRIDA BOTELHO~~ Toby Braswell	45455 Kimberly Ct Novi, MI 48375	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:
Mike Haynes	112 Maudlin Novi 48377	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Save our outdoors Lands & Natore Stop the Developers that have NO interest in Novi

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: JZ 22524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- **The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)**
- **Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes**
- **Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)**

Environmental Impacts (from official City consultant reports):

- **Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)**
- **"Loss of forested areas" (woodland consultant report)**
- **Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands**
- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME: KAREN LIVINGSTON **ADDRESS:** 44855 Yorkshirt **SIGNATURE:** Karen J Livingston

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: PRESERVATION OF WETLANDS

PRINTED NAME: MARK LIVINGSTON **ADDRESS:** 44855 YORKSHIRE **SIGNATURE:** Mark Livingston

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: PRESERVATION

PRINTED NAME: **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME: **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (1-1)
- Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 town
- Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)

Environmental Impacts (from official City consultant reports):

- Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)
- "Loss of forested areas" (woodland consultant report)
- Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), a
- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consisten Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- PRINTED NAME: Julie Williams ADDRESS: 41600 Tamara St Novi MI 48375 SIGNATURE: Julie L Williams
  ☑ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION: Traffic

- PRINTED NAME: Joshua Williams ADDRESS: 41600 Tamara St Novi MI 48375 SIGNATURE:
  ☐ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION: Traffic

- PRINTED NAME: Mike Williams ADDRESS: 41600 Tamara Novi MI 48375 SIGNATURE:
  ☑ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION: Congestion

- PRINTED NAME: ~~Jacob Williams~~ ADDRESS: ~~41600 Tamara St Novi MI 48375~~ SIGNATURE:
  ☑ Novi Resident ☐ Non-Resident (work/business in Novi)
  REASON FOR OPPOSITION:

Doesn't sign anything

RECEIVED

FEB 26 2026

CITY OF NOVI
COMMUNITY DEVELOPMENT

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital

Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Julia Ilinich	45209 Yorkshire Dr, Novi, MI	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Loss of forested areas

PRINTED NAME:	ADDRESS:	SIGNATURE:
Andrey Ilinich	45209 Yorkshire Dr, Novi	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Environmental impact

PRINTED NAME:	ADDRESS:	SIGNATURE:
Arseniy Ilinich	45209 yorkshire dr	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Environmental impact

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

From: David Wilson [redacted]
Subject: petition from Jan
Date: Feb 16, 2026 at 4:53:22 PM
To: [redacted]

1/20/26, 1:23 PM Novi Rezoning Petition

PETITION OPPOSING REZONING
City of Novi, Michigan

Case Number: ZJ2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

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- **Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and *forested wetlands***
- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with *Future Land Use Map*"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Kathy Sowder	22557 Cranbrooke Dr.	Kathy Sowder

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Preserve the wetlands,

PRINTED NAME:	ADDRESS:	SIGNATURE:
Janet Wilson	22300 Taft Rd	Janet K Wilson

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Oppose the destruction of water & wetlands and the construction of another housing development

PRINTED NAME:	ADDRESS:	SIGNATURE:
DAVID J. WILSON	22300 TAFT RD	David J Wilson

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
FOREST AND WETLANDS SHOULD BE PRESERVED.

Lisa

Case Number: JZ2524
Providence Meadows
PETITION OPPOSING REZONING
City of Novi, Michigan
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

Other Concerns:
- Zoned "Light Industrial" seeking "High Density" — does not fit the surrounding area
- Clear-cutting 537 healthy, mature trees; significant carbon impact and increased flood risk
- Increases traffic congestion and safety risks
- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

• PRINTED NAME:	ADDRESS:	SIGNATURE:
Lisa Northey	42397 Parkridge Rd, Novi 48375	Lisa Northey

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

All of the above.

• PRINTED NAME:	ADDRESS:	SIGNATURE:

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

• PRINTED NAME:	ADDRESS:	SIGNATURE:

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

See More

PETITION OPPOSING REZONING

City of Novi, Michigan

Case Number: ZJ2524
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)
- Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 181 townhomes
- Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)

Environmental Impacts (from official City consultant reports):

- Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)
- "Loss of forested areas" (woodland consultant report)
- Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands
- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Theresa Janik	21862 Heatherbrae Way S	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Preserve Woodlands

PRINTED NAME:	ADDRESS:	SIGNATURE:
Jackson Janik	21862 Heatherbrae Way S	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Wildlife/Nature Preservation

PRINTED NAME:	ADDRESS:	SIGNATURE:
ROBERT L. JANIK	21862 HEATHERBRAE WAY S	

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: OPEN LAND PRESERVATION

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524
Providence Meadows
PETITION OPPOSING REZONING
City of Novi, Michigan
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

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- Increases traffic congestion and safety risks
- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Catherine Nay 41860 Quince Dr. Catherine Nay

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: I wish my children to have natural features remaining for their future & health.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Destroying woodlands & wetlands sows the seeds for damage to their quality of life for decades

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PETITION OPPOSING REZONING

City of Novi, Michigan

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME: DANIEL MACKENZIE **ADDRESS:** 24793 SUTHERLAND DR **SIGNATURE:** [signature]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: THERE ARE ENOUGH PLACES TO LIVE IN AREA. SAVE THE TREES, ANIMALS

PRINTED NAME: Bonnie Popp **ADDRESS:** 41150 Fox Run Road **SIGNATURE:** Bonnie Popp

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Protect Our lands from more building.

PRINTED NAME: SUE REARDON **ADDRESS:** 21765 RATHCOPE **SIGNATURE:** Sue Reardon

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: OVERDEVELOPMENT

PRINTED NAME: JoAnne E. McClure **ADDRESS:** 41765 Orawas Dr. **SIGNATURE:** JoAnne E McClure

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

RODNEY SCHUESSMAN 100 Pleasant Cove Dr Novi

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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City of Novi, Michigan

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** Matthew Karbownik **ADDRESS:** 44091 Galway Drive **SIGNATURE:** Matthew Karbownik

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: In favor of natural protection and against cutting trees running mother nature.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

* MATHEW KARBOWNIK
44091 GALWAY DRIVE
MK

Case Number: JZ2524
Providence Meadows
PETITION OPPOSING REZONING
City of Novi, Michigan
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- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

ROBERT SANTER 44091 GALINA Robert M. Santer

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

IT'S WRONG!

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Margaret M-L Baker 28620 Summit Ct. Novi Margaret M-L. Baker

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
RICHARD ROBCI	41676 MARLBOROUGH PL, NOVI, MI 48377	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
PRESERVE WOODS / WETLANDS — TOO MUCH CLOSE HOUSING

PRINTED NAME:	ADDRESS:	SIGNATURE:
Kathleen Neighbors		

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Save the trees / wetlands

PRINTED NAME:	ADDRESS:	SIGNATURE:
JACQUELINE	24611 HAWTHORNE	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
SAVE THE WETLANDS

PRINTED NAME:	ADDRESS:	SIGNATURE:
Keith Baker	28620 Summit Ct	

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
SAVE LANDS

* Jaqueline Mary Harmon

Case Number: JZ2524
Providence Meadows
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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Diane Jamrog 2464 Hampton Hill Diane Jamrog

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

overdevelopment in Novi and woodlands preservation

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Janice Roble 45686 Marlborough, 48377 J. Roble

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

overdevelopment & to protect our wetlands

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

MARGARET LEHIGH 26362 FIELDSTONE NOVI 26362

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

OVER DEVELOPMENT

Case Number: JZ2524
Providence Meadows
PETITION OPPOSING REZONING
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- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** Ronald Kumon **ADDRESS:** 23700 Maudelea St **SIGNATURE:** Ronald E Kumon

EMAIL:

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

We need to preserve our natural spaces.

- **PRINTED NAME:** Ronny Gow **ADDRESS:** 25700 Cody Cave **SIGNATURE:**

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** Peggy Wright **ADDRESS:** 41002 Marks Dr **SIGNATURE:**

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

ANN BERRY 45652 White Pines Drive Novi Ann L. Berry

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

Loss of woodlands & wetlands, traffic

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:** Gregg Berry

GREGORY BERRY 45652 White Pines Drive Novi

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

loss of woodlands & wetlands, traffic

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:** Barbara P Phelps

Barbara Phelps 24548 Hampton Hills St., Novi, MI

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

preserve our wetlands, overbuilt townhomes

Case Number: JZ2524

Providence Meadows

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** ELIZABETH SANTER **ADDRESS:** 44091 GALWAY DR. 48167 **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

SAVE TREES

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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PRINTED NAME:	ADDRESS:	SIGNATURE:
Daniel Phelps	24549 Hampton Hills Ct. Novi, MI	Dan Phelps

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
overbuilding in Novi -- preserve our wetlands

PRINTED NAME:	ADDRESS:	SIGNATURE:
Jeff and Alice Morgan	24581 Hamptonct	alice Morgan

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Building to much for the roads

PRINTED NAME:	ADDRESS:	SIGNATURE:
Matthew Tunnard	41087 N. McMahon Ct	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Destruction of Natural Areas, Over development

PRINTED NAME:	ADDRESS:	SIGNATURE:
Joyce Tunnard	41087 N. McMahon	Joyce Tunnard

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
over building for the infastructure and I want to preserve our natural land.

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- **PRINTED NAME:** Sylvia Wright **ADDRESS:** 22647 Pentonrise **SIGNATURE:** Sylvia Wright

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** Cynthia Churches **ADDRESS:** 22215 Pondview **SIGNATURE:** Cynthia Churches

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Donald Babcock 44725 Yorkshire Dr. [signature]

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

I walk the trails in this area + don't want them to disappear, or the scenery to change

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Margaret E Babcock 44725 Yorkshire Dr. Margaret E Babcock

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

I am concerned about the increased traffic congestion & environmental impacts.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (I-1)
- Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes
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- Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)
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- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

KATHLEEN M. MUTCH 2454 HAMPTON CT. 48375 Kathleen M. Mutch

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

I oppose any further loss of wetlands & any re-zoning to higher density residential or commercial.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

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MAR 16 2026

CITY OF NOVI
COMMUNITY DEVELOPMENT

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- PRINTED NAME: Paul | ADDRESS: 49601 Deer Run, Northville, MI | SIGNATURE: [signature]

  ☑ Novi Resident ☐ Non-Resident (work/business in Novi)

  REASON FOR OPPOSITION:
  Oppose increased development due to the negative effect on the environment and resident quality of life

- PRINTED NAME: Eve Ryznar | ADDRESS: 49601 Deer Run, Northville, MI | SIGNATURE: [signature]

  ☑ Novi Resident ☐ Non-Resident (work/business in Novi)

  REASON FOR OPPOSITION:
  Oppose increased development due to the negative effect on the environment and resident quality of life

- PRINTED NAME: _____ | ADDRESS: _____ | SIGNATURE: _____

  ☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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- PRINTED NAME: Molly Kenison ADDRESS: 49581 Deer Run SIGNATURE:

  [X] Novi Resident [ ] Non-Resident (work/business in Novi)

  REASON FOR OPPOSITION: Benefits do not outweigh detriments

- PRINTED NAME: Jason Kenison ADDRESS: 49581 Deer Run SIGNATURE:

  [X] Novi Resident [ ] Non-Resident (work/business in Novi)

  REASON FOR OPPOSITION: Benefits do not outweigh detriments

- PRINTED NAME: ADDRESS: SIGNATURE:

  [ ] Novi Resident [ ] Non-Resident (work/business in Novi)

  REASON FOR OPPOSITION:

- PRINTED NAME: ADDRESS: SIGNATURE:

  [ ] Novi Resident [ ] Non-Resident (work/business in Novi)

  REASON FOR OPPOSITION:

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Frank Svechota 23485 High Meadow Dr

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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- **City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"**

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME:	ADDRESS:	SIGNATURE:
Nancy Gillelan	24643 Olde Orchard St Novi, MI 48375	Nancy Gillelan

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
wetlands

PRINTED NAME:	ADDRESS:	SIGNATURE:
Nancy J. Schuyten	26355 Fieldstone Dr.	Nancy J Schuyten

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
wetlands preserved - no more building (housing)

PRINTED NAME:	ADDRESS:	SIGNATURE:
Robert Socia	47111 Summer Brook Ln	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
Control over building and development

PRINTED NAME:	ADDRESS:	SIGNATURE:
HENRIETTA MAKOWSKI	40737 Lenox Park Drive	Henrietta Makowski

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:
preserve wetlands and save wildlife

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Kunal Khot 49482 Hartwick Dr., Novi

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Elizabeth Lasko 24462 Holyoke Ln

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

Ami Elsevich 56617 Amesbury Dr.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

PRINTED NAME: JOHN TENBUSCH **ADDRESS:** 49098 VENETO DRIVE NORTHVILLE, MI 48167 **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: DENSITY IS INAPPROPRIATE FOR THE SUBDIVISION

PRINTED NAME: Dave Nosanchuk **ADDRESS:** 29630 English Way **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Save the wetlands

PRINTED NAME: Sharon Parvana **ADDRESS:** 25336 Sutton Way Novi, Mi. 48374 **SIGNATURE:** Sharon K. Parvana

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Density is inappropriate

PRINTED NAME: JANET BOURBEAU **ADDRESS:** 42534 PARK RIDGE NOVI, MI 48375 **SIGNATURE:** Janet M Bourbeau

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: SAVE THE WETLANDS

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Nicholas Sosnowski 24081 Westmont Dr

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

School system will overloaded, It is full now

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Katie Constantine 47011 Manhattan Cir

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Too built up already - too much traffic, not enough trees no room Schools

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Lisa Floros 41780 Chesterfield

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Too built up, no where for natural wildlife to go.
Novi Schools are begining to get Crowded.

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- **PRINTED NAME:** Niloo Rostami **ADDRESS:** 24299 Lynwood Dr **SIGNATURE:** N.R

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** Tuo Yu Li **ADDRESS:** 26418 Fieldstone Dr. **SIGNATURE:** Tuo Yu Li

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** Chih-Han Liao **ADDRESS:** 48087 Isabella Way **SIGNATURE:**

EMAIL [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Angela Belcher 40921 Mooringside Novi

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Heather Iskandaryan 23117 Meadowbrooke rd Novi

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

[redacted]

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Jennifer Hassan 42671 Capitol Novi, 48375

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Vince Longo 23149 Inverness

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Cara DeLaCarter-Askew

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

[redacted]

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Robert Rapin 45390 Grand river

- **PRINTED NAME:** **ADDRESS:** Novi **SIGNATURE:**

Danielle Pendikatla 24323 Lynwood Novi MI

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Trish Heffernan 24343 Cavendish Ct Novi 48375

EMAIL:

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:
Too Many townhomes in Novi already

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Jackie Conti 22443 Cranbrook Dr. Novi MI. 48375

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

don't need housing over wetlands

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Michelle Conti 22443 Cranbrook Dr. Novi MI 48375

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Animals need somewhere to live, too much housing in Novi

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Jenni Conti 39500 High Pointe Blvd Ste 145 Novi, MI 48375 (work address)

EMAIL: [redacted]

☐ Novi Resident ☑ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Too much townhouse type housing in Novi need more properties for senior age groups
Leave wetlands alone / need areas for animals

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CITY OF NOVI
COMMUNITY DEVELOPMENT

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** KARYN JAKIELA **ADDRESS:** 21679 BEDFORD DR **SIGNATURE:** Karyn Jakiela

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:
SAVE OUR LAND! NATURE!!!

- **PRINTED NAME:** Walter Jakiela **ADDRESS:** 21679 Bedford Dr **SIGNATURE:** Walter Jakiela

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:
Already too dense.

- **PRINTED NAME:** Scott Tonn **ADDRESS:** 25354 Sullivan Ln **SIGNATURE:**

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

Case Number: JZ2524

Providence Meadows

PETITION OPPOSING REZONING

City of Novi, Michigan

Property Location: South of Grand River, West of Henry Ford Providence Hospital

Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (1-1)
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- Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)

Environmental Impacts (from official City consultant reports):

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Other Concerns:

- Zoned "Light Industrial" seeking "High Density" — does not fit the surrounding area
- Clear-cutting 537 healthy, mature trees; significant carbon impact and increased flood risk
- Increases traffic congestion and safety risks
- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

• PRINTED NAME:	ADDRESS:	SIGNATURE:
Jingwen Ji	24527 Nantucket Dr.	

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Loss of forested areas. Increases traffic congestion and safety risks.

• PRINTED NAME:	ADDRESS:	SIGNATURE:
Ashley Zhou	24527 Nantucket Dr.	

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

townhomes are not desirable for many of Novi's families & destroying natural wetlands and trees

• PRINTED NAME:	ADDRESS:	SIGNATURE:
Dong Zhou	24527 Nantucket Dr.	

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Novi had too many homes and less wetlands

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- **PRINTED NAME:** ANDREW HARDING **ADDRESS:** 41486 REINDEER DR. **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

Emily Messenger 25621 Fountain Park Dr. W. Apt 312 Novi, MI 48375

- **PRINTED NAME:** BARBARA COLVIN **ADDRESS:** 45086 YORKSHIRE DR **SIGNATURE:**

EMAIL:

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

Sandra Wrosch 44234 Galway Dr. Northville

- **PRINTED NAME:** WILLIAM WROSCH **ADDRESS:** Sandra Wrosch. **SIGNATURE:**

EMAIL: 44234 GALWAY DR NORTHVILLE MI 48167

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION: William Wrosch

Case Number: JZ2524

Providence Meadows

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

SUSAN MCDOUGAL 24562 NAPLES Susan McDougal

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Kim Hall 45503 Amherst Kim Hall

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Ann Tony Piper 23711 Greening Ct. Clem

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Kathleen M West 43319 Ashbury DR Kathleen West

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Shannon Tierney 25916 Sierra Dr. Novi, Shannon Tierney

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

Clayton Tierney 25916 Sierra Dr

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Patty Ebach 22510 Moorgate St

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

LAURIE Perkins

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

23033 Heatherbrae Way

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

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- **PRINTED NAME:** Joleen Moore **ADDRESS:** 20809 E. Glenhaven Cir. **SIGNATURE:** Joleen Moore

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** Wanda Moon **ADDRESS:** 41360 Foxrun Rd Apt 215 Novi 48377 **SIGNATURE:** Wanda Moon

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:
~~Julia~~ Com

- **PRINTED NAME:** John Comer **ADDRESS:** 27324 Sloan St **SIGNATURE:** John Comer

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

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- **PRINTED NAME:** Brian Oesterling **ADDRESS:** 23465 Highmeadow Dr **SIGNATURE:**

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** Lena Oesterling **ADDRESS:** 23465 Highmeadow Dr **SIGNATURE:**

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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• PRINTED NAME:	ADDRESS:	SIGNATURE:
ROBERT PAUL	21889 HEATHERBAE WAY S NOVI MI 48375	Robert C Paul

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRESERVE THE WETLANDS

• PRINTED NAME:	ADDRESS:	SIGNATURE:
DONNA PAUL	21889 HEATHERBRAE WAY S NOVI MI 48375	Donna P Paul

EMAIL:

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

[redacted]

• PRINTED NAME:	ADDRESS:	SIGNATURE:

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We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** Thomas Woodarczyk **ADDRESS:** 47133 Manhattan Cir **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Love Nature

- **PRINTED NAME:** Monica S. Zampieri **ADDRESS:** 23787 Wintergreen Circle **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Loss of forested areas is not good for our city.

- **PRINTED NAME:** Eva Soto **ADDRESS:** 27299 Harvest **SIGNATURE:** EAS

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Protect Nature

- **PRINTED NAME:** Hitomi Sano **ADDRESS:** 47119 Manhattan Cir **SIGNATURE:**

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION: Protect animal

PETITION OPPOSING REZONING

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PRINTED NAME:	ADDRESS:	SIGNATURE:
KRISTIE BLOCK	41252 clermont Ave NOVI	

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

TO DENSE, RUINING WETLANDS.

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:

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PRINTED NAME:	ADDRESS:	SIGNATURE:
Lisa Baird	22785 Evergreen Ct Novi	Lisa Baird

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

too dense and destruction of wetlands

PRINTED NAME:	ADDRESS:	SIGNATURE:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRINTED NAME:	ADDRESS:	SIGNATURE:

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• PRINTED NAME:	ADDRESS:	SIGNATURE:
RODNEY SCHLESSMAN	100 PLEASANT COVE DR	

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Novi has over expanded with multifamily housing putting extreme pressure on city resources.

• PRINTED NAME:	ADDRESS:	SIGNATURE:
C. Christopher Taylor	100 Pleasant Cove Drive	C. Christopher Taylor

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

NOVI has over expanded

• PRINTED NAME:	ADDRESS:	SIGNATURE:
ANNE HILL	24355 KINGS POINTE NOVI	Anne Hill

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Chandan Nayak 49605 Hartwick Dr. Novi, MI 48374

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Jennifer Bennett 49597 Hartwick Dr Novi, MI 48374

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

BHAVANI KARANTH 49487 Hartwick Dr, Novi 48374

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

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- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Karen Zyczynski 22125 York Mills Ct. Karen Zyczynski

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

MARY MILLER 20870 W. Glen Haven CR.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Mary Beth Miller

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

Liping Huang 49458 Heartwood Dr. Liping Huang

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

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- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** Siddhartha Jarubula **ADDRESS:** 27628 Hartwick Cir **SIGNATURE:** Siddhartha Kumar

EMAIL: [redacted]

☑ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Abhishek Pennelisa 27676 Hartwick Cir

- **PRINTED NAME:** Jaya Lavanya Pavuluri **ADDRESS:** 49653 Hartwick Dr. **SIGNATURE:**

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

PRASAD ATLURI 49621 HARTWICK DR

- **PRINTED NAME:** Sreelatha Kommi **ADDRESS:** 49613 HARTWICK DR **SIGNATURE:** K. Sreelatha

EMAIL: [redacted]

☐ Novi Resident ☐ Non-Resident (work/business in Novi)

REASON FOR OPPOSITION:

Case Number: JZ2524
Providence Meadows
PETITION OPPOSING REZONING
City of Novi, Michigan
Property Location: South of Grand River, West of Henry Ford Providence Hospital
Parcel Numbers: 50-22-17-101-010 and 50-22-17-101-012

Project Overview:

- The property is 31 acres (approximately 23 football fields), currently zoned Light Industrial (1-1)
- Robertson Brothers is requesting rezoning to High-Density Multiple Family (RM-2) to develop 161 townhomes
- Site contains City-regulated woodlands and 6.79 acres of wetlands (approximately 5 football fields)

Environmental Impacts (from official City consultant reports):

- Permanent destruction of 0.528 acre of wetlands (Merjent, Inc. wetland consultant)
- "Loss of forested areas" (woodland consultant report)
- Wetlands include emergent, scrub-shrub (woody shrubs and small trees that provide wildlife habitat), and forested wetlands
- City planning review concerns: "benefits offered do not outweigh detriments" and "use is not consistent with Future Land Use Map"

Other Concerns:

- Zoned "Light Industrial" seeking "High Density" — does not fit the surrounding area
- Clear-cutting 537 healthy, mature trees; significant carbon impact and increased flood risk
- Increases traffic congestion and safety risks
- Few ranch homes/condos available in Novi for residents looking to downsize

We, the undersigned, oppose the proposed rezoning of the above-referenced property.

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

LAURA KRYSTOFF 47631 Greenwich Dr Novi Laura Krystoff

EMAIL: [redacted]

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

NO DESTRUCTION OF WETLANDS

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

JAMES KRYSTOFF 47631 GREENWICH NOVI, MI 48374 James Krystoff

EMAIL: Leave wet lands alone we do not need more housing

☒ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

- **PRINTED NAME:** **ADDRESS:** **SIGNATURE:**

AMANJOT DHALIWAL 27620 HARTWICK CR

EMAIL:

☐ Novi Resident ☐ Non-Resident (work/business in Novi)
REASON FOR OPPOSITION:

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Consideration of approval to award a construction contract to CSM Mechanical for the Bellagio Sanitary Lift Station Improvements project for $309,258.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

KEY HIGHLIGHTS:

- The Bellagio Sanitary Lift Station needs capacity upgrades.
- The project includes upsizing pump station components to meet current and future demands.
- Construction is expected to start this spring contingent on equipment lead times

FINANCIAL IMPACT

	FY 2025/26
EXPENDITURE REQUIRED	**$ 309,258.00 Construction Contract** **$ 53,274.92 Engineering Services** **$362,532.92 Total**
BUDGET **Water & Sewer Fund 592-536.00-976.220**	**$ 856,753.00**
APPROPRIATION REQUIRED	**$ 0**
FUND BALANCE IMPACT	**$ 0**
Budget includes current estimated total project costs for construction (construction engineering, crew days, contingency, etc.), which is $398K.	

BACKGROUND INFORMATION:

The Bellagio Sanitary Lift Station was identified in the 2023 Sanitary Master Plan for capacity upgrades based on expected growth. The existing design peak flow is 67% of the pump station's firm capacity (capacity met during peak demand when the largest pumping unit is out of service), and current development will result in flows

reaching 100% of the firm capacity. This project will include upsizing select pump station components to meet current and future demands.

City engineering consultant, OHM Advisors, assisted City staff with design of the Bellagio Sanitary Lift Station Improvements project. The project was advertised for public bids on March 26, 2026. Nine (9) bids were received and opened on April 22, 2026, following the solicitation period. CSM Mechanical, LLC, is recommended in the best interest of the City as it is responsive and complies with all the requirements of the bidding instructions. The award recommendation letter, including the bid tabulation, is attached.

Contractor	**Total Bid***
CSM Mechanical, LLC	$341,658.00
Lawrence M. Clark	$460,000.00
Sorenson Gross Company, LLC	$460,143.00
JK of Michigan	$556,400.00
V.I.L. Construction, Inc.	$556,900.00

***Crew Days are included to compare bids but not included in the award. See bid tabulation for all bids received.**

The contract administration services related to this project will be awarded to the following pre-qualified firm using the fee percentages in the Agreements for Professional Engineering Services for Public Projects.

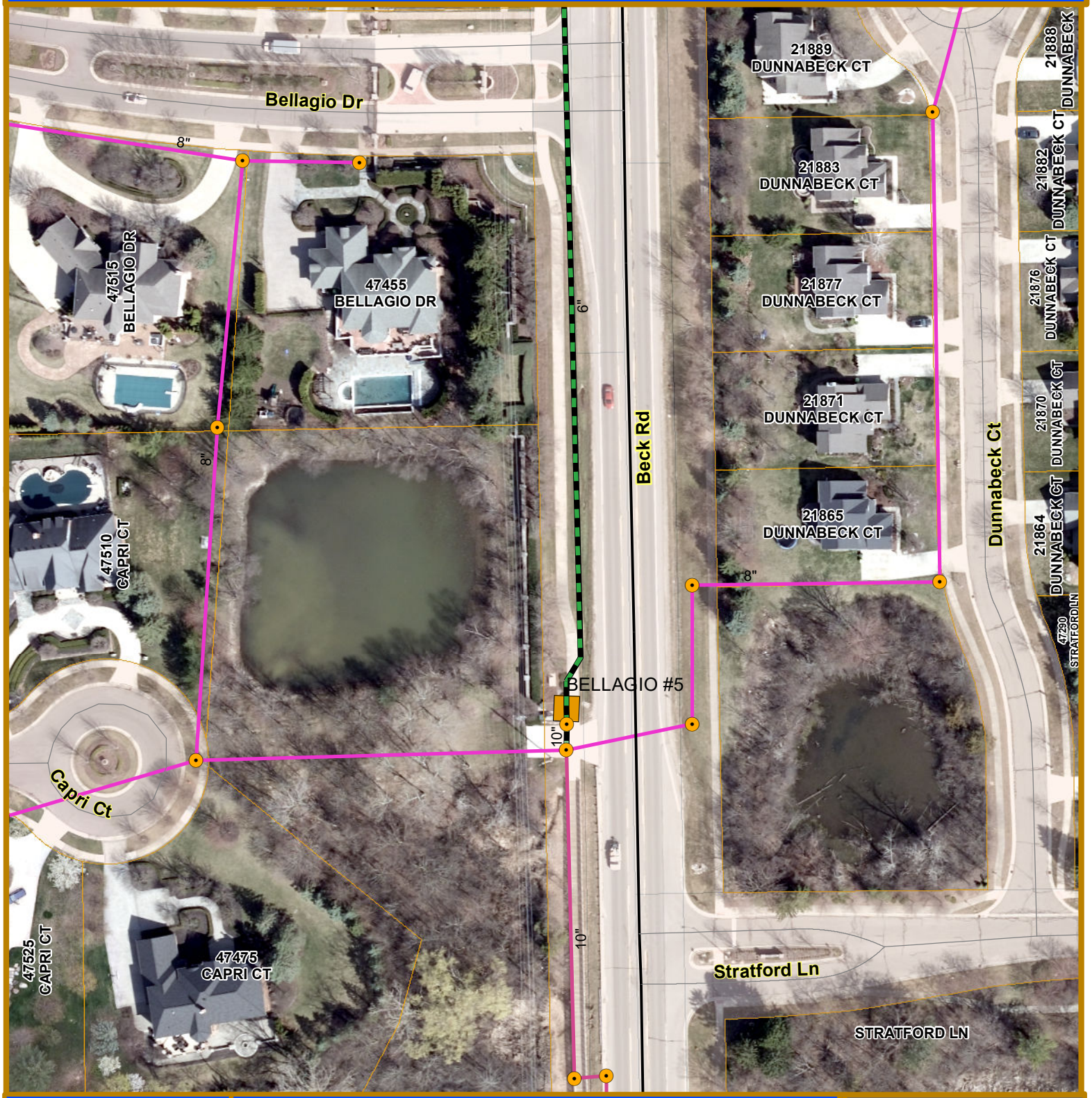
OHM	Contract Administration	6.75% of the construction award	$20,874.92
	Crew Days	$800 daily inspection fee x 40.5 days	$32,400.00
		TOTAL	**$53,274.92**

Construction is expected to start this spring and will take 6-7 months to complete.

RECOMMENDED ACTION: Approval to award a construction contract to CSM Mechanical for the Bellagio Sanitary Lift Station Improvements project for $309,258.

Bellagio Sanitary Lift Station

Location Map



Map Author: Runkel
Date: 8-27-24
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.

Legend

- Sanitary Manhole
- Sanitary Lift Station
- 6"
- 10"

Gravity Main

- 8"
- 10"

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

0 15 30 60 90
Feet
1 inch = 91 feet

ARCHITECTS. ENGINEERS. PLANNERS.

OHM Advancing Communities®

April 24, 2026

City of Novi
Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375

Attention: Mr. Ben Croy, P.E., City Engineer

Regarding: Recommendation of Award – Bellagio Lift Station Improvements

On April 22nd, 2026, at 10:00 am, a total of nine bids were received for the above referenced project. The list of the three (3) lowest bidders and their total bid amounts are included in the table below. We have calculated the bid amounts of all work items from the bidders in the attached bid tabulation.

Contractor	Total Bid
CSM Mechanical, LLC	$341,928.00
Lawrence M. Clarke, Inc.	$460,000.00
Sorensen Gross Company, LLC	$460,143.00

The project scope consists of improvements to the existing sanitary lift station, including submersible pump replacement, valves, piping, electrical equipment, conduit and wiring, bypass pumping, and miscellaneous site restoration improvements. The work to be completed under this Contract includes the furnishing of all materials, equipment, and labor necessary to complete the proposed work, in accordance with the contract documents.

CSM Mechanical, LLC, located in Milford, Michigan, is the low bidder on this project. They have experience in similar projects for municipalities and agencies throughout the area. They have previously performed work for the City of Novi, including the Garfield Lift Station project. Based on our previous experience, and their qualifications, we recommend award of the Bellagio Lift Station Improvements project to CSM Mechanical, LLC in the estimated award amount of $309,528.00. The amount entered in the bid for Crew Days ($32,400) is not included in the recommended award amount as these are not part of payments made to the Contractor, but these amounts are included in the total for evaluating the bids.

If you have any questions or require additional information, please feel free to contact this office.

Sincerely,
OHM Advisors

Timothy J. Juidici, P.E.
Principal

Encl: Bid Tabulation

cc: Rebecca Runkel
Carey Bond, OHM

OHM Advisors®
2365 PONTIAC RD, SUITE 201
AUBURN HILLS, MICHIGAN 48326
T 248.751.3100
F 248.287.4201
OHM-Advisors.com

Tabulation for Bids Received on 4/22/2026
Bellagio Pump Station Rehabilitation
City of Novi, Oakland County, State of Michigan
OHM Job No.: 0163-24-0070

Item No.	Description	Estimated Quantity		CSM Mechanical, LLC 1235 Holden Avenue Milford, MI 48381 Phone: (248) 302-2078		Lawrence M. Clarke, Inc. 50850 Bemis Road Belleville, MI 48111 Phone: (734) 481-1565		Sorensen Gross Company, LLC 111 E Court St, Suite 1-S Flint, MI 48502 Phone: (810) 767-4821		VIL Construction, Inc. 6670 Sims Drive Sterling Heights, MI 48313 Phone: (586) 979-6020		JK of Michigan 3201 West Michigan Ave Jackson, MI 49202 Phone: (517) 740-9887		Z Contractors, Inc. 50500 Design Lane Shelby Township, MI 48315 Phone: (586) 625-8899		Major Contracting Group Inc. 12222 Greenfield Road Detroit, MI 48227 Phone: (313) 532-3212		L. D'Agostini & Sons, Inc. 15801 23 Mile Road Macomb Township, MI 48042 Phone: (586) 781-5800		LGC Global, Inc. 7310 Woodward Ave, Suite 500 Detroit, MI 48202 Phone: (313) 215-1669	
				Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount	Unit Price	Amount
1)	Mobilization, Max. 5%	1	LS	$17,083.00	$17,083.00	$10,000.00	$10,000.00	$22,189.00	$22,189.00	$26,000.00	$26,000.00	$20,000.00	$20,000.00	$27,000.00	$27,000.00	$30,000.00	$30,000.00	$55,000.00	$55,000.00	$54,531.39	$54,531.39
2)	Audio Video Recording	1	LS	$2,175.00	$2,175.00	$10,000.00	$10,000.00	$2,448.00	$2,448.00	$2,500.00	$2,500.00	$3,000.00	$3,000.00	$845.00	$845.00	$1,250.00	$1,250.00	$1,250.00	$1,250.00	$4,515.00	$4,515.00
3)	Soil Erosion and Sedimentation Control	1	LS	$5,500.00	$5,500.00	$5,000.00	$5,000.00	$4,117.00	$4,117.00	$6,500.00	$6,500.00	$5,400.00	$5,400.00	$5,000.00	$5,000.00	$5,000.00	$5,000.00	$3,000.00	$3,000.00	$25,131.09	$25,131.09
4)	Traffic Maintenance and Control	1	LS	$4,524.00	$4,524.00 [1]	$15,000.00	$15,000.00	$8,966.00	$8,966.00	$5,500.00	$5,500.00	$5,000.00	$5,000.00	$15,000.00	$15,000.00	$16,000.00	$16,000.00	$5,000.00	$5,000.00	$64,163.57	$64,163.57
5)	Sanitary Pump Station	1	LS	$246,203.00	$246,203.00	$375,000.00	$375,000.00	$354,504.00	$354,504.00	$432,000.00	$432,000.00	$475,000.00	$475,000.00	$421,100.00	$421,100.00	$468,000.00	$468,000.00	$490,000.00	$490,000.00	$622,341.93	$622,341.93
6)	Crew Days	$800.00	Per Day	40.5	$32,400.00	25	$20,000.00	30	$24,000.00	20	$16,000.00	28	$22,400.00	22	$17,600.00	50	$40,000.00	30	$24,000.00	84	$67,200.00
7)	Sewage Bypass Equipment Install/Removal	1	LS	$9,480.00	$9,480.00	$5,000.00	$5,000.00	$29,155.00	$29,155.00	$25,900.00	$25,900.00	$12,600.00	$12,600.00	$42,000.00	$42,000.00	$10,000.00	$10,000.00	$15,000.00	$15,000.00	$15,732.67	$15,732.67
8)	Sewage Bypass Equipment Rental/Operation	4	Weeks	$6,140.75	$24,563.00	$5,000.00	$20,000.00	$3,691.00	$14,764.00	$10,625.00	$42,500.00	$13,000.00	$52,000.00 [1]	$8,000.00	$32,000.00	$8,000.00	$32,000.00	$6,500.00	$26,000.00	$11,046.10	$44,184.40
	TOTAL BID AMOUNT				**$341,928.00** [2]		**$460,000.00**		**$460,143.00**		**$556,900.00**		**$595,400.00** [2]		**$560,545.00**		**$602,250.00**		**$619,250.00**		**$897,800.05**

CORRECTIONS

[1] Contractors Multiplication Error Corrected

[2] Total Adjusted due to Mathematical Complications

P:\0126_0165\0163240070_Novi_Bellagio_LS_2025_Imp_Construction\100 Administration\101 Bidding\101C Bids\[bidtab_0163240070_Bellagio Pump Station.xls]Sheet1

BID
for
Bellagio Pump Station Rehabilitation

Bid of CSM Mechanical, LLC hereinafter called Bidder, organized and existing under the laws of or a resident of the State of Michigan, doing business as an individual, LLC *.

Insert as applicable: "a corporation", "a partnership" or "an individual".

TO THE CITY OF NOVI, MICHIGAN, hereinafter called OWNER:

The undersigned as Bidder hereby declares: that this Bid is made in good faith without fraud or collusion with any person or persons bidding on the same Contract; that the Bidder has read and examined the Advertisement for Bids, Instructions to Bidders, Bid, General Conditions, Supplementary Conditions, Agreement, Forms of Bond, Specifications and Drawings, as prepared by the ENGINEER, and understands all of the same; that the Bidder of its representative has made personal investigation at the site and has become fully familiar with regard to the conditions to be met in the execution of this Contract, and the undersigned proposes to furnish all labor, materials, tools, power, transportation, and construction equipment necessary for the construction of the Project and performing related work in full accordance with the aforesaid Contract Documents, including any and all Addenda officially issued, their receipt of which is hereby acknowledged:

Addendum No.	Addendum Date
ADDENDUM No. 1	04.10.26

The Contract will be awarded to the lowest responsive, responsible Bidder based on the unit prices for all Work specified.

The Bidder agrees to complete the Project for the following unit prices:

Item No.	Item Description	Qty	Unit	Unit Price	Total Price
1.	Mobilization, Max. 5%	1	LS	$17,083.00	$17,083.00
2.	Audio Video Recording	1	LS	$2,175.00	$2,175.00
3.	Soil Erosion and Sedimentation Control	1	LS	$5,500.00	$5,500.00
4.	Traffic Maintenance and Control	1	LS	$4,524.00	$4,254.00
5	Sanitary Pump Station	1	LS	$246,203.00	$246,203.00
6.	Crew Days	40.5	CDay	$800	$32,400.00

7.1	Sewage Bypass Equipment Install/Removal	1	LS	$ 9,480.00	$ 9,480.00
7.2	Sewage Bypass Equipment Rental/Operation	4	Weeks	$	$ 24,563.00
	TOTAL BASE BID PRICE (1-7.2):			**$**	341,658.00

If the foregoing Bid shall be accepted by the OWNER, the undersigned agrees to enter into the attached form of Agreement within ten (10) days after receiving notice of such acceptance, will furnish the OWNER satisfactory bonds and certificates of insurance coverage, and will complete the Project, at the price and within the time stated in this Bid.

The undersigned further agrees that if the foregoing Bid shall be accepted, work will commence immediately after the Contract has been awarded, the Agreement executed, and a Notice to Proceed received. **The undersigned shall complete the Work to Substantial Completion within 180 calendar days, and to Final Completion, including restoration and all punch list items, within 210 calendar days.**

The undersigned attaches hereto its Bid security, as required by the Advertisement for Bids and Instructions to Bidders. The undersigned agrees that in case it shall fail to fulfill its obligations under the foregoing Bid, and/or shall fail to furnish bonds, as specified, the OWNER may, at its option determine that the undersigned has abandoned its rights and interests in such Contract and that its Bid security accompanying its Bid; has been forfeited to the said OWNER, but otherwise the Bid security shall be returned to the undersigned upon the execution of the Contract and the acceptance of the bonds.

The undersigned also agrees that for each and every calendar day that he may be in default of Substantial Completion of the Work, within the time specified in this Bid, the OWNER will suffer a damage of SIX HUNDRED DOLLARS ($600) per day, and said OWNER shall be compensated therefore at the rate as liquidated damages in accordance with the Agreement.

In submitting this Bid, it is understood that the right is reserved by the OWNER to accept any bid, to reject any or all Bids, and to waive irregularities in bidding in the interest of the OWNER.

SUBMITTED on 4-22-26
Date*

1235 Holden Ave.
Street*

Milford MI 48381
City, State, ZIP*

248-302-2078
Telephone Number*

Facsimile Number*

BY: CSM Mechanical
Name of Bidder*

Signature

Craig S. Mortz Member
Name and Title of Signatory*

*Typed or printed in ink.

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Consideration of awarding a contract to Robinson Capital for Portfolio Management Services.

SUBMITTING DEPARTMENT: Finance

KEY HIGHLIGHTS:

- Engages specialized portfolio management services for approximately, initially, $50 million in operating and capital funds (non-pension).
- Establishes a three-year agreement with an optional two-year extension.

FINANCIAL IMPACT

	FY 26/27
EXPENDITURE REQUIRED	**$ 40,000 estimated annual amount**
BUDGET	
101-191.00-816.000	**$ 40,000**
APPROPRIATION REQUIRED	**$ 0**
FUND BALANCE IMPACT	**$ 0**

BACKGROUND INFORMATION:

Historically, the investment of the City's operating and capital (non-pension) funds has been managed internally by the Treasury Department. Given the continued growth and complexity of the portfolio, engaging a firm with specialized investment management expertise will support effective oversight and optimization of the City's investment strategy.

RECOMMENDED ACTION: Approval to award a contract to Robinson Capital for Portfolio Management Services for a term of three years beginning July 1, 2026, with an optional two-year extension subject to final review and approval of agreement terms by the City Manager and City Attorney's office.

ROBINSON CAPITAL MANAGEMENT, LLC

INVESTMENT ADVISORY AGREEMENT

CITY OF NOVI
(Name of Client)

CITY OF NOVI
Name of Account ("**Account**")

The undersigned ("**Client**") hereby agrees to employ Robinson Capital Management, LLC ("**Robinson**"), and Robinson agrees to serve as an adviser for the Account named above as of _____, 2026 upon the following terms and conditions of this Investment Advisory Agreement (this "**Agreement**"):

1. Description of Services. Robinson will assume responsibility for the investment management of the Account as of the date set forth above. In addition to its discretionary management of the Account, Robinson may periodically provide credit research to the Client.

Robinson will supervise and direct the investments of and for the Account subject to and in accordance with the established investment objectives, special instructions or limits that Client requests that Robinson follow in managing the Account, as set forth in the investment guidelines contained in Exhibit B, which is hereby incorporated herein ("**Guidelines**"). For the avoidance of doubt, Robinson shall not be responsible for the management of assets, including uninvested cash, maintained in the Account which have not been specifically designated for investment by Robinson.

Client hereby appoints Robinson as Client's attorney-in-fact and grants Robinson a limited power-of-attorney to act on behalf of the Account, subject to the Guidelines, to buy, sell, exchange, convert and otherwise trade in authorized securities as Robinson may select, including money market instruments, certificates of deposit (collateralized and uncollateralized) and other securities as authorized under the laws applicable to the Client. Robinson may also enter into a Deposit Account Agency Agreement on behalf of the Client with the American Deposit Management Company ("**Deposit in Place Program**"). Accordingly, Robinson may issue instructions or orders to purchase, sell, redeem other otherwise effect transactions involving the Deposit in Place Program. Robinson may establish and deal through one or more custodians, securities broker-dealers or banks. This discretionary authority shall remain in full force and effect until Robinson receives written notice from Client of its termination of this Agreement.

2. Custody of Assets; Cash Management; Reconciliations. Robinson shall not act as custodian for assets of the Account, or take or have possession of any assets of the Account. Client will or have established an account with a qualified custodian, as defined in the Investment Advisers Act of 1940, as amended ("**Advisers Act**"). Client authorizes and directs Robinson to instruct custodian on the Client's behalf to (a) send Client at least quarterly a statement showing all transactions occurring in the Account during the period covered by the account statement, and the funds, securities and other property in the Account at the end of the period; and (b) provide Robinson copies of all periodic statements and other reports for the Account that custodian sends

to Client in order that Robinson from time to time may reconcile its records to those of the custodian. Such reconciliations are solely for Robinson's own internal purposes in the administration of the Account, and Robinson undertakes no responsibility or liability for any act or omission of the custodian whether or not disclosed in the statements of the custodian received by Robinson. The Client acknowledges and agrees that the Client has the responsibility to ensure the Client receives statements directly from the custodian and to verify statements from the custodian with statements received from Robinson.

To the extent the Client will participate in the Deposit in Place Program, American Deposit Management Company ("**ADM**") will select Federal Deposit Insurance Corporation ("**FDIC**") and/or National Credit Union Administration ("**NCUA**") insured depository institutions to hold the assets of the Account invested in the Deposit in Place Program. Further, ADM will ensure that the funds are appropriately insured by the FDIC and/or the NCUA, as applicable. Client shall inform Robinson of any restrictions on the types of short-term investment vehicles employed for cash holdings. Client will be solely responsible for paying all fees or charges of the custodian, including those fees applicable under the Deposit in Place Program.

3. Documents and Authorities. Client represents and warrants that the appointment of Robinson on the basis set forth in this Agreement is authorized by and has been accomplished in accordance with procedures specified in the by-laws or other document(s) of Client regarding governance of the Account, and, if so requested, shall furnish Robinson with true copies of all resolutions, consents and notices as may be required to be taken or made pursuant to such procedures. .

In the event there are conflicts or ambiguity between this Agreement and the Guidelines, this Agreement will control. In the event there is conflict or ambiguity between the Guidelines and any statement or response made in a request for proposal or the constituent documents of Client, which includes but is not limited to organizational documents, trust agreement or similar documents that sets forth the policies under which Client is to operate, the Guidelines will control.

Robinson represents and warrants that it is registered as an investment adviser with the U.S. Securities and Exchange Commission pursuant to the Advisers Act, and that such registration is currently effective. Each of the parties to this Agreement hereby represents that (a) it is duly authorized and empowered to execute, deliver and perform this Agreement, (b) that such action does not conflict with or violate any provision of law, rule or regulation, contract or other instrument to which it is a party or to which any of its property is subject and (c) that this Agreement is a valid and binding obligation of such party enforceable against such party in accordance with its terms except as such enforcement may be limited by bankruptcy or similar laws affecting creditors rights. Further, Client represents that it has made its own determination that the investment strategies and programs to be utilized by Robinson in managing the Account are suitable for the Client.

4. ERISA. The Client represents that the Account is not subject to the Employee Retirement Income Security Act of 1974.

5. Proxies. Notwithstanding Robinson's discretionary authority to make investment decisions on behalf of the Client, Robinson will not exercise proxy voting authority over Client

securities. The Client shall be instructed to inform the custodian that Robinson should not be designated as the party to receive information on voting Client proxies. The obligation to vote Client proxies shall at all times rest with the Client. Should Robinson inadvertently receive proxy information for a security held in Account, Robinson will promptly forward such information on to the Client, but will not take any further action with respect to the voting of such proxy. Upon termination of this Agreement, Robinson shall make a good faith and reasonable attempt to forward proxy information inadvertently received by Robinson on behalf of the Client to the forwarding address provided by the Client to Robinson.

6. Brokerage. Unless otherwise authorized or directed, Adviser reserves the right to choose any broker-dealer through which to execute Client's securities transactions consistent with Robinson's fiduciary duty to obtain best execution. In selecting a broker-dealer, Robinson may consider, among other things, the broker or dealer's execution capabilities, reputation and access to the markets for the securities being traded. To the extent the Client directs trading in the account to a particular broker or custodian,. Client recognizes that any such direction may result in the Account paying higher brokerage commissions or receiving less favorable prices than might otherwise be possible. Brokerage commissions and other custodial fees will be charged separately to the Client.

7. Legal Proceedings and Voting Rights of Portfolio Securities. Although Robinson is authorized to provide investment supervisory services, Robinson will not file proof of claims in class action settlements. Client assumes the sole responsibility of evaluating the merits and risks associated with any class action settlement; therefore Client is responsible for filing proofs of claims. Client's response to a settlement notice will impact Client's legal rights. In no way shall Client be precluded from contacting Robinson for information about a particular class action settlement. Should Robinson inadvertently receive proof of claims for securities class action settlements on behalf of Client, Robinson will immediately forward such information on to Client, and will not take any further action with respect to the claim.

8. Compensation of Robinson. The compensation of Robinson shall be paid in accordance with Robinson's schedule of fees attached hereto as Exhibit A and is hereby incorporated herein. Advisor calculates its fees based on account balances as reflected in the electronic data provided by the Custodian to Advisor. In any partial billing period, the advisory fee will be pro-rated based upon the number of days that the Account was open during that period. In some cases, the electronic statement balances provided by the Custodian can differ from the paper statements sent by the Custodian due to differing treatment of trade settlement and pending trades. Client understands that Account assets invested in shares of mutual funds or other investment companies ("funds") will be included in calculating the value of the Account for purposes of computing Advisor's fees and the same assets will also be subject to additional advisory and other fees and expenses, as set forth in the prospectuses of those funds, paid by the funds, but ultimately borne by the investor. The Advisor shall not be compensated on the basis of a share of capital gains upon or capital appreciation of the funds or any portion of the funds of Client.

9. Risk Acknowledgement. Robinson shall be responsible for managing the Account only in accordance with the Guidelines and applicable law. Robinson does not guarantee the future performance of the Account or any specific level of performance, the success of any investment

decision or strategy that Robinson may use, or the success of Robinson's overall management of the Account. Client understands that investment decisions made for the Account by Robinson are subject to various market, currency, economic, political and business risks, and that those investment decisions will not always be profitable. Robinson will manage only the securities, cash and other investments held in the Account and in making investment decisions for the Account; Robinson will not consider any other securities, cash or other investments owned by Client. Except as may otherwise be provided by law, Robinson will not be liable to Client for (a) any loss that Client may suffer by reason of any investment decision made or other action taken or omitted in good faith by Robinson with that degree of care, skill, prudence, and diligence under the circumstances that a prudent person acting in a fiduciary capacity would use; (b) any loss arising from Robinson's adherence to Client's instructions or the Guidelines; or (c) any act or failure to act by the Custodian, any broker or dealer to which Robinson directs transactions for the Account, or by any other third party. Federal and state securities laws impose liabilities under certain circumstances on persons who act in good faith, and therefore nothing in this Agreement will waive or limit any rights that Client may have under those laws.

10. Confidential Relationship. Except as otherwise provided by applicable law, all information and recommendations furnished by either party to the other shall at all times be treated in strictest confidence and shall not be disclosed to third persons except as may be required by law, or except upon the prior written approval of the other party to this Agreement. Notwithstanding the foregoing, Robinson may disclose Client as a representative client in its marketing materials. In addition, by signing this agreement, Client authorizes Robinson to give a copy of this Agreement to any broker, dealer or other party to a transaction for the Account, or the custodian as evidence of Robinson's limited power of attorney and authority to act on Client's behalf. Client also grants Robinson authority to discuss, disclose, and provide confidential Client information to outside attorneys, auditors, consultants and any other professional advisors retained by Robinson to the extent the Robinson deems necessary to carry out the responsibilities set forth in this Agreement. Robinson shall not be liable for the disclosure of any confidential Client information to the extent such information is provided in accordance with Robinson's services provided under this Agreement.

11. Non-Exclusive Contract; Independent Contractor Status. It is understood that Robinson renders investment advisory services for clients and customers other than the Account. Nothing in this Agreement shall be deemed to impose upon Robinson any obligation to purchase or sell or to recommend for purchase or sale by or for the Account any security or other property which the officers or employees of Robinson may purchase or sell for their own accounts or which Robinson may purchase or sell for the account of any other client or customer. Client recognizes that transactions in a specific security may not be accomplished for all client accounts at the same time or at the same price. Neither Robinson's acceptance of the Guidelines, nor any other provision of this Agreement shall be considered a guaranty that any specific result will be achieved. Except as necessary to perform this Agreement, Robinson shall be deemed to be an independent contractor and shall have no authority, unless otherwise provided or authorized, to act for or represent Client in any way or otherwise be deemed to be an agent of the Client.

12. Binding Agreement; Assignment. This Agreement will bind and be for the benefit of the parties to the Agreement and their successors and permitted assigns. This Agreement may

only be assigned (within the meaning of the Advisers Act) in a manner consistent with the Advisers Act.

13. Term and Termination. This Agreement shall be effective on the date it is signed by both Parties and shall continue until June 30, 2029, unless terminated earlier as provided herein. The Parties may elect to extend the Agreement by signing an amendment to this Agreement This Agreement may be terminated upon thirty (30) days prior written notice by either party.

14. Acknowledgement of Disclosure; Electronic Delivery. Client acknowledges that is has received and reviewed Robinson's Form ADV, Parts 2A and 2B prior to, or at the time of, execution of this Agreement. Client hereby consents to receive Robinson's Form ADV, Part 2 and any supplements thereto, Robinson's privacy notice and any other communications from Robinson electronically via Client's current e-mail address provided to Robinson. Client will notify Robinson of any changes to its email address of record. The undersigned Client may revoke this consent and/or request paper copies at any time by writing Robinson at the address below.

15. Notices. If any written notice is required to be given by one party to this Agreement to the other, such notice shall be personally delivered; or mailed by registered or certified mail, postage prepaid to:

if to Robinson at:

Attn: Chief Operating Officer
63 Kercheval Avenue, Suite 111
Grosse Pointe Farms, MI 48236

if to Client or Client's Representative at:

Attn: Treasurer
City of Novi
45175 Ten Mile Road
Novi, MI 48375

Any written notice so served shall be deemed validly served upon receipt of such notice by the party to whom it is addressed.

16. Authorized Representatives of Client. Each individual identified, whether by name or by title, as provided on Exhibit C as Client's representatives, are each individually authorized to communicate with Robinson in all areas and in all manners set forth in this Agreement and as further specified in Exhibit C ("**List of Authorized Client Representatives**" and each person so identified; a "**Client Representative**"). Robinson is authorized to act on any information given to it by a Client Representative. Robinson has no obligation to make inquiries regarding the authority of individuals provided on the List of Authorized Client Representatives and shall not incur any liability whatsoever in relying upon any information or communication provided electronically or document signed by a Client Representative. It remains the sole responsibility of Client to provide Robinson with revisions to the List of Authorized Client Representatives as appropriate and necessary.

17. Entire Agreement; Counterparts; Governing Law. This Agreement and the undertakings set forth herein constitute the entire agreement between the parties hereto with respect to the investment and management of the Account and can be amended only by a written document signed by the parties. Headings used in this Agreement are for convenience only and shall not affect the construction or interpretation of any of its provisions. Each of the provisions of this Agreement is severable, and the invalidity or inapplicability of one or more provisions, in whole or in part, shall not affect any other provision. This Agreement may be executed in counterparts, each of which shall be deemed an original. The parties consent to the exclusive jurisdiction and venue of the Sixth Judicial Circuit Court of the State of Michigan, the 52-1 District of the State of Michigan, or the United States District Court for the Eastern District of Michigan, Southern Division, as dictated by the applicable jurisdiction of the court for resolution of disputes hereunder and this Agreement shall be construed and interpreted under the laws of the State of Michigan.

[Signature Page Follows]

CLIENT SIGNATURE

Please check the boxes below as applicable.

□ Account holder is a **government entity**. The term "government entity" means any U.S. state (including any U.S. state, the District of Columbia, Puerto Rico, the U.S. Virgin Islands or any or possession of the United or political subdivision of a state, including (i) any agency, authority, or instrumentality of the state or political subdivision; (ii) a plan or pool of assets controlled by the state or political subdivision or any agency, authority, or instrumentality thereof; and (iii) any officer, agent, or employee of the state or political subdivision or any agency, authority, or instrumentality thereof, acting in their official capacity.

(Signatures of Authorized Representatives)

CITY OF NOVI

_____

_____

Date

ACCEPTED BY:

ROBINSON CAPITAL MANAGEMENT, LLC

_____

JAMES ROBINSON, CEO

_____

Date

EXHIBIT A

COMPENSATION

ANNUAL FEE
ENHANCED CASH Client will pay an advisory fee of 8 basis points or 0.08% annually on the First $50,000,000 and 6 basis points or 0.06% annually on amounts above $50,000,000. The fee will be charged monthly in arrears based on the market value of the client's account as of the last day of the billing period. For months during which Client makes material capital contributions to or withdrawals from the Account, Robinson may assess its fee based on the average of the previous month-end market value and the current month-end market value of all assets in the Account, excluding cash and any private funds, mutual funds or other pooled investment vehicles affiliated with Robinson.

EXHIBIT B

GUIDELINES

Guidelines. The guidelines to be followed by Robinson in managing your Account are set forth below. (Please describe investment restrictions and guidelines below or attach a separate statement.)
Account Name #: CITY OF NOVI **CLIENT OBJECTIVES:** See City Investment Policy Attached.

EXHIBIT C

LIST OF AUTHORIZED CLIENT REPRESENTATIVES

Client's representatives authorized to communicate with Robinson in all areas and in all manners set forth in this Agreement, are as follows:

NAME & TITLE (if applicable)	**E-MAIL ADDRESS**	**SPECIMEN SIGNATURE**	**UNLESS LISTED HERE, THERE IS NO LIMITATION ON AUTHORITY AND EACH INDIVIDUAL IS AUTHORIZED ON AN INDIVIDUAL BASIS (list any limitations on authority here)**
Tina Glenn	tglenn@cityofnovi.org		
Victor Cardenas	vcardenas@cityofnovi.org		

Additional Authorization Requirements:

Client represents that:

a) The individuals' e-mail addresses provided are correct.

b) The individuals are authorized to provide information on an individual basis and without limitation unless otherwise noted above.

c) Information may be provided to Robinson in electronic format, without a signature and Robinson is not required to verify that the message originated from the individual.

Client acknowledges and understands that Client is solely responsible for providing updates to Robinson on all matters regarding this authorization form.

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Consideration of approval to award the construction contract to Major Construction Group, the low bidder, for the 2026 Neighborhood Sidewalk Program in the amount of $1,104,543.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

KEY HIGHLIGHTS:

- Sidewalk program will prioritize 2" deflections and addresses all deflections greater than ¾" in 19 subdivisions.
- The subdivisions were selected by determining the density of repairs needed in each subdivision throughout the city.
- Construction is expected to begin in late May or early June, with substantial completion by end of November.

FINANCIAL IMPACT

	FY 2025/26 Budget	FY 2026/27 Proposed	TOTAL
EXPENDITURE REQUIRED	**$ 1,104,543.66 Construction Award** **$ 191,543.03 Engineering Services**		**$ 1,296,086.69**
BUDGET **Municipal Street Fund** **204-446.000-975.028**	**$ 932,250.95**	**$ 650,000.00**	**$ 1,582,250.95**
APPROPRIATION REQUIRED	**$ 0**	**$ 0**	**$ 0**
FUND BALANCE IMPACT	**$ 0**	**$ 0**	**$ 0**
Budget includes current estimated total project costs for construction (construction engineering, crew days, contingency, etc.), which is $1.49M.			

BACKGROUND INFORMATION:

City engineering consultant, AECOM, assisted the Engineering Division with developing a plan for the 2026 Neighborhood Sidewalk Program. The subdivisions were selected

by determining the density of repairs needed in each subdivision throughout the city. This density rating was created utilizing data from the ICC/IMS sidewalk survey, and field verified by AECOM. The 2026 Neighborhood Sidewalk Program (NSP) repairs and replaces damaged sidewalk panels that pose a risk to public safety. The program includes tree pruning and removal where tree roots are responsible for the sidewalk damage. Pilot programs were conducted in Meadowbrook Glens in 2022, followed by a second phase in 2024 that included Bristol Corners, Willowbrook Farms, Westminster Village, and Chase Farms/Yerkes Manor. Additionally, ICC/IMS was contracted in 2025 to conduct a comprehensive survey of all sidewalks.

Through pilot programs and data collected from a citywide sidewalk survey completed by ICC/IMS, the first phase of a multiyear NSP has been developed. All subdivisions have been prioritized based on repair density to guide scheduling, and this initial year will refine timelines and inform more accurate cost, and completion estimates for total program completion.

The 2026 NSP construction will take place in the following 19 subdivisions (map attached):

Addington	Dunnabeck Estates	North Haven Woods	Southwyck of Novi
Amberlund Estates	Haverhill Farms	Novi Heights	Westridge Downs
Broadmoor Park	Homestead Site Condos	Royal Crown Estates	Whispering Meadows
Camborne Place	Leslie Park	Settlers Creek	Woods of Novi
Cedarspring Estates	Mockingbird	Simmons Orchards	

The project was advertised on April 6, 2026. Five bids were received and opened on April 27, 2026, following the solicitation period. Major Construction Group is recommended in the best interest of the City as it is responsive and complies with all the requirements of the bidding instructions. The award recommendation letter and the bid tabulation are attached.

Contractor	**Total Bid***
Major Construction Group	$1,200,543.66
Rotondo Construction	$1,223,711.00
OCG Companies	$1,255,177.20
JB Contractors	$1,361,285.40
Great Lakes Contracting	$1,683,826.35

***Crew Days are included to compare bids but not included in the award. See bid tabulation for all bids received.**

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

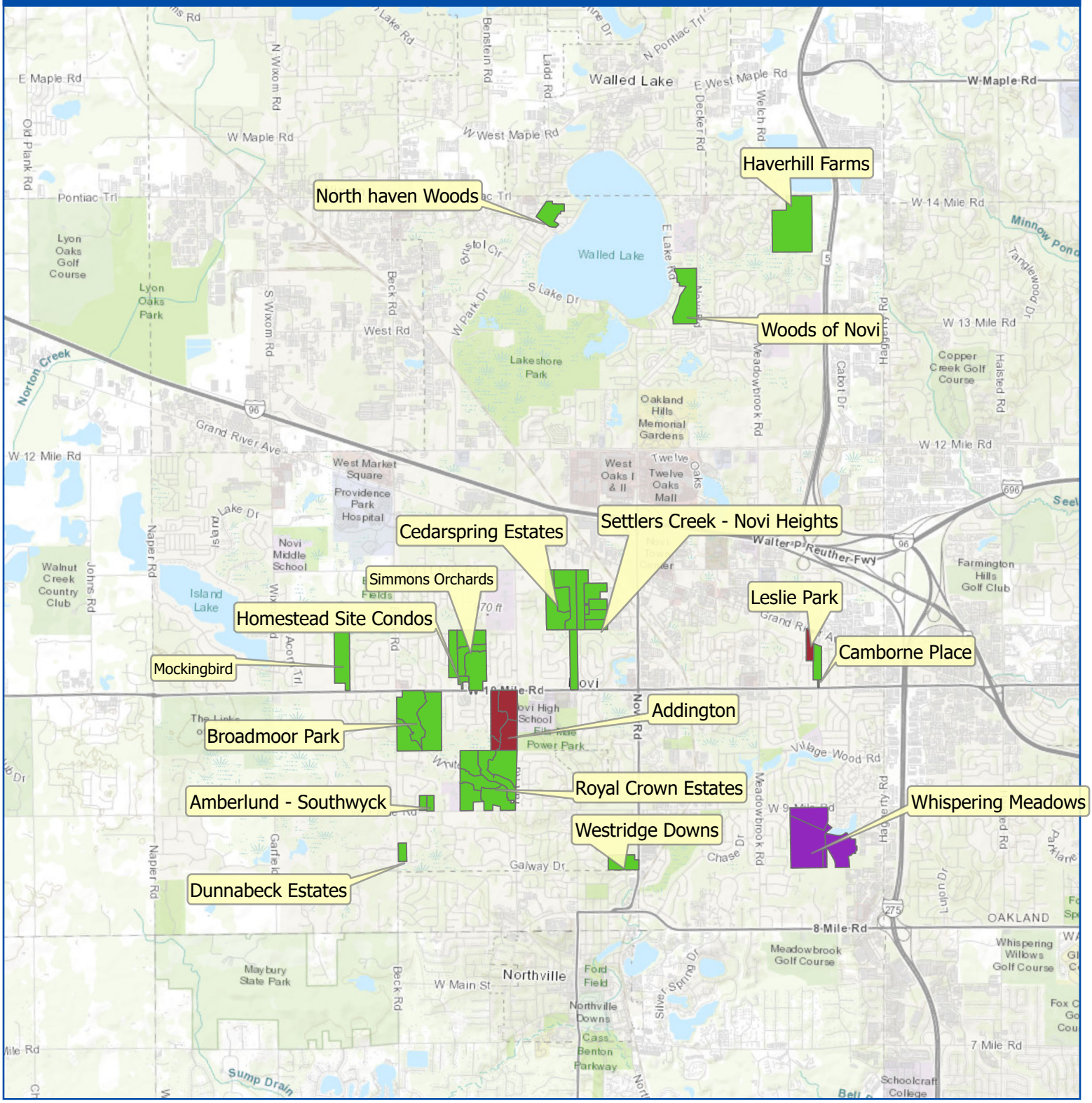
in the Agreements for Professional Engineering Services and Geotechnical Engineering Services for Public Projects.

AECOM	Contract Administration	6.75% of the construction award	$74,556.70
	Crew Days	$800 daily inspection fee x 120 days	$96,000.00
G2	Material testing services	1.9% of the construction award	$20,986.33
		TOTAL	**$191,543.03**

Construction is expected to begin in late May or early June, with substantial completion by end of November.

RECOMMENDED ACTION: Approval to award the construction contract to Major Construction Group, the low bidder, for the 2026 Neighborhood Sidewalk Program in the amount of $1,104,543.66.

2026 Neighborhood Sidewalk Program



2026 Neighborhood Sidewalk Program

- Base Bid
- Alt Bid 1
- Alt Bid 2

Miles

0 0.38 0.75 1.5

Map Author:

Map Print Date:

April 28, 2026
Mr. Ben Croy, PE
City of Novi
Engineering Department
26300 Lee BeGole Drive
Novi, MI 48375

Reference: Bid Analysis and Contract Award Recommendation
2026 Neighborhood Sidewalk Program
AECOM Project Number 60774472

Dear Mr. Croy:

Attached is the Bid Tabulation for the above referenced project. Five bids were received and opened on April 27, 2026. There were mathematical errors on the first, second, and third lowest bids. Additionally, the second through fifth bids did not fully follow the bid instructions to use the same unit price for non-Lump Sum items across the base bid, alternate bid 1, and alternate bid 2. The math errors and corrections to use uniform unit prices did not impact order of the bids.

The low bid is lower than the Engineer's Estimate for the Project.

Major Construction Group, the low bidder for the project, has previously performed as-needed maintenance work for the City of Novi, but no full CEI work in recent years. They have routinely met Novi's standards in performing their maintenance work. The bonding company listed in the Statement of Qualifications has an AM Best rating that exceeds the minimum requirements.

We recommend award of contract for the contract work to Major Construction Group. for $1,104,543.66. The amount bid for Inspection (Crew Days) is not included in the award amount.

Please feel free to contact me if you need anything else or wish to discuss the project.

Sincerely,

Sean Kelsch, P.E.
Project Manager

cc: Mark Koskinen, AECOM

AECOM Corporation
39575 Lewis Drive, Suite 400
Novi, Michigan 48377
Tel: 248.204.5900
Fax: 248.204.5901

City of Novi
2026 City-Wide Sidewalk Program
Reconstruction
Tabulation of Bids
Bid Opening: 04/27/2026

BASE BID

Item No.	Item Description	Unit	Total Bid Quantity	Engineers Estimate		Major Construction Group, Inc.		Rotondo Construction, Inc.		OCG Companies		JB Contractors Inc.		Great Lakes Contracting Solutions, LLC.	
				Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost
1	Mobilization (10%)	LSUM	1	$99,050.60	$99,050.60	$ 90,764.83	$ 90,764.83	$ 15,000.00	$ 15,000.00	$ 17,600.00	$ 17,600.00	$ 111,040.00	$ 111,040.00	$ 90,000.00	$ 90,000.00
2	Pre-Construction Audio-Visual	LSUM	1	$ 8,000.00	$8,000.00	$ 3,500.00	$ 3,500.00	$ 25,000.00	$ 25,000.00	$ 2,000.00	$ 2,000.00	$ 28,600.00	$ 28,600.00	$ 25,500.00	$ 25,500.00
3	Sidewalk, Rem	Syd	8,515	$ 8.00	$68,120.00	$ 9.00	$ 76,635.00	$ 9.00	$ 76,635.00	$ 14.40	$ 122,616.00	$ 23.80	$ 202,657.00	$ 18.00	$ 153,270.00
4	Curb and Gutter, Rem	Ft	8	$ 50.00	$400.00	$ 40.00	$ 320.00	$ 20.00	$ 160.00	$ 20.00	$ 160.00	$ 35.00	$ 280.00	$ 25.00	$ 200.00
5	Excavation, Earth	Cyd	748	$ 22.00	$16,456.00	$ 30.00	$ 22,440.00	$ 20.00	$ 14,960.00	$ 28.00	$ 20,944.00	$ 66.75	$ 49,929.00	$ 45.00	$ 33,660.00
6	Aggregate Base, 21AA Limestone, 4 inch	Syd	5,322	$ 12.00	$63,864.00	$ 11.00	$ 58,542.00	$ 15.00	$ 79,830.00	$ 12.00	$ 63,864.00	$ 15.35	$ 81,692.70	$ 14.50	$ 77,169.00
7	Aggregate Base, 21AA Limestone, 6 inch	Syd	761	$ 16.00	$12,176.00	$ 15.00	$ 11,415.00	$ 25.00	$ 19,025.00	$ 14.00	$ 10,654.00	$ 18.60	$ 14,154.60	$ 16.75	$ 12,746.75
8	Aggregate Base, Conditioning	Syd	1,772	$ 5.00	$8,860.00	$ 10.00	$ 17,720.00	$ 15.00	$ 26,580.00	$ 6.00	$ 10,632.00	$ 4.00	$ 7,088.00	$ 4.25	$ 7,531.00
9	Sidewalk, Conc, 4 inch	Sft	62,487	$ 8.00	$499,896.00	$ 7.75	$ 484,274.25	$ 7.80	$ 487,398.60	$ 8.00	$ 499,896.00	$ 5.70	$ 356,175.90	$ 7.25	$ 453,030.75
10	Sidewalk, Conc, 6 inch	Sft	6,812	$ 10.00	$68,120.00	$ 9.00	$ 61,308.00	$ 8.80	$ 59,945.60	$ 9.00	$ 61,308.00	$ 8.85	$ 60,286.20	$ 8.25	$ 56,199.00
11	DPW Structure Cover, Adj, Case 1	Ea	56	$ 900.00	$50,400.00	$ 400.00	$ 22,400.00	$ 1,000.00	$ 56,000.00	$ 350.00	$ 19,600.00	$ 250.00	$ 14,000.00	$ 750.00	$ 42,000.00
12	Curb Ramp, Conc, 6 inch	Sft	1,194	$ 11.00	$13,134.00	$ 11.00	$ 13,134.00	$ 12.00	$ 14,328.00	$ 10.00	$ 11,940.00	$ 10.00	$ 11,940.00	$ 8.85	$ 10,566.90
13	Curb Ramp Opening, Conc	Ft	8	$ 70.00	$560.00	$ 40.00	$ 320.00	$ 40.00	$ 320.00	$ 60.00	$ 480.00	$ 50.00	$ 400.00	$ 37.50	$ 300.00
14	Detectable Warning Surface	Ft	154	$ 55.00	$8,470.00	$ 60.00	$ 9,240.00	$ 50.00	$ 7,700.00	$ 55.00	$ 8,470.00	$ 40.00	$ 6,160.00	$ 60.00	$ 9,240.00
15	Tree and Stump, Rem, 6 to 18 inch	Ea	84	$ 550.00	$46,200.00	$ 275.00	$ 23,100.00	$ 700.00	$ 58,800.00	$ 850.00	$ 71,400.00	$ 517.00	$ 43,428.00	$ 1,500.00	$ 126,000.00
16	Tree and Stump, Rem, 19 inch to 36 inch	Ea	45	$ 1,500.00	$67,500.00	$ 625.00	$ 28,125.00	$ 1,300.00	$ 58,500.00	$ 2,100.00	$ 94,500.00	$ 1,670.00	$ 75,150.00	$ 3,200.00	$ 144,000.00
17	Tree Removal Second Mobilization	LSUM	1	$ 5,000.00	$5,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 2,000.00	$ 2,000.00	$ 500.00	$ 500.00	$ 8,500.00	$ 8,500.00
18	Maintaining Traffic	LSUM	1	$ 15,000.00	$15,000.00	$ 10,000.00	$ 10,000.00	$ 5,000.00	$ 5,000.00	$ 17,000.00	$ 17,000.00	$ 30,000.00	$ 30,000.00	$ 35,000.00	$ 35,000.00
19	Surface Restoration (Min $20,000)	LSUM	1	$ 20,000.00	$20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 75,000.00	$ 75,000.00
20	Irrigation Repair (Min $20,000)	LSUM	1	$ 20,000.00	$20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 20,000.00	$ 30,000.00	$ 30,000.00
	Construction Subtotal				$1,091,206.60		$983,238.08		$1,055,182.20		$1,075,064.00		$1,133,481.40		$1,389,913.40
21	Crew Days	Day	175	$ 800.00	$140,000.00	106	$ 84,800.00	40	$ 32,000.00	60	$ 48,000.00	110	$ 88,000.00	75	$ 60,000.00
	Total Construction Cost				**$1,231,206.60**		$1,068,038.08		$1,087,182.20		$1,123,064.00		$1,221,481.40		$1,449,913.40
					Award Amount (Excludes Crew Days)		**$983,238.08**								

ALTERNATE BID 1

Item No.	Item Description	Unit	Total Bid Quantity	Engineers Estimate		Major Construction Group, Inc.		Rotondo Construction, Inc.		OCG Companies		JB Contractors Inc.		Great Lakes Contracting Solutions, LLC.	
				Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost
22	Mobilization (10%)	LSUM	1	$8,336.30	$8,336.30	$ 8,161.80	$ 8,161.80	$ 5,000.00	$ 5,000.00	$ 2,000.00	$ 2,000.00	$ 9,500.00	$ 9,500.00	$ 15,000.00	$ 15,000.00
23	Pre-Construction Audio-Visual	LSUM	1	$ 1,000.00	$1,000.00	$ 1,500.00	$ 1,500.00	$ 2,300.00	$ 2,300.00	$ 1,000.00	$ 1,000.00	$ 2,500.00	$ 2,500.00	$ 2,300.00	$ 2,300.00
24	Sidewalk, Rem	Syd	641	$ 8.00	$5,128.00	$ 9.00	$ 5,769.00	$ 9.00	$ 5,769.00	$ 14.40	$ 9,230.40	$ 23.80	$ 15,255.80	$ 18.00	$ 11,538.00
25	Excavation, Earth	Cyd	62	$ 22.00	$1,364.00	$ 30.00	$ 1,860.00	$ 20.00	$ 1,240.00	$ 28.00	$ 1,736.00	$ 66.75	$ 4,138.50	$ 45.00	$ 2,790.00
26	Aggregate Base, 21AA Limestone, 4 inch	Syd	414	$ 12.00	$4,968.00	$ 11.00	$ 4,554.00	$ 15.00	$ 6,210.00	$ 12.00	$ 4,968.00	$ 15.35	$ 6,354.90	$ 14.50	$ 6,003.00
27	Aggregate Base, 21AA Limestone, 6 inch	Syd	92	$ 16.00	$1,472.00	$ 15.00	$ 1,380.00	$ 25.00	$ 2,300.00	$ 14.00	$ 1,288.00	$ 18.60	$ 1,711.20	$ 16.75	$ 1,541.00
28	Aggregate Base, Conditioning	Syd	138	$ 5.00	$690.00	$ 10.00	$ 1,380.00	$ 15.00	$ 2,070.00	$ 6.00	$ 828.00	$ 4.00	$ 552.00	$ 4.25	$ 586.50
29	Sidewalk, Conc, 4 inch	Sft	4,820	$ 8.00	$38,560.00	$ 7.75	$ 37,355.00	$ 7.80	$ 37,596.00	$ 8.00	$ 38,560.00	$ 5.70	$ 27,474.00	$ 7.25	$ 34,945.00
30	Sidewalk, Conc, 6 inch	Sft	826	$ 10.00	$8,260.00	$ 9.00	$ 7,434.00	$ 8.80	$ 7,268.80	$ 9.00	$ 7,434.00	$ 8.85	$ 7,310.10	$ 8.25	$ 6,814.50
31	DPW Structure Cover, Adj, Case 1	Ea	4	$ 900.00	$3,600.00	$ 400.00	$ 1,600.00	$ 1,000.00	$ 4,000.00	$ 350.00	$ 1,400.00	$ 250.00	$ 1,000.00	$ 750.00	$ 3,000.00
32	Curb Ramp, Conc, 6 inch	Sft	121	$ 11.00	$1,331.00	$ 11.00	$ 1,331.00	$ 12.00	$ 1,452.00	$ 10.00	$ 1,210.00	$ 10.00	$ 1,210.00	$ 8.85	$ 1,070.85
33	Detectable Warning Surface	Ft	18	$ 55.00	$990.00	$ 60.00	$ 1,080.00	$ 50.00	$ 900.00	$ 55.00	$ 990.00	$ 40.00	$ 720.00	$ 60.00	$ 1,080.00
34	Tree and Stump, Rem, 6 to 18 inch	Ea	10	$ 550.00	$5,500.00	$ 275.00	$ 2,750.00	$ 700.00	$ 7,000.00	$ 850.00	$ 8,500.00	$ 517.00	$ 5,170.00	$ 1,500.00	$ 15,000.00
35	Tree and Stump, Rem, 19 inch to 36 inch	Ea	1	$ 1,500.00	$1,500.00	$ 625.00	$ 625.00	$ 1,300.00	$ 1,300.00	$ 2,100.00	$ 2,100.00	$ 1,670.00	$ 1,670.00	$ 3,200.00	$ 3,200.00
36	Maintaining Traffic	LSUM	1	$ 3,000.00	$3,000.00	$ 3,000.00	$ 3,000.00	$ 2,000.00	$ 2,000.00	$ 700.00	$ 700.00	$ 2,000.00	$ 2,000.00	$ 11,500.00	$ 11,500.00
37	Surface Restoration (Min $3,000)	LSUM	1	$ 3,000.00	$3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 20,000.00	$ 20,000.00
38	Irrigation Repair (Min $3,000)	LSUM	1	$ 3,000.00	$3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 15,000.00	$ 15,000.00
	Construction Subtotal				$91,699.30		$85,779.80		$92,405.80		$87,944.40		$92,566.50		$151,368.85
39	Crew Days	Day	15	$ 800.00	$12,000.00	9	$ 7,200.00	7	$ 5,600.00	10	$ 8,000.00	14	$ 11,200.00	25	$ 20,000.00
	Total Construction Cost				**$103,699.30**		$92,979.80		$98,005.80		$95,944.40		$103,766.50		$171,368.85
					Award Amount (Excludes Crew Days)		**$85,779.80**								

ALTERNATE BID 2

Item No.	Item Description	Unit	Total Bid Quantity	Engineers Estimate		Major Construction Group, Inc.		Rotondo Construction, Inc.		OCG Companies		JB Contractors Inc.		Great Lakes Contracting Solutions, LLC.	
				Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost	Unit Price	Total Bid Cost
40	Mobilization (10%)	LSUM	1	$3,043.90	$3,043.90	$ 3,520.53	$ 3,520.53	$ 3,000.00	$ 3,000.00	$ 1,000.00	$ 1,000.00	$ 3,300.00	$ 3,300.00	$ 5,000.00	$ 5,000.00
41	Pre-Construction Audio-Visual	LSUM	1	$ 1,000.00	$1,000.00	$ 1,500.00	$ 1,500.00	$ 1,000.00	$ 1,000.00	$ 500.00	$ 500.00	$ 1,060.00	$ 1,060.00	$ 950.00	$ 950.00
42	Sidewalk, Rem	Syd	202	$ 8.00	$1,616.00	$ 9.00	$ 1,818.00	$ 9.00	$ 1,818.00	$ 14.40	$ 2,908.80	$ 23.80	$ 4,807.60	$ 18.00	$ 3,636.00
43	Excavation, Earth	Cyd	20	$ 22.00	$440.00	$ 30.00	$ 600.00	$ 20.00	$ 400.00	$ 28.00	$ 560.00	$ 66.75	$ 1,335.00	$ 45.00	$ 900.00
44	Aggregate Base, 21AA Limestone, 4 inch	Syd	130	$ 12.00	$1,560.00	$ 11.00	$ 1,430.00	$ 15.00	$ 1,950.00	$ 12.00	$ 1,560.00	$ 15.35	$ 1,995.50	$ 14.50	$ 1,885.00
45	Aggregate Base, 21AA Limestone, 6 inch	Syd	30	$ 16.00	$480.00	$ 15.00	$ 450.00	$ 25.00	$ 750.00	$ 14.00	$ 420.00	$ 18.60	$ 558.00	$ 16.75	$ 502.50
46	Aggregate Base, Conditioning	Syd	44	$ 5.00	$220.00	$ 10.00	$ 440.00	$ 15.00	$ 660.00	$ 6.00	$ 264.00	$ 4.00	$ 176.00	$ 4.25	$ 187.00
47	Sidewalk, Conc, 4 inch	Sft	1,499	$ 8.00	$11,992.00	$ 7.75	$ 11,617.25	$ 7.80	$ 11,692.20	$ 8.00	$ 11,992.00	$ 5.70	$ 8,544.30	$ 7.25	$ 10,867.75
48	Sidewalk, Conc, 6 inch	SFt	266	$ 10.00	$2,660.00	$ 9.00	$ 2,394.00	$ 8.80	$ 2,340.80	$ 9.00	$ 2,394.00	$ 8.85	$ 2,354.10	$ 8.25	$ 2,194.50
49	DPW Structure Cover, Adj, Case 1	Ea	3	$ 900.00	$2,700.00	$ 400.00	$ 1,200.00	$ 1,000.00	$ 3,000.00	$ 350.00	$ 1,050.00	$ 200.00	$ 600.00	$ 750.00	$ 2,250.00
50	Curb Ramp, Conc, 6 inch	Sft	51	$ 11.00	$561.00	$ 11.00	$ 561.00	$ 12.00	$ 612.00	$ 10.00	$ 510.00	$ 10.00	$ 510.00	$ 8.85	$ 451.35
51	Detectable Warning Surface	Ft	12	$ 55.00	$660.00	$ 60.00	$ 720.00	$ 50.00	$ 600.00	$ 55.00	$ 660.00	$ 40.00	$ 480.00	$ 60.00	$ 720.00
52	Tree and Stump, Rem, 6 to 18 inch	Ea	1	$ 550.00	$550.00	$ 275.00	$ 275.00	$ 700.00	$ 700.00	$ 850.00	$ 850.00	$ 517.00	$ 517.00	$ 1,500.00	$ 1,500.00
53	Maintaining Traffic	LSUM	1	$ 2,000.00	$2,000.00	$ 3,000.00	$ 3,000.00	$ 2,000.00	$ 2,000.00	$ 300.00	$ 300.00	$ 1,000.00	$ 1,000.00	$ 7,500.00	$ 7,500.00
54	Surface Restoration (Min $2,000)	LSUM	1	$ 2,000.00	$2,000.00	$ 3,000.00	$ 3,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 7,000.00	$ 7,000.00
55	Irrigation Repair (Min $2,000)	LSUM	1	$ 2,000.00	$2,000.00	$ 3,000.00	$ 3,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 2,000.00	$ 5,000.00	$ 5,000.00
	Construction Subtotal				$33,482.90		$35,525.78		$34,523.00		$28,968.80		$31,237.50		$50,544.10
56	Crew Days	Day	5	$ 800.00	$4,000.00	5	$ 4,000.00	5	$ 4,000.00	9	$ 7,200.00	6	$ 4,800.00	15	$ 12,000.00
	Total Construction Cost				**$37,482.90**		$39,525.78		$38,523.00		$36,168.80		$36,037.50		$62,544.10
					Award Amount (Excludes Crew Days)		**$35,525.78**								

indicates corrected entry
Indicates bidding instructions were not followed. Price was corrected to the lower unit price.

BID
For
2026 City-Wide Sidewalk Repair Program

Bid of Major Construction Group, Inc hereinafter called Bidder, organized and existing under the laws of or a resident of the State of Michigan, doing business as Major Construction Group, Inc *.

*Insert as applicable: "a corporation", "a partnership" or "an individual".

TO THE CITY OF NOVI, MICHIGAN, hereinafter called OWNER:

The undersigned as Bidder hereby declares: that this Bid is made in good faith without fraud or collusion with any person or persons bidding on the same Contract; that the Bidder has read and examined the Advertisement for Bids, Instructions to Bidders, Bid, General Conditions, Supplementary Conditions, Agreement, Forms of Bond, Specifications and Drawings, as prepared by the ENGINEER, and understands all of the same; that the Bidder of its representative has made personal investigation at the sites of the work and has become fully familiar with regard to the conditions to be met in the execution of this Contract, and the undersigned proposes to furnish all labor, materials, tools, power, transportation, and construction equipment necessary for the construction of the Project and performing related work in full accordance with the aforesaid Contract Documents, including any and all Addenda officially issued, their receipt of which is hereby acknowledged:

Addendum No.	Addendum Date
_____	_____
_____	_____
_____	_____

The Contract will be awarded to the lowest responsive, responsible Bidder based on the unit prices for all Work specified.

All unit prices, with the exception of items to be paid for as Lump Sum must be the same for the base bids and both Alternate Bids.

Base Bid Subdivision list: Westridge Downs, Camborne Place, Homestead Site Condos, Settlers Creek / Novi Heights, Haverhill Farms, Cedarspring Estates, Amberlund Estates, Southwyck of Novi, Dunnabeck Estates, North Haven Woods, Simmons Orchards, Woods of Novi, Royal Crown Estates, Broadmoor Park, and Mockingbird

The Bidder agrees to complete the Project for the following unit prices:

BASE BID (2" Deflections & Subdivision List from Above)					
Item No.	**Item Description**	**Unit**	**Quantity**	**Unit Price**	**Total Price**
1	Mobilization (10% Max.)	LSUM	1	$ 90,764.83	$ 90,764.83
2	Pre-Construction Audio Visual	LSUM	1	$ 3,500.00	$ 3,500.00
3	Sidewalk, Rem	Syd	8,515	$ 9.00	$ 76,635.00

BASE BID (2" Deflections & Subdivision List from Above)					
Item No.	**Item Description**	**Unit**	**Quantity**	**Unit Price**	**Total Price**
4	Curb and Gutter, Rem	Ft	8	$ 40.00	$320.00
5	Excavation, Earth	Cyd	748	$ 30.00	$ 22,440.00
6	Aggregate Base, 21AA Limestone, 4 inch	Syd	5,322	$ 11.00	$ 58,542.00
7	Aggregate Base, 21AA Limestone, 6 inch	Syd	761	$ 15.00	$ 11,415.00
8	Aggregate Base, Conditioning	Syd	1,772	$ 10.00	$ 17,720.00
9	Sidewalk, Conc, 4 inch	Sft	62,487	$ 7.75	$ 484,274.25
10	Sidewalk, Conc, 6 inch	Sft	6,812	$ 9.00	$ 61,308.00
11	DPW Structure Cover, Adj, Case 1	Ea	56	$ 400.00	$22,400.00
12	Curb Ramp, Conc, 6 inch	Sft	1,194	$ 11.00	$13,134.00
13	Curb Ramp Opening, Conc	Ft	8	$ 40.00	$ 320.00
14	Detectable Warning Surface	Ft	154	$ 60.00	$ 9,240.00
15	Tree and Stump, Rem, 6 to 18 inch	Ea	84	$ 275.00	$ 22,275.00
16	Tree and Stump, Rem, 19 inch to 36 inch	Ea	45	$ 625.00	$ 28,125.00
17	Tree Removal, Second Mobilization	LSUM	1	$ 10,000.00	$10,000.00
18	Maintaining Traffic	LSUM	1	$ 10,000.00	$10,000.00
19	Surface Restoration (Min $20,000)	LSUM	1	$ 20,000.00	$ 20,000.00
20	Irrigation Repair (Min $20,000)	LSUM	1	$ 20,000.00	$ 20,000.00
21	Crew Day	Day	20	$800.00	$ 16,000.00
	TOTAL BASE BID PRICE:			$ 998,413.08	

ALTERNATE BID 1 (Leslie Park, and Addington Subdivision)					
Item No.	**Item Description**	**Unit**	**Quantity**	**Unit Price**	**Total Price**
22	Mobilization (10% Max.)	LSUM	1	$ 8,161.80	$ 8,161.80
23	Pre-Construction Audio Visual	LSUM	1	$ 1,500.00	$ 1,500.00
24	Sidewalk, Rem	Syd	641	$ 9.00	$ 5,769.00
25	Excavation, Earth	Cyd	62	$ 30.00	$1,860.00
26	Aggregate Base, 21AA Limestone, 4 inch	Syd	414	$ 11.00	$ 4,554.00
27	Aggregate Base, 21AA Limestone, 6 inch	Syd	92	$ 15.00	$ 1,380.00
28	Aggregate Base, Conditioning	Syd	138	$ 10.00	$ 1,380.00
29	Sidewalk, Conc, 4 inch	Sft	4,820	$ 7.75	$37,355.00
30	Sidewalk, Conc, 6 inch	Sft	826	$ 9.00	$ 7,434.00

ALTERNATE BID 1 (Leslie Park, and Addington Subdivision)					
Item No.	**Item Description**	**Unit**	**Quantity**	**Unit Price**	**Total Price**
31	DPW Structure Cover, Adj, Case 1	Ea	4	$ 400.00	$1,600.00
32	Curb Ramp, Conc, 6 inch	Sft	121	$ 11.00	$ 1,331.00
33	Detectable Warning Surface	Ft	18	$ 60.00	$ 1,080.00
34	Tree and Stump Rem, 6 inch to 18 inch	Ea	10	$ 275.00	$ 2,750.00
35	Tree and Stump Rem, 19 inch to 36 inch	Ea	1	$ 625.00	$625.00
36	Maintaining Traffic	LSUM	1	$ 3,000.00	$3,000.00
37	Surface Restoration (Min $3,000)	LSUM	1	$ 3,000.00	$3,000.00
38	Irrigation Repair (Min $3,000)	LSUM	1	$ 3,000.00	$ 3,000.00
39	Crew Day	Day	5	$800.00	$ 4,000.00
TOTAL ALT BID 1 PRICE:				$ 89,779.80	

ALTERNATE BID 2 (Whispering Meadows)					
Item No.	**Item Description**	**Unit**	**Quantity**	**Unit Price**	**Total Price**
40	Mobilization (10% Max.)	LSUM	1	$ 3,520.53	$ 3,520.53
41	Pre-Construction Audio Visual	LSUM	1	$ 1,500.00	$ 1,500.00
42	Sidewalk, Rem	Syd	202	$ 9.00	$ 1,818.00
43	Excavation, Earth	Cyd	20	$ 30.00	$600.00
44	Aggregate Base, 21AA Limestone, 4 inch	Syd	130	$ 11.00	$ 1,430.00
45	Aggregate Base, 21AA Limestone, 6 inch	Syd	30	$ 15.00	$ 450.00
46	Aggregate Base, Conditioning	Syd	44	$ 10.00	$440.00
47	Sidewalk, Conc, 4 inch	Sft	1,499	$ 7.75	$ 11,617.25
48	Sidewalk, Conc, 6 inch	Sft	266	$ 9.00	$2,394.00
49	DPW Structure Cover, Adj, Case 1	Ea	3	$ 400.00	$ 1,200.00
50	Curb Ramp, Conc, 6 inch	Sft	51	$ 11.00	$ 561.00
51	Detectable Warning Surface	Ft	12	$ 60.00	$ 720.00
52	Tree and Stump Rem, 6 inch to 18 inch	Ea	1	$ 275.00	$275.00
53	Maintaining Traffic	LSUM	1	$ 3,000.00	$ 3,000.00
54	Surface Restoration (Min $2,000)	LSUM	1	$ 3,000.00	$ 3,000.00
55	Irrigation Repair (Min $2,000)	LSUM	1	$ 3,000.00	$ 3,000.00
56	Crew Day	Day	4	$800.00	$ 3,200.00
TOTAL ALT BID 2 PRICE:				$ 38,725.78	

If the foregoing Bid shall be accepted by the OWNER, the undersigned agrees to enter into the attached form of Agreement within ten (10) days after receiving notice of such acceptance, will furnish the OWNER satisfactory bonds and certificates of insurance coverage, and will complete the Project, at the price and within the time stated in this Bid.

The undersigned further agrees that if the foregoing Bid shall be accepted, work will commence immediately after the Contract has been awarded, the Agreement executed, and a Notice to Proceed received. Upon award, please provide the engineer with a requested start date at least 48 hours in advance so a Notice to Proceed may be compiled and signed.

Substantial completion may be no later than November 30, 2026. Final completion for restoration and irrigation repair may be no later than June 15, 2027.

Substantial completion shall include all work, excepting final surface restoration and irrigation repairs from winterized systems.

The undersigned attaches hereto its Bid security, as required by the Advertisement for Bids and Instructions to Bidders. The undersigned agrees that in case it shall fail to fulfill its obligations under the foregoing Bid, and/or shall fail to furnish bonds, as specified, the OWNER may, at its option determine that the undersigned has abandoned its rights and interests in such Contract and that its Bid security accompanying its Bid; has been forfeited to the said OWNER, but otherwise the Bid security shall be returned to the undersigned upon the execution of the Contract and the acceptance of the bonds.

The undersigned also agrees that for each and every calendar day that he may be in default of any of the completion times listed above, the OWNER will suffer a damage of Eight Hundred Dollars ($800.00) per calendar day, and said OWNER shall be compensated therefore at the rate as liquidated damages in accordance with the Agreement.

In submitting this Bid, it is understood that the right is reserved by the OWNER to accept any bid, to reject any or all Bids, and to waive irregularities in bidding in the interest of the OWNER.

SUBMITTED on 04/27/2026
Date*

15430 Dale St
Street*

Detroit, MI 48223
City, State, ZIP*

(313) 766-6174
Telephone Number*

Facsimile Number*

BY: Major Construction Group, Inc
Name of Bidder*

Michael Jacoboni
Signature

Michael Jacoboni, Treasurer
Name and Title of Signatory*

CITY OF NOVI

REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, APRIL 13, 2026, AT 7:00 P.M.

Mayor Fischer called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Fischer, Mayor Pro Tem Casey, Council Members Gurumurthy, Heintz, Martinez, Smith, Staudt

ALSO PRESENT: Victor Cardenas, City Manager
Danielle Mahoney, Assistant City Manager
Tom Schultz, City Attorney
Karen Lancaster, Financial Services Consultant

APPROVAL OF AGENDA:

Mayor Fischer asked that they pull Item 8 regarding the lease to the US Postal Service. There were a couple of outstanding questions that staff is continuing to work through.

CM 26-04-037 **Moved by Casey, seconded by Martinez; MOTION CARRIED: 7-0**

To approve the agenda as amended.

Roll call vote on CM 26-04-037 **Yeas: Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer**
Nays: None

PUBLIC HEARINGS:

1. **Adoption of a proposed resolution creating a Brownfield Redevelopment Authority**

The public hearing opened at 7:01pm and closed at 7:02pm with no public comment.

PRESENTATIONS: **None**

CITY MANAGER REPORT: None

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

Emily Fox Wright, 23849 Argyle Street, said she is an accountant, an avid community volunteer and most importantly, a mom. She said she has experience as a tennis, soccer and hockey mom in Novi. Over the past few weeks, she learned that the City of Novi is considering selling the Novi Ice Arena. Novi has a long, proud history of supporting the athletic pursuits of our citizens, evidenced by the recent school millages that heavily prioritize top-tier athletic facilities. From a Parks and Recreation perspective, the City operates soccer fields, baseball fields, pickleball and tennis courts, and a splash park for all ages. While these are valuable, they require constant maintenance and taxpayer

upkeep. The Novi Ice Arena is different. It is self-sustaining. Selling this arena for a short-term cash injection is shortsighted. The arena is a vital community hub where residents learn, perfect and enjoy hockey and figure skating. Maintaining ownership of the arena is what helps make Novi an enjoyable, high-quality place to live. She said she'd like to ask the City Council if they've had the opportunity to investigate what happens when ice rinks are sold to profit-based entities. Prices go up, maintenance is delayed, and ice sports become available to only those that can afford them. Consider if Novi Ice Arena is sold for $4 million. The buying entity would need to recoup those costs as well as maintain and improve the ice facility. How will that happen? With such a huge cash outlay, the buyer would not have the capital to maintain the rink even to its current level. She implored Council to keep ice sports attainable to all wanting to participate. She asked why the City is willing to support all the endeavors of Novi Parks and Rec except the Ice Arena. She said in the 1990s, when the arena was approved by City Council, it was seen as a key component of its recreational development. She asked what has changed other than the rink has become a salable asset. She said it is a great news story for the community to be proud of--that the City has created such a gem. She also said Novi does not need this $4 million.

Cameron Wright, 23849 Argyle, said he was speaking as a Novi High School varsity hockey parent and on behalf of other parents and the broader Novi High School hockey community. He said they understand the City is evaluating the future ownership of the Novi Ice Arena, and they appreciate the thoughtful approach being taken. He said they were there as parents to ask that any future agreement includes a few clear protections to preserve long-standing community use. First, the Novi High School hockey locker room was funded and approved by hockey families, alumni and boosters--not by the City or the school district. Based on discussions with past coaches and athletic directors, the original cost was estimated to be between $25,000 and $50,000, and just last year in 2025, families invested another $10,000 to renovate the space, including installing a new floor. He said for approximately the past 15 years, the locker room has been used by the team without cost under a consistent, long-standing arrangement. At the same time, Suburban's report dated January 15, 2026, identifies charging both Novi and Northville High School hockey teams approximately $8,000 each per season as an opportunity for revenue growth, which would represent a significant change from that long-standing agreement. That would equate to roughly $400 per player per year on top of the thousands of dollars each player already pays to play high school hockey. He said they are asking that the existing arrangements continue--specifically, that the team retains exclusive, year-round use of the locker room without fees for as long as the hockey programs exist, specifically for them at Novi, but also for Northville as well. This is important not only to protect the team's equipment, but also to ensure the room itself is properly maintained and not subject to unnecessary wear or damage from shared use. Second, he asked for continued access to ice time sufficient to support a full high school hockey schedule, including at least ten primetime Friday and Saturday night games. He said access to those time slots is important, not for convenience, but for the student athletes themselves. When games are pushed to later times in other privately- owned arenas, they have had weekday games on Tuesdays and Wednesdays starting as late as 8:30 p.m., with students getting home after midnight. He said this has a real impact on their ability to manage academics and be ready for school the next day. Third, he asked that ice

pricing remain consistent with market rates in comparable local facilities. He thanked Council for their time and consideration.

Andy Specht, 44582 Yorkshire Drive, said he is also a Novi High School hockey parent. He wanted to follow up on Cam's comments and stress that hockey is a very unique high school sport. The parents in the program are responsible for the facilities and they are at the mercy of whoever the owner and manager of the ice rink is. It's not like football, baseball or other high school sports where there are fixed facilities at the high school. He reinforced one point: last year alone, their program invested nearly $10,000 into the locker room. That worked out to about $500 per varsity player. He said that is a a meaningful contribution from Novi families to maintain and improve a space that they rely on every day. He said they don't rely on the locker room just for games, but also for their practices which are 4-5 times per week. The players are constantly in the Ice Arena facility. He said it's not just about past investment; it's about ongoing stewardship. When a single group is responsible for the space, it stays maintained, organized, and cared for. He said they are asking for long-standing arrangements to continue so that the room remains dedicated to the Novi High School hockey program and that it continues to be maintained by the same community that supported it for years. Thank you for your time.

Alex Erskine, 25089 Newbury Drive, said he's had two kids grow up playing hockey in the in the rink here in Novi, and he thinks it's a source of pride to the community. It's not like any other park in the city. Both of his boys played baseball. They spent many hours playing baseball at ITC and have wonderful memories. He hopes the City would consider the Novi Ice Arena an extension of its parks, because if you go there right now, I guarantee you there's kids skating on that rink right now. It's a valuable asset to the community. He agrees with what the other audience members (Cam, Emily and Andy) said: he would like to see proper protections put in place. He doesn't think selling it is the right thing for the City to do. He doesn't think the City needs the money. He wasn't asking for the City to have to contribute to operating the rink. He believes the capital costs could be built into what consumers are already paying. He said, again, that he had two kids go through the high school hockey program. He sure hopes Council would consider, at a minimum, allowing the high school hockey team to continue using the ice arena because they don't have a locker room anywhere else. He said it's an important piece of the program to be able to have that facility there and those kids be able to use it. He thanked Council for their time.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 26-04-038 Moved by Casey, seconded by Martinez; MOTION CARRIED: 7-0

To approve the Consent Agenda as presented.

A. Approve Minutes of:
March 23, 2026 - Regular Meeting

B. Approval of a Resolution to Establish a Brownfield Redevelopment Authority for the City of Novi.

C. Approval to award the Sport Clothing and Apparel contract to Empire Printing, LLC for one (1) year with two (2) renewal options in one-year increments based on unit pricing.

D. Approval of a Resolution to close Meadowbrook Road from 25075 Meadowbrook to Ten Mile and close 10 Mile Road from Meadowbrook to the Civic Center at 45175 Ten Mile Road for the 2026 Memorial Day Parade from 10:00 AM to 12:00 PM on Monday, May 25, 2026.

E. Approval to award a contract for the administration of the 2025 Program Year for the Community Development Block Grant (CDBG) Minor Home Repair Program to McKenna & Associates in the amount of $19,075.00.

F. Approval to renew Dispatch Services Agreement with the City of South Lyon beginning July 1, 2026 through June 30, 2031.

G. Approve the cancelation of the May 18, 2026 City Council meeting.

H. Enter Executive Session immediately following the regular meeting of April 13, 2026, in the Council Annex for the purpose of discussing union negotiations.

I. Approval of claims and warrants – Warrant 1200

Roll call vote on CM 26-04-038 **Yeas: Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer, Casey**
Nays: None

MATTERS FOR COUNCIL ACTION:

1. Recommended 2026-27 Budget

Mayor Fischer said, as a reminder from a process perspective for his colleagues, they would start with City Manager Cardenas sharing some information and an overview of the budget document that Council received over two weeks ago. He said in their first round of interviewing, he would start with Mayor Pro Tem Casey and then continue in order of seniority. He said they would not be taking any motions in that first round. They would wait until the second round if there were any motions to be made to change or make proposed changes to the budget. He said they would not be approving the budget that night. They would be looking for things that drive consensus towards Council approving it and it'll come back at a later time. During the meeting, they'd want to set the public hearing date which would probably be May 4th. That's when they would go ahead, have the public hearing on the budget and potentially approve it there soon thereafter.

City Manager Cardenas said as they began to present the Proposed Fiscal Year '26-'27 Budget, he wanted to start with a simple but important question that staff has been asking themselves. How do they balance maintaining the level of service the community expects with the reality of what it costs to deliver those services? He said that is really

what this budget is about: finding that balance. On one hand, they have a team of incredibly dedicated, hardworking employees who deliver for this community every day. On the other hand, they have the responsibility to this Council and to the Novi residents to be good stewards of public resources. Layered into all of that are financial decisions made over time, especially legacy costs that they have to manage responsibly. The environment they're operating in has changed. The demands on the staff have evolved, but so have the tools, technologies and ways of doing the work. Things that used to take significant time and effort can now, in some cases, be done more efficiently. In the same time, many of Novi's Council members come from the private sector. They've all been seeing firsthand how their organizations are responding to the economic pressures that currently exist. Realigning staff, redistributing responsibilities and in many cases, not automatically filling every vacancy that presents itself. Government is different. If a police officer leaves, they can't simply ask others in that department to take on more calls or investigations. That is not realistic and it's not responsible. But there are areas of the organization, particularly those that are not directly resident facing, where they can step back and ask, "Is there a different, more efficient way to deliver this work?" They have been starting to do that. Over the last year, they've had multiple long-tenured employees retire. In each case, they did not just look to refill that position; they evaluated the role itself. In the last three instances, they have found that they didn't need to fill a one-to-one replacement. Instead, they redistributed responsibilities, improved processes, and in some cases, leveraged technology and they maintained service levels. And importantly, those changes have held. They continue to do the work today. That experience is shaping how they approach this budget. They're moving away from a model in which positions are filled simply because they exist and toward one where every staffing decision is tied directly to the service needs and outcomes. This mindset does not stop with staffing.

City Manager Cardenas said it is reflected in how they approach capital spending and new initiatives. In several areas, they are delaying, scaling back, reprioritizing projects—not because they're not worthwhile, but because the timing has to match their financial capacity. That may be extending life of equipment. In all cases, it means focusing first on maintaining core services before expanding them. He said he wanted to be clear. This is not about cutting for cutting's sake; this is about aligning the resources, both people and capital, with what is truly necessary to deliver services effectively and sustainably. These are not easy decisions. They impact people, operations and longstanding plans. Whenever possible, they will continue to rely on natural attrition and thoughtful restructuring, not abrupt changes, but the expectation going forward is clear. Every vacancy will be evaluated. Every capital request will be scrutinized. Every new initiative will need to demonstrate value and timing because the financial reality in front of them is also clear. This is not a fabrication or made-up budget gap.

City Manager Cardenas said he realized that what he would say at the meeting or what anyone else would say throughout the meeting may not resonate with some of Novi's stakeholders and frankly, some will choose not to believe them; however, it is true. They are audited each year by an external auditor who confirms their net positions. They are facing rising costs, especially in personnel, while revenue growth remains constrained and uncertain. They anticipated approximately $800,000 in additional state revenue and

that funding is ultimately not included in the state's adopted budget. At the same time, they continued on the current path that projections show the drawback of their fund balance to approximately 15% as was shown in net year three on the slide entitled "General Fund Three-Year Projection." He said this is well below the policy range established by Council. That is not something they can allow to happen. Using fund balance to support ongoing operation is not a sustainable practice and quite frankly, it puts the organization in a vulnerable position. It also sends the wrong message, that resources are unlimited. They are not. Novi's resources are not unlimited.

City Manager Cardenas said later in this presentation, there would be a five-year projection which further paints a dire outlook. If Novi remains in this current trajectory, they will continue to draw down fund balance. He said again, these resources are not unlimited. The bottom line is Novi's current rate of spending is outpacing the growth in the revenues. New taxable value is not keeping pace with the increase in operating costs and Novi is not going to spend its way out of the situation. To that end, staff will come back to City Council in the coming months with a plan to further reduce operating spending. He said it will come in the form of reductions in operational spending that in number of current open positions. This will occur in fiscal years '26 and '27. He, along with Novi's finance department, estimate $1.3 million in the first year alone. That will be in the year '26-'27. The details of this will be worked out in the coming weeks, with the final decision being presented to City Council in June, prior to the start of the fiscal year '26-'27 in July. He thanked the entire leadership team for their efforts in pulling this document together. This process began September of '25 and weathered significant staff changes midway through. Yet Novi's leadership team held strong and made some significant decisions and sacrifices to get Council the document presented before them.

City Manager Cardenas turned the time over to Karen Lancaster, Novi's financial consultant, so she could review the specifics of the proposed fiscal year '26-'27 budget. Ms. Lancaster started with construction values to give the Council and Novi citizens a little history of how things looked for them over the last 10 years. Construction values, specifically new construction values, gives them new revenue in their general fund. She said, as they could predict, the 2020 and 2021 COVID years were really sad. They started to see some bounce back from that, but not really quite up to the level that it was. Now, they are, unfortunately, experiencing a decline in new construction as Novi becomes more built out and that will constrain their tax revenue growth. That is their largest revenue source in the general fund. Ms. Lancaster showed a slide called "Proposed Millage Levy" and said for their proposed millage levies, they have, of course, their General Fund Levy. They are going to keep that the same between '25 and '26. They have a very small amount coming from that Public Act 359 advertising, .0095. Then, they have their Municipal Street Fund, their Public Safety, their Parks and Rec. They did just recently find out that they do have a small Headlee rollback fraction, so those will reduce those 2026 amounts just slightly. Something to note, she said, is under Debt Service Funds, they have their Library Debt Service which is coming off this year. Last year, it was .3781. Now it is .0426, as they get just enough revenue to finish off their debt service in that fund. Then, they have the new 2026 Public Safety Facility Debt that was voted on by the people last August and that will generate $5.4 million as they start to incur the debt for that bond sale that's happening this week. The library has asked that under Public Act 164 of 1877, they

levy an additional .2 mills. They can levy up to a mill without a vote. They asked that because their debt service millage is decreasing by .33 mills. So, they're still down from what they were last year, but they asked for that additional funding to be added. Their millage rate is up not quite an additional one. It's up about .8 compared to last year. She asked if anyone had any questions about the millage rate before she moved on.

Ms. Lancaster said they have the property tax breakdown. She showed a slide called "Property Tax Breakdown" and said this is the dollar bills that they all know and love. This is to remind the citizens of Novi and people that might be watching tonight that even though they collect their tax dollars, 30 cents on every dollar is what really comes to Novi to support those levies that she just showed. They also collect for the school districts, for the county, for state education tax and many other taxing authorities and that money goes out to them.

Ms. Lancaster showed a slide called "Examples of Funds and their Purposes" and said they wanted to provide a slight overview of the funds and their purposes to let folks know they can't mix and match money that they receive. The general fund can support other funds. That's what it's allowed to do. It has the operating revenue for taxes and it also has their state shared revenue. It is not restricted in any way, so they can support other funds that might need it. They currently don't have to do that, but that's something she wanted to point out. The Road Funds include major, local and municipal streets. Major and local streets are set up by the state as mandated funds for road maintenance and improvements. They are supported by weight and gas tax. They cannot use that money for anything that they want to do. They also supplement in the City of Novi with a tax levy for municipal streets. Those three funds together put together their road program. Those are considered special revenue funds. She mentioned it because that's important to note. Special revenue funds are set up because there's some kind of external restriction in that revenue. The Capital Improvement Funds are just what they say. They set aside money in those funds for construction of whatever it is that they want to build. This is particularly interesting for capital improvement funds because it also has a levy here in the City of Novi. Those expenditures will support those things that would be listed under when they go for the vote, what's on the ballot initiative. The things that stay in line with that would go here.

Ms. Lancaster said they have a brand-new Capital Improvement Fund for the public safety facilities. The bond revenue goes into that fund and that's where they do their construction out of. They have two new public safety facility funds. One is to pay the debt service and one is to support the construction. Finally, they have Enterprise Funds, particularly the Water and Sewer Fund. They heard it from folks tonight about the ice arena. That's another one. And senior housing. Those funds are supported by rate payers. It's different. They're not supported by taxes, and they have a different structure to them. She wanted to point out to everyone that it's important to note if the fund is set up outside of the general fund, they have separate funding and separate spending restrictions, so they can't just mix and match those funds.

For '26-'27, they started off the process this year with forecasted revenues of $46.9 million and forecasted expenditures of $54.1 million and they had a deficit of almost $4.5 million.

They asked department heads to go through their budgets and look for not only expenditure cuts, but for revenue opportunities. They had quite a few ideas come back which was really helpful. Pointing to the slide entitled "Proposed FY 26/27 General Fund," she said Council could see they have $2.559 million of recurring budget impacts, meaning they will keep sustaining them through the next two years beyond this '27 budget cycle. The one-time impacts was really just a deferral of capital needs. So that $2,168,000 that they gained back, it's really just from postponing things that folks had asked for in the general fund like vehicles and so forth. They were able to balance this year's budget with $240,000 left to spare.

Ms. Lancaster showed a slide called "General Fund Expenditures" and said as a reminder, in the general fund, these are the items that sit in the general fund. Public safety, which is, of course, the largest at 57.2%. $27 million of the $48 million goes to public safety which includes police, fire, dispatch, emergency preparedness, and so on. $10 million or 22% goes to general government, meaning city council, City Manager, city attorney, HR, finance, technology, assessing, those administrative departments. 8.5% or $4.1 million is for public works which includes administration, engineering, field ops and fleet. Then, there is the community and economic development which includes planning and zoning, ordinance enforcement, economic revitalization. Then, there is recreation and culture and a small amount of capital outlay that they left in the general fund for the '26-'27 budget and that is for police vehicles and a few other items for the police department.

Ms. Lancaster showed a slide called "Review of the Budget Process General Fund Revenue Changes" and said City Manager Cardenas spoke about the largest impact on the revenue side was $832,000 of state-shared revenue that they had anticipated getting and it was actually cut from the budget. This is not unique to Novi; it's for every city and local unit of government across the state. The State of Michigan wanted to create a neighborhood roads fund, so they took money from state-shared revenue, so this is sales and use tax and they were going to combine that with marijuana excise tax money from across the state and provide more funding for neighborhood roads. However, that is still in limbo because the state is being sued by the marijuana growers for that 20% excise tax. They have no planning for the neighborhood roads. No funding at all is in this budget right now because they don't actually have a straight answer from the state about what they can expect. They will amend the budget as that information becomes available and they can figure out how to spend those dollars.

Ms. Lancaster said in the new revenues that the department heads came up with, they can thank their assessor for the first one. She didn't come up with this, but the increases of taxes above CPI. The State Tax Commission says they could raise taxes 2.7% and the rest has to come from new construction. They had some new construction this year. Their overall tax revenue increase is at 5%. They had to add, or they proposed to add, $490,000 for recycling cost recovery. Their costs have gone up quite a bit and they are proposing to add a fee to recoup those costs. The fire department is starting a fire inspection fee program. Previously, when they go out and do their fire inspections, they were not charging for that and a lot of times, they're going back to the same place many times to do those re-inspections. They are proposing $266,000 in fire inspection fees. Then, the

building department is looking at their fees and anticipating $144,000 in increased building fees. They took from the self-insurance fund, which is an internal service fund. They have a 60% fund balance. They took $360,000 from that fund to help them absorb healthcare cost increases. That is a one-time revenue only for '27.

Ms. Lancaster said their expenditures from the time that Council saw the Fiscal '27 Budget Estimate to where they landed in the fall, when she came in November, they were $4.6 million more in expenditures than what was originally planned. The largest impact for that was $2.9 million for personnel costs. There were some FTEs that were not budgeted, so there was a planned vacancy rate built into the budget. Then, when all the positions were filled, there was a budget shortfall. Right now, they have budgeted for all FTEs that, if they're in their budget, they have funding that's tied to them. They did not do that for this year. That was $890,000. They saw $383,000 related to pension increases. Fire part-time and auxiliary is $463,000 higher than what was planned on originally. Overtime, $255,000 higher. Health insurance went up $423,000. Then, they spent $64,000 for the police contract, settling for 1% more than they had planned. Then, there were $423,000 of other items. The second largest impact was for services. Vehicle maintenance and gas, both for fire, police and DPW are higher than what was planned on. Recycling costs, of course, they talked about that, $263,000 increase in recycling costs. Then, they have $361,000 for a host of other items. Then, capital outlay, they cut all capital out of the budget that they possibly could, but they did leave in police vehicles and then, of course, the police equipment for in-car license plate readers and those things that they need to function.

Ms. Lancaster showed a slide called "Fund Balance of the General Fund" and said they are keeping an eye on what their general fund fund balance is looking like. Right now, they are looking at 28% fund balance whether it's recurring or whether it's all of their expenditures. She pointed out that they list recurring expenditures and all other expenditures because their capital drives…it's significant in the general fund. They are at 28% fund balance at the end of '27, projected right now, if that $240,000 stays the same. It does not appear that that happens in Novi. She said she's looked back, and she's seen quarterly budget adjustments that need to use money out of the general fund. They really want to make sure they are starting with some kind of surplus heading into the year because invariably, and this is not unique to Novi, stuff happens. She said you need to amend the budget to make sure that they are complying with state law and their fund balance policy.

Ms. Lancaster showed a chart called "General Fund Five-Year Projection." She said she wanted Council to see what happens with their recurring revenues and their recurring expenditures. As they project out into '28, '29, '30 and '31, they have a five-year general fund projection. This is conservative on the revenue side and pretty conservative on the expenditure side. She said they are seeing that they cannot keep up with their expenditures at the rate that they're going with their revenue. This is not unusual. They're seeing this all over the place as the economy is a little bit iffy right now and that makes investment in community and the interest rates and all those things that go into what gets the city revenue is difficult at this time. She said they have to look at either developing recurring revenues, which is harder to do in the general fund, or reducing their recurring

expenditures. They can't head into '28 or '29 as City Manager Cardenas said with the deficit they currently have. They are looking at, even without capital, that they will not have enough revenue to cover their expenditures. She said when you add in that the general fund capital could average $1 million to $2 million a year, they really should be generating that much more in revenue to cover those capital expenditures so they do not have to use their fund balance for their capital needs. She said they are really looking at a much bigger cut than they would normally make if they didn't have the capital that they did.

City Manager Cardenas thanked the staff for doing a great job pulling all of that together. He said Ms. Lancaster and her very new team have helped them out immensely. He turned the time back to Council for questions.

Mayor Pro Tem Casey said that was the best presentation she has ever seen them do on the budget. She said it makes it really understandable for their residents when they talk about the situation that they face. She thinks they've done a great job of explaining it to people in a way that is understandable because they all live the budget in depth. Council lives it halfway through. For the residents, this was a great way to understand. She said when they start talking about some of the challenges they see, this set things up really well. She thanked them for the presentation, and she thanked staff for doing so much work to get all of that information pulled together. She said this was a budget unlike any that they've seen in terms of some of the challenges they face. She thinks the departments went through their budgets and did a remarkable job in not just cutting expenditure but looking to find sources of revenue. She thanked them for the work they did to get them to this budget. She said she agreed with Ms. Lancaster and City Manager Cardenas that they've generally known for some time that they were going to start seeing some stabilization in their revenue as the city got built out. That particular piece is not a surprise. What is impactful is the increases that City Manager Cardenas and Ms. Lancaster showed in some of the costs that they're seeing in their expenditures from a personnel perspective and from a capital perspective. Those have been really unexpected to them and something they've not been able to plan for, not to mention the shortages of that $800,000 coming from the state alone as an impact. She said she thinks they've just had some challenges come in that they really weren't anticipating from a revenue perspective as well as all the increases in expenditures. That chart that Ms. Lancaster showed, page six or the V chart where you can see the projection of where they see the bar chart of the revenue growth and expenditure growth and then you can see the difference and the gap that they start to see between what they're getting from recurring revenue and then what they're starting to see from recurring expenses. She said that is really their north star in terms of understanding what they face as a community and some of the decisions that they are going to have to make.

Mayor Pro Tem Casey said City Manager Cardenas was very wise in the phrase that he used and the direction that the team took which was: how to balance the services expected with the revenues available? They cannot do everything. There are going to have to be some decisions that this Council, this body and the administration are going to make going forward to try to make sure that they are balancing what their community needs with the available funds that they have. This isn't unique to Novi. This is not a

situation that only Novi is facing from a revenue perspective and an expenditure perspective. She thinks there are opportunities for them where they benchmark and take some lessons from other cities in terms of how they're solving some of these challenges as well. She thinks Novi does that well when they look around and take the best of what they see other people doing. She wants to be careful to also note that they are still doing the work that needs to be done. Some of the things that they're changing are not the big projects that need to get done. They are still doing roads, they are still doing infrastructure, they are still supporting their public safety team, they're still supporting their parks, they're supporting any possible infrastructure that they've got. The work is still getting done. In some instances, they might be re-timing it, but they are not slowing down in making sure that they are taking care of their community in the way that they need to. She said she thinks they've just made some smart decisions again now to balance this year's budget. She really does appreciate the work.

Mayor Pro Tem Casey said she is a bit disappointed that right now, the budget doesn't have any funding set aside for their Cultural Arts Fund. That was a Council goal that they set at the beginning of the year, not fully understanding what was facing them. She said she would not ask to add that now because she can't advocate to add something when staff has done such a great job of cutting expenditures. She's just hopeful that maybe, as the year progresses, it might be something they get to have some conversation about adding in. She said she's also confident that they're not going to lose any momentum from a public art perspective side because their Cultural Arts Committee can take some good action and make some progress on initiatives and activities even without looking at the funding that they were setting up.

Mayor Pro Tem Casey said going forward, there is some work that still needs to be done as City Manager Cardenas alluded to in years two and three. She knows that the staff and administration are working to make those refinements and come back to Council with a new proposal and a new look at what those forecasts are going to look like. She said she believes they'll have that by June so that in July, when the fiscal year starts, they can have a conversation to maybe approve the forecasts themselves. What the state requires is for them to approve the budget for next year. What they've done as a really small fiscal process that she believes they've been doing for at least 14 years at this point is they also approve those two-year forecasts so they see what they're planning to spend this year and they project out so they know what's coming. She said having seen what they've seen and heard from City Manager Cardenas and being in a position where that fund balance is going to be down to 15% in year three, she'd like to suggest to her colleagues that when they get to the point of making a motion to send the budget to a public hearing, she'd like to make sure that what they're asking to be set in the public hearing is approving the budget. They'll separate the forecast this year only and then allow the administration time to make sure that that forecast is worked through as much as they can, get that finalized and then have the opportunity in July to approve the forecast. She said they'll do both, but right now, she doesn't feel like they're in a position where she feels comfortable approving a forecast that is going to change and that shows a 15% fund balance. That's not a place she can get down to.

Member Staudt said in years 2009, 2010, 2011, 2012, he sat up with the Council and watched their property tax values dip and the city, in essence, had quite a chaotic period of time. He said he never wanted to go through that again. He never thought they'd be in that position again. To the chagrin of some people, they developed themselves out of difficult times. Their property values continued to increase and the city was strong. Then came this thing in 2020 and with an influx of funds resulting from COVID and some of the changes in the environment, they started to see where their revenue was being eaten at a much greater cost every year. He said he remembers two or three years ago talking to then-Council Member Fischer saying, "We're using 90% of new revenue for personnel costs. This can't sustain itself." And tonight, the final slide shows the net result of that which is something that is entirely unsustainable and it's going to require some significant changes. In the next three or four years, 87, 88, 89% of all of their expenditures are going to be human resources. It's just not sustainable. You can't cut from 11 or 12% to make up for the difference. He said they're all going to have to sit there at some time and look at themselves in the mirror and say, "We're going to have to deal with this." In essence, this budget basically kicks the can down the road. They've made some significant cuts, but for the most part, this is going to change what's inevitable and that is their need to really look at something he thought he'd never have to say again and that is resizing their city government. Back in 2010 and 2011, that included significant cuts in employees, including public safety employees. He's hoping they can figure out something that keeps them from having to do that, but 57% of their expenses are public safety and expecting that they'll be able to get out of this with 43%.

Member Staudt said there are some people who will say we just need to raise taxes. He said he's been here for 19 years, and they've never increased their operating millage. He said he is the only accountant on Council. There are two sides to the ledger. There are the plus the minus. Before he starts asking voters to give him more money, he has to make a real effort to cut into the spending side of this. This year, they've done some of that. They've had some suggestions like getting rid of dispatch at the police department. Anyone who reads what Oakland County is doing with some of the service levels at the assessor and at the sheriff's offices, it's not an acceptable solution for him. He said they're not giving up services for their residents to save money. The bottom line to all this is they have some really stormy clouds on the horizon. They need to prepare. They're going to need to dig in. They're going to need to make the tough decisions that elected officials are elected to make. The easiest one is to raise taxes. That's the last option as far as he's concerned. He said he was hoping that he'd never have to go through this again, but clearly, this next three or four years is going to be extremely difficult, extremely hard on their employees, hard on their residents, hard on their businesses. They have a fiduciary responsibility to do what's right for the city and he has taken it seriously for a long time. He continues to take it seriously and it'll be very interesting to see what's proposed in June. He suspects it will not be satisfactory to his expectations.

Member Smith thanked the staff for putting this together. As Mayor Pro Tem Casey said, he thought it was a good document that explained everything well. He recommends that all of the residents have a look at it, maybe not the line-item parts, but definitely the introduction and the glossary so they can see where the money comes from, where it goes to, what the plans are. It's a great way to get an idea of what their budget looks

like. As City Manager Cardenas and Ms. Lancaster said, we are living in interesting times. There are external factors that they're dealing with like federal and state budgets, state revenue sharing, inflation, tariffs, wars. The financial future is very uncertain. With Novi being built out, they cannot rely on building their way out of budget issues. They're just not getting that much new money in. He said he looks at a budget, not just as a financial document, but a statement of intent. It says what we want to do with our future and how we get to that future, what we need to spend. He thought City Manager Cardenas's explanation of how they're looking at city operations was excellent. His background is industrial engineering, so he's a systems guy. He wants to look at how systems work together. If they need to change how they're doing things, maybe some things are eliminated because they just don't do them anymore. He doesn't want to do wholesale cuts to staff. Buildings are great; we need them. The public safety buildings are needed, but they also must have people there to provide the services. They must make sure that the personnel they have match the service needs that they need to provide. Overall, he's happy with the '26-'27 budget as presented. He, and he guessed that everyone else on Council, is concerned with the projections for '27-'28 and '28-'29. He supports just passing the budget at that meeting and having further discussions about the out years and potentially passing them in June or July. He said they need to look at that stuff. He wanted to look at that early before they put the budget away until next January when they go back to their goal-setting sessions.

Member Smith said the other part of this is that people are talking about Council raising taxes. The great thing about city government, local government, is Council can propose raising taxes, but the residents decide that. What they need to think about is how they want the city to look in the future. They're starting with the CIP millage coming up in August or November, depending on how the vote goes later in the meeting. That will be on the ballot. They need to look at what that money will be spent on and convince residents that they actually do need that and that they're good stewards of it. It's up to all of them collectively. All of them are Novi residents. Anything that gets passed affects them, too. He said they have to decide: what do they want their future to look like and how do they want to get to that future?

Member Heintz thanked the staff for putting this together. He loved the presentation and the clarity about the emphasis on recurring revenues and the recurring expenditures and the balancing it out, making sure that their spending doesn't exceed what they have. He said it's comforting knowing that the fiscal '26-'27 year seems to be the most comforting to move forward with. Beyond that, there is going to be some uncertainty that they'll get more information as time goes on. They'll try to have to have a little time for additional planning. He said all in all, it seems like there will be some tough decisions for sure. Thankfully, they don't have to make all of them now, but it does seem like it's not without its challenges. He said for him, as they try to ponder different ideas of just trying to come up with approaches for sustained, those reoccurring revenues, it seems like it could be difficult to draw upon new pockets, new individuals without just adding new costs to those individuals whether it be people coming in for Parks and Rec or different services or anything like that. Hopefully there are opportunities to bring in new sources of revenue rather than just increase rates. Likewise, he said he'd be curious about what's already been done. It sounds like going through with staff, trying to identify different cost

reductions and looking for potential ways of those reoccurring reductions in costs whether it be different things like postage or other expenditures might just be a drop in the bucket compared to the overall budget and some of these things might be required, but hopefully, there are still different ways that they could still reduce some costs. He looks forward to calling upon the minds of local communities and including the brilliant minds they have on staff to continue brainstorming and looking for ways to be innovative and creative--not just a single opportunity for a cash grab, but those reoccurring revenues to make sure this is sustainable for the future. He said he appreciates the challenges that lie ahead and he looks forward to trying to be involved in any of those brainstorming processes and continuing as a team effort to see Novi continue to thrive.

Member Gurumurthy offered a huge thanks to the city staff for all the work they put in to put the presentation together. Being in the corporate world, it's easy to say they get this every year: reduce the budget by a certain percentage. When you want to keep the service at the same level or even do better, it's very hard to do with less budget. She said she thinks staff has done a great job going through where they can reduce and where they can increase revenue. She went through the things and she had some comments about some of the things that were identified. There are community events that they engage Novi residents like Pink Car Signing and National Night Out. She knows those could be potential items, but that's an opportunity to engage with residents. She would think about certain things that they want to continue doing, but finding other ways to do them. Appreciation events are something that she saw there, too. Maybe there are other ways, simpler ways to do this without completely eliminating it because it's important to appreciate the work that is being done by staff, employees and boards. She saw a note about downsizing economic development department. She said this ties in with their goals. Council has set goals this year. She said they should be conscious about some of the goals, where if they take something, then they make sure to put a focus on something else. Even if they have to downsize, they are still able to make progress with the goal. She saw the employee wellness and engagement, again, cut by 50%. She would encourage other ways to use existing resources rather than just cutting them altogether. She really appreciated the work that has been done to find these things.

Member Gurumurthy said the state sources of revenue have been cut, but they still have resources like SEMCOG. She suggested looking for grants and opportunities to get additional funding. She said she knows that in Novi it is often said that they don't get grants, but she said they could set a goal of getting one grant this year and see how they do. She said she wanted to be careful about delaying police cars or truck purchases or would that be increasing maintenance costs. That is something to think about. Also, with road projects, she did not see that they are postponing anything major that they wanted to do and that is good because they want to take care of their roads as well. She mentioned public safety. With all the construction and everything they are doing, as they build the newer facilities, they need to keep the operations side of it. Maybe they need a little bit more. Maybe there is software, smart tech, or something like that that they need. That is also going to add to the expenses, so they need to be very conscious about it when they plan the construction and stuff. She said Parks and Recreation do a phenomenal job of all the programs. She just wants to make sure they also cover the costs. She said that would be something to keep in mind and maybe they should track a

percentage of programs that they do take care of and the costs are covered in the fees. She said she's not sure how much they cover versus how much they take from the funding. Personnel is very clear that it is constantly increasing, so it is good that they have a goal and she knows Council is going to focus on that as well, the whole five-year forecast, specifically to look at how the whole personnel cost increases are going to look like.

Member Gurumurthy said back to the goals, they have goals. They don't have specific amounts planned in the budget, especially with everything going on, but making sure that they have the ability to continue making progress is important. She was very appreciative that Council supported Diwali last year with $5,000; it had a great impact. They anticipated 1,000 attendees and they got over 3,000 attendees, which was a great success. This year, it will be over 3,000 so they need to accommodate and plan for that. She requested that they keep that in mind for the budget. Lastly, when she thinks of the budget, it's more like they want to look at what they accomplished. She asked if there is a way they can showcase the different things they have done in more data format. For example, the library does an excellent job in their annual report where they specify their year-end numbers, the checkouts, and the rentals. While they talk about their journey and how they spend or what they want to spend, it would be nice to show what they were able to accomplish with what they spent. They could show they were able to increase the service level or add more programs. She requested that, as part of the budget, even for this year if they are able to, they show the impact they were able to make with the budget they had.

Member Martinez thanked City Manager Cardenas, his team, their staff and Ms. Lancaster for all the work they put into the proposed budget and the presentation. He said he recognizes these conversations are probably going to be the most difficult conversations he'll be a part of as a member of Council. He appreciated the respect and the humanity with which the City Manager spoke about their city team. This is a situation in which they are not alone. They are certainly not the only ones facing this situation. He is proud to serve as the City's liaison for SEMCOG, the Southeast Michigan Council of Governments. About four weeks ago, they had their general assembly meeting in Detroit. That was a "canary in the coal mine" situation for him, getting there and seeing how many other communities are in similar or even worse cases than where the City of Novi is. In a lot of communities, they tried leveraging American Rescue Plan dollars to add new positions and create additional overhead for their cities and townships that was not going to be sustainable. The takeaway is that they know the ARPA dollars are not going to be forever and the silver lining takeaway is that the City of Novi did not all into that trap. The credit is owed to prior councils for that planning and this is that moment where the three-year planning cycle, the three-year budgeting cycle really holds its weight. He wants folks to know they are not in that code red situation that a lot of folks find themselves in, but the yellow light is definitely on. They got the check engine light which means they need to do something. He believes they have time where, as a council and staff, they can be thoughtful about this. They can contemplate, they can get resident feedback and input, and they can make the leap together.

Member Martinez said he agrees with Member Staudt that before they ask residents to take on another increase to their taxes, Council needs to make sure that their belts are as tight as they can feasibly make them. That's just good stewardship of what the residents expect them to do. He also echoes Member Smith's points with one caveat: he hopes the residents look through these line items. It's a lengthy document, but he thinks folks need to see that to understand the detail, the planning, and the thoughtfulness that went into this document, where the past budgets brought them to and how they are responding in this moment. He said the City is doing a lot to keep them solvent, to keep them projecting on the right path, but there are some options they need to consider that will not be palatable to everybody. He said he believes they owe it to their residents and their community as a whole to not allow their city to sink when they can do something about it. He said he's looking forward to this discussion. He knows they are going to have a lot of difficult conversations about this moving forward. He is willing to do his part and he asked Novi residents to join them and understand where they're coming from, why they are in this position and what they are going to do to respond.

Mayor Fischer thanked staff for all the hard work that went into this presentation, especially given all the turnover in finance. That can cause some consternation and confusion. Being able to pull together this document was a big feat. He said it was alluded to in an earlier comment that, for the first time in a long time, Council is getting just about the most transparent, realistic and accurate description and depiction of where the city is financially. He appreciated that City Manager Cardenas brought in Ms. Lancaster. As the Finance Committee, they have had the chance to listen to her. He sat down with her personally to hear a lot of her different views, given her vast background and it has been very eye opening. He said sometimes the most important decision to make is to realize that you are not the person. You need an expert to come in and help. That's where Ms. Lancaster has stepped in. He also thanked City Manager Cardenas for his efforts to keep Council abreast of these situations. He said as Council went into goal setting, he remembers an email that they got that said, "Hey guys, don't go too far over your bridges because I'm starting to see some scary things on the horizon." They didn't really have the full picture until City Manager Cardenas gave them the primer presentation in early March and they got the budget earlier than they have in many years, allowing them more time to go through it in detail. He said he was very grateful for the efforts in getting them this information, especially given the gravity of the situation. As far as the numbers are concerned, he can't say that he didn't see it coming. If anyone has paid attention to him over the past two budget cycles and a couple of State of the City addresses, he doesn't think you'd be surprised. He has been saying that they needed to plan for their revenue to possibly flatten out. They needed to look at their costs. They needed to start reining them in. They needed to tap on the brakes. They were spending money like an NFL rookie who thought they were going to make $25 million a year forever and then got injured in year three. Here we are.

Mayor Fischer said no chart is clearer than the chart he is going to now refer to as "The Mayor Pro Tem Chart" because she loves it so much, showing the big gap as they look at their recurring expenses and their recurring revenues. He has been saying for a long time that they cannot continue to add structural costs using one-time revenues and that $800,000 reduction in state-shared revenue, that's exactly what they have been talking

about and flagging. A couple of things frustrate him as they talk about budgets. People say, "Well, we actually do have the money. It's there, you're just not looking hard enough." That chart shows exactly what happens when you think you have the money and you don't. If you're making $100,000 a year and you're spending $125,000 a year, you have a structural deficit and you don't have the money. The other fallacy that he often hears is that they have a strong fund balance, so why don't we just use that. The City of Novi has had a long-standing policy and he has served on many different councils and well as the couple of people seated next to him and everyone has always known that you don't use fund balance to run your operations. That is the biggest and quickest way to drive your financial condition into the ground. They've never done that before and he doesn't expect that they'll be doing that anytime soon. In the end, it's the equivalent of using your savings account to cover ongoing costs and they don't do that in Novi. He doesn't anticipate that anyone on Council expects them to start doing that now.

Mayor Fischer said, based on the City Manager's opening statements, he thinks the situation is being taken seriously. He looks forward to the next plan that will be brought forward. He thinks they are moving a little bit slowly. They need to pipe up the urgency, and he thinks the plan needs to come back to Council well before the fiscal year starts. He'd like to see the information by June 1st, so they can see the plan, they can deliberate and they can sign off on it before the fiscal year starts. If they need to step in and this isn't a council, these councils haven't been like the ones in the early 2000s of doing the line iteming. If push comes to shove and the plan isn't there, he's not objecting to setting a special meeting for a Saturday and then they'll sit there for eight hours and they can go through line item by line item on all 96 pages of the ledger. He expects that the plan will be shared well before June 1st. He asked City Manager Cardenas what the intended target is for the fund balance they expect to see in years two and three. Right now, they all agree and he guessed City Manager Cardenas does too, that 15% is not acceptable. He asked what the minimum is that they are bringing them forward. City Manager Cardenas said the bare minimum would be 28%. He said as he looks at the documents and the numbers Ms. Lancaster provided him, he would like to shoot for a little higher than that, but he will commit to 28%. He'd like to be at a 30% rate, but he won't deliver anything less than 28%. Mayor Fischer asked if that is for both years. City Manager Cardenas said yes. Mayor Fischer said he asked that because he doesn't want to get in a situation where all of a sudden, he thinks 22-23% because if that came back, those would not be pleasant conversations.

Mayor Fischer said he also asked because there have been some comments from Member Gurumurthy and he agrees with them. He looked through the list of the some of the cuts that have been proposed and some of the cuts that have been made, and frankly, he has been disappointed with some of them. He thinks that a lot of them were simple and easy and low-hanging ideas that were basically focused on things that were resident programs and services. They didn't focus enough on efficiencies and looking internally. He is hoping that when the plan comes back, it will look nothing like the list that has been provided to Council on some of the cuts that have been made. If they only look at cutting resident services and they don't look at efficiencies within the City, that will be a big disservice to the residents. He also noticed that there were a couple of

departments that were sacred cows where nothing was touched. He assumes that all departments will be contributing ideas for the next plan.

Mayor Fischer said he fully supports Mayor Pro Tem's proposal. Given that they know that years two and three in this document are not realistic, he would not support acknowledging them or approving them as part of their May deliberation and approval process. He thinks they should just focus on the budget year which is acceptable to him. He asked about one item with the self-insurance fund. He addressed Ms. Lancaster and said his understanding is the last time they really did a study on the fund balance and the process and all the financials of that was done back in 2018. He asked if that was correct. Ms. Lancaster said yes, that City Manager Cardenas was nodding his head. He asked if they were to have the same kind of consultant take a look at their operations and make recommendations as to that fund balance, could the self-insurance fund pay for that consultant. Ms. Lancaster said yes. He said he'd recommend that City Manager Cardenas go ahead, since they haven't looked at that and haven't had a consultant review the financials of the self-insurance fund, that they RFP that out so they can get some more information. The other thing he would say on that front is that only Member Staudt and Mayor Pro Tem Casey were there when that was set up. He requested that, in the next couple of weeks, that the admin packet item be a thorough review of why, how, when that was set up so all the other council members are fully brought up to speed on how that operates.

Mayor Fischer said he appreciates all the hard work that has gone into this. He thinks there are some hard discussions to be had. He said he believes he was clear that they need to move faster, but they're heading in the right direction and that they look forward to getting a robust plan to financial success by June1st.

CM 26-04-039 Moved by Casey, seconded by Martinez: MOTION WITHDRAWN

Approval to set a public hearing on the recommended 2026-2027 budget for May 4, 2026.

Member Staudt said he had a couple of questions. He asked City Attorney Schultz if City Council has any discretion on the two-tenths of a mill that they're allocating to the library on designating whether those funds are operations or capital. City Attorney Schultz said no, just the amount. Member Staudt said clarified that all they can say is two-tenths and it's completely up to them how they spend it. City Attorney Schultz said that is correct, it is the same opinion as previously…Member Staudt said he would like, prior to making this a public hearing, the vote for that. He said he'd like to see City Council vote on this particular item because they are using an 1877 law. He clarified that with City Attorney Schultz. City Attorney Schultz said that is the statute under which the library is formed, so yes. Member Staudt said none of them had heard about it recently, in the last six months. He said he is not opposed to two-tenths of a mill, but it's highly unusual that they're raising millage rates on their residents and their businesses without some kind of an affirmative vote by the people or by City Council.

CM 26-04-040 Moved by Staudt, seconded by Fischer: MOTION CARRIED 7-0

To approve 0.2 mill for the Novi Public Library pursuant to Public Act 164 of 1877.

Member Staudt said he thinks it's more symbolic than anything. He said he'd like to see them vote as a body specifically on this millage because this is highly unusual. Not that it's wrong or bad, but as City Attorney Schultz said, they have no discretion after they vote on it. They are giving the library a million dollars to spend and because of the way the library budget is structured, they have complete discretion on how that's spent. He made a motion that City Council affirm that they add this item to the budget. City Attorney Schultz said that he was looking at one of those straw votes that you take occasionally when you have these budget conversations, four votes. Ultimately, they're talking next meeting, they're going to pass a budget that is going to have this millage in it. He thinks it was a good description to say they're doing an affirmative action. He said he didn't want to say symbolic, but he's hearing that this is just to confirm what's in the budget document you're specifically going to have a vote on. Mayor Fischer said that is correct. City Attorney Schultz said if there's a second, he thought they could have it. Mayor Fischer said he'd second it for the purpose of discussion. He said it's highly unlikely that they would go down the list of millage rates that is in the City Manager's budget. They have the discretion to change any of those at any given time.

Mayor Fischer said if anyone had been watching some of the library discussion, a couple of things were happening there. Number one, the library board had asked for and recommended that they increase the funding there. The second piece is that the library board and the library director have done a ton of work to show why this makes sense financially. One big piece for him as a resident, taxpayer and being a fiscally conservative gentleman, is the fact that they're in a different position with the library where they've been paying 0.34 mills for the debt service for the last 15-16 years. Now they have the opportunity to still lower taxes by going from 0.34 to about 0.2. They'll re-purpose some of the money they've been using for debt service to ensure they're set up for success. The library has gone through a complete reserve study, so they understand the needs of their building. They understand the HVAC. They understand the parking lots. They have done the capital needs. Mayor Fischer sat with the library director and the president of the library board on Saturday to walk through all of this. The Finance Committee has seen a lot of this information and all of Council has seen it, too, because it's been in their admin packets. He believes this is an opportune time when the debt is falling off and they can go to the residents and say, "Your taxes are going to go down and we're making sure the library is set up for success. We're thinking ahead so we don't have to raise your taxes in the future." To him, it makes complete sense. The library board, with the direction of the library director, convinced him through the information that is publicly available that this is the right time and the right thing to do.

Mayor Pro Tem Casey said she has a relatively unique position on this body, having served on the library board and especially when they built the new building, which is now 16 years old. She said her comments go to the Mayor's point and the documentation that the library has provided. The library board is responsible for managing the building and managing their budget. Historically, they have done a phenomenal job. They're very

conservative in their estimates. They buy the materials that the community needs. They're constantly adjusting based on the feedback that they get. What was not accomplished, because it wasn't necessary at the time, was providing for future maintenance costs. They knew they had built a new building. They knew there was going to be a need in the future to make updates to that building. HVAC, carpet, anything in that building is 15 years old. There is work that will need to get done. She said the library did a fantastic job in doing a capital reserve study. They understand what they project to need to do to keep the building up to the standard that this community expects. To her, that feels like a no-brainer. She thinks residents will agree. She doesn't want to be in a position where in three years, the library is shut down because the building is not in good shape. That might be an exaggeration, it might be more like five years. The point being, this is Council's opportunity to set their community up for future success by getting some funding into the library so they can do their job and keep the building maintained in the way that they expect. She said she is happy to go on record saying she fully supports this and she is going to support the motion as well.

Member Smith said he'd like to go on record saying he supports this as well. He said, borrowing Member Martinez's check engine light example, that they want to make sure they are prepared when the check engine becomes a dead engine. They don't want to get to the point where they're sitting by the side of the road with the hood up wondering why they didn't take care of the maintenance earlier.

Member Gurumurthy said having been on the board and having been through strategic planning, she saw firsthand what is needed. This is the perfect time to do this and she fully supports it.

Roll call vote on CM 26-04-040 **Yeas: Heintz, Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy**
Nays: None

Member Staudt said there is a second issue as part of the budget message, the $490,000 for the recycling center. He asked if they had approved that ordinance yet. It was confirmed that Council passed that ordinance. Member Staudt asked if that would be part of this budget. City Manager Cardenas said yes, they will be getting that in place and then that'll be in the next billing for residents in terms of the amount. He said he might still owe what the final amount would be for that to Council in the next coming weeks. Member Staudt asked if City Manager Cardenas had any idea how much the increase is going to be per resident. City Manager Cardenas said off the top of his head, it was around $30/year. Member Staudt asked if that will include more than recycling, things like potential long-term tree pickup and limb pickup. Member Staudt said they are going to create a small fund balance that will be for those types of services. Mayor Fischer said not in the current document. He said that is not how it's set up in the current document. He said your fund balance and the rubbish fund is minimal. Speaking to City Manager Cardenas, Mayor Fischer said it does not appear that City Manager Cardenas has set it up that way yet. Member Staudt asked if they are going to have money available from the $30 for unforeseen circumstances. City Manager Cardenas said yes, he believes that was the intent. Member Staudt asked if this is an additional amount to what they're

having in the budget right now. City Attorney Schultz said the ordinance is done. He said they've done the two readings on essentially expanding in the ordinance what they're allowed to impose as rates. He doesn't believe they've done a rate resolution yet, which is a document that will come to them, and they will have those numbers in there and they can decide then if they'd like an extra dollar or fifty cents. Member Staudt asked if that should be prior to the budget being passed. City Attorney Schultz said that can come at any time; it just needs to come before the fiscal year starts. Member Staudt said that was his question.

Member Staudt said this is exactly what he wanted. He wanted the residents to hear why they're doing this. In some respects, he felt it was kind of buried in the budget. Now, it's very clear that they support it and what the intent of it is. Mayor Fischer asked Member Staudt if that was the direction to start to build the rubbish fund balance for the collection. Member Staudt said he found it interesting that it was shown as revenue for their budget, but he didn't think they had gone that far yet. Mayor Fischer suggested to City Manager Cardenas that maybe they could see a couple different options when that comes forward. Member Staudt clarified that that will come forward prior to them passing a budget and that that will be adjusted accordingly in the budget and City Manager Cardenas said they will do that.

CM 26-04-041 **Moved by Casey, seconded by Martinez: MOTION CARRIED 7-0**

Approval to set a public hearing on the recommended 2026-2027 budget excluding Year 2 and Year 3 forecasts for May 4, 2026.

Member Martinez asked City Manager Cardenas or City Attorney Schultz if the Neighborhood Roads Fund litigation ends up undoing this revenue sharing issue that has come up, do they expect to receive that $832,000 back or are they just saying it's gone. City Manager Cardenas said it's definitely gone. Member Martinez then asked if the removal of the $360,000 from the self-insurance fund will affect the level of self-insurance coverage the City currently has. City Manager Cardenas said no.

Roll call vote on CM 26-04-041 **Yeas: Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz**
Nays: None

2. Consideration to adopt a resolution placing a question on the November 2026 ballot, whether to authorize the City to levy a new millage for specified Capital Improvements and Projects of up to 1.0 mill, for a period of 10 years, beginning with the 2027 tax year.

City Manager Cardenas said from the last meeting, there seemed to be a number of council members who could have gone either way on whether to proceed with putting the question on the August or the November ballot. Since that meeting, he has had discussions with several council members, and it appears that it's preferable to reconsider that decision. In light of the Oakland County ISD ballot decision or question to be posed

on the August ballot, he thought it was prudent to move the CIP question to the November ballot.

Mayor Pro Tem Casey said she was comfortable when they voted on this for August, but after getting the confirmation that the ISD is putting 1.5 mills on the August ballot, she is very comfortable with them retiming their proposal and asking voters for the CIP millage renewal in November. She thinks it also gives them ample time for a communication and education campaign as well.

CM 26-04-042 **Moved by Casey, seconded by Smith: MOTION CARRIED 7-0**

Adoption of a resolution placing a question on the November 2026 ballot, whether to authorize the City to levy a new millage for specified Capital Improvements and Projects of up to 1.0 mill, for a period of 10 years, beginning with the 2027 tax year, including authorization to City Manager and City Attorney's office to finalize language for same.

Member Martinez said he wanted to go on record saying he appreciates the thought that went behind bringing this back for them to consider it. He thinks this provides them with a great opportunity to be able to tell the residents the full story without rushing it of exactly what Council has done with the taxpayers' investment over the last 10 years. He asked City Manager Cardenas if this will not appear technically as a renewal on the ballot. City Attorney Schultz said yes, it will not be called a renewal on the ballot question. The AG's office looks at that as a term of art for the Headlee stuff. Member Martinez said for all intents and purposes, this millage will restore at the exact level the prior CIP millage. City Attorney Schultz said that is correct.

Roll call vote on CM 26-04-042 **Yeas: Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez**
Nays: None

3. Approval to enter into an Agreement with Carbyne, Inc. for the replacement of the Novi Police Department 911 Center phone system.

City Manager Cardenas said Courts and Law Enforcement Management Information System, better known as CLEMIS to all the local government nerds, is a comprehensive criminal justice information system based in Oakland County that provides nearly 250 public agencies with shared real-time access to records, mugshots, fingerprints and computer-aided dispatch data. It serves as a regional repository for incident reports and investigative tools. He said he says that because their current system, per CLEMIS, which processes all emergency and non-emergency calls in and out of their emergency communication center, is at the end of useful life. CLEMIS, aka Oakland County, has moved up the timeline for the public safety answering point adoption. The agreement has now been moved up to fiscal year '25-'26, their current fiscal year, with an initial payment due upon execution of the contract. Carbyne, Inc. is a cloud-based solution. This purchase would also include all new hardware. The cost of that contract includes

installation in their current building, but they will also be reaching out to Carbyne to confirm what, if any, additional costs they'd incur when they move to their new building and install it there when it's built in a few years.

CM 26-04-043 **Moved by Casey, seconded by Martinez: MOTION CARRIED 7-0**

Approval to enter into an Agreement with Carbyne, Inc. for the replacement of the Novi Police Department 911 Center phone system for $117,203.48, the approved vendor for Oakland County for deployment in FY 2026/27 with annual costs/warranty in Years 2-5 of $55,171.52 and amend the budget.

Roll call vote on CM 26-04-043 **Yeas: Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez, Smith**
Nays: None

4. Adoption of a Resolution to approve Amendment No. 7 to the Water Service Contract with the Great Lakes Water Authority to renew the contract.

City Manager Cardenas said this is reviewed every four years on a regular cycle. Following review of Novi's water usage pattern, staff has determined that at GLWA, adjustments to the contracts are appropriate, which will result in reduction of revenue requirements in the table that's in the admin packet. The estimated reduction is between $800,000 to $1 million dollars. That's starts July 1, 2027.

CM 26-04-044 **Moved by Smith, seconded by Heintz: MOTION CARRIED 7-0**

Adoption of a Resolution to approve Amendment No. 7 to the Water Service Contract with the Great Lakes Water Authority to renew the contract.

Roll call vote on CM 26-04-044 **Yeas: Fischer, Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt**
Nays: None

5. Consideration of approval to award a contract to Scodeller Construction, Inc. for the Joint and Crack Seal Program.

CM 26-04-045 **Moved by Casey, seconded by Smith: MOTION CARRIED 7-0**

Approval to award a unit price contract to Scodeller Construction, Inc., the lowest qualified bidder, for the Joint and Crack Seal Program in the estimated annual amount of $200,000. The contract term is one year with two one-year renewal options.

Roll call vote on CM 26-04-045 **Yeas: Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer**

Nays: None

6. Consideration of a Change Order to Springline Excavating, LLC, for the Lee BeGole/Crescent Extension and Public Safety Building/Campus Project, for Land Clearing and Balancing efforts, for $245,393.

City Manager Cardenas said this is attributed to their public safety program and the project over at Lee BeGole Drive. He said you can see in the pictures that there is a lot of stuff that has been uncovered that they did not plan on. This is a change order to the contract to remove all those materials, including the foundation of an old ice arena that existed there decades and decades ago.

CM 26-04-046 Moved by Martinez, seconded by Smith: MOTION CARRIED 7-0

Approval of Change Order No. 3 to Springline Excavating, LLC, for the Lee BeGole/Crescent Extension and Public Safety Building/Campus Land Clearing and Balancing effort, in the amount of $245,393.76.

Member Gurumurthy said this is the third change order. She requested that if any change order comes in, it would be nice to see the list either in the admin packet or in this particular agenda item to see what the other change orders are. She said when she saw the budget, it was the entire amount. It would also be nice to see if there is a specific amount just for this. For example, the engineering design has a separate budget than what they have planned. How are they doing with the budget? Right now, it's all lumped into one big, the bond value.

Roll call vote on CM 26-04-046
Yeas: Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer, Casey
Nays: None

7. Consideration to award the construction contract to Fer-Pal Construction USA LLC, for the Cedarspring Estates Water Main Lining project, for $2,016,667.

CM 26-04-047 Moved by Casey, seconded by Gurumurthy: MOTION CARRIED 7-0

Approval to award the construction contract to Fer-Pal Construction USA LLC, the low bidder, for the Cedarspring Estates Water Main Lining project, in the amount of $2,016,667.

Roll call vote on CM 26-04-047
Yeas: Heintz, Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy
Nays: None

CONSENT AGENDA REMOVALS: None

AUDIENCE COMMENT:

Mike Duchesneau, 1191 South Lake Drive, said he is a friend of the library, and he really appreciates Council approving the .2 mills. To him, that is a significant item. As a resident, he has always been confused between the library's budget and the city's budget. He appreciates the support Council showed at the meeting. The 121-page budget document that's attached is really interesting in a lot of strange ways because not only does it highlight the shortfalls that they're going to see and some of the actions that are being taken, but it also has a lot of interesting facts about the city and the community in general. He believes the people who look through it end to end will appreciate it.

COMMITTEE REPORTS:

1. Finance and Administration Committee – Mayor Fischer

Mayor Fischer said they got a small update from Plante Moran Realpoint on some of the public safety facility items. There is some electrical work underneath the site that they purchased at 11 Mile and Lee BeGole. They presented a couple of options and potential savings to offset some of that. He encouraged his colleagues to check out the finance committee packet. They also reviewed some environmental and traffic consultant changes. Those will be forthcoming and recommended by the committee to City Council.

2. Long-Range Strategic Planning Committee – Councilmember Casey

Mayor Pro Tem Casey thanked the residents who have filled out the survey that was posted on social media. The latest number she had heard was 270 residents that had responded. She said if people hadn't responded, but wanted to, they could still go to the city's social media site and fill it out as it will be up for another week. The other thing she mentioned for her colleagues is a second survey they sent out to the members of the boards and commissions to get some feedback from them specifically as people who are engaged as volunteers in the community. They are getting a good response from that, with 21 responses so far. The big news she had for everyone is they will be having their first public workshop as part of the long-range strategic planning process. That will be held on April 28, 2026 from 6:00-8:00 p.m. It will be in the atrium at the Civic Center.

3. Public Utilities and Technology Committee - Councilmember Gurumurthy

Member Gurumurthy said they had another fiber provider, Easy Fiber, attend their last meeting. She said it has been great learning how they follow a process in terms of communicating. The committee invited them to the Community Fest, so hopefully, residents will take the chance to meet with the different providers at the Community Fest and ask questions. She thanked Rob and his team for putting together a map of Novi, locating exactly where the different providers are available. Hopefully, they'll get to a point where that will become a tool for all of them to see what is available, where there isn't any service, etc. so they can have those conversations. The update from GLWA is that the 42" is on track. They've been doing a great job providing the city with weekly

updates. Regarding the 48" transmission, she said they would still like GLWA to give them the long-term planning. They're still waiting for that, and they will continue to push for it. Hopefully, GLWA will attend their next meeting and give them some updates. She said they are getting valuable data from the residents who call Priority Waste when they have a complaint. The data has been very helpful because it's what the city team is using to have those conversations with Priority Waste. They are still waiting for the deliverables from DTE. Member Martinez mentioned a power outage that day (April 13, 2026) in Novi. They are continuing to push DTE to give them the root cause analysis. She requested that the DTE team to hear this message, provide the deliverables and attend their meeting. Otherwise, they talked about an opportunity for the city website to have a hub or a modification, making it easier for residents to go and find this information.

MAYOR AND COUNCIL ISSUES: None

COMMUNICATIONS: None

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 8:42 P.M.

_____
Cortney Hanson, City Clerk

_____
Justin Fischer, Mayor

Date approved: May 4, 2026

_____
Transcribed by Diana Charles
Customer Service Representative

REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, APRIL 20, 2026, AT 7:00 P.M.

Mayor Fischer called the meeting to order at 7:00 P.M.

Mayor Fischer said he wanted to take a moment to recognize the passing for former Mayor Dick Clark, who left us last month. Mayor Clark served the City of Novi with dedication and a deep sense of responsibility across many roles, including the Planning Commission, the City Council, and as Mayor from 1999 to 2003. Through his years of service, he helped guide our community through important periods of growth and change, leaving a lasting and positive impact on the city we know today. A fellow Spartan, he carried that spirit of service and community with him throughout his life. Even in retirement, he continued to give back, remaining active and engaged in his community in Petoskey. He will be remembered not only for his leadership, but for his steady presence, his care for others, and his enduring belief in public service. On behalf of a grateful Nov community, he extended our deepest condolences to his family and loved ones, and our sincere appreciation for a life of service that made a difference.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Fischer, Mayor Pro Tem Casey, Council Members Gurumurthy, Heintz, Martinez, Smith, Staudt

ALSO PRESENT: Victor Cardenas, City Manager
Tom Schultz, City Attorney

APPROVAL OF AGENDA:

CM 26-04-048 **Moved by Casey, seconded by Smith; MOTION CARRIED: 7-0**

To approve the agenda as presented.

Roll call vote on CM 26-04-048 **Yeas: Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer**
Nays: None

PUBLIC HEARINGS: None

PRESENTATIONS:

1. Novi Youth Assistance - Greg Cocke and Sabrina Matsil

Ms. Matsil said Novi Youth Assistance is a collaboration between Oakland County Circuit Court, the city and the school district. She said it was important for them to be at the meeting to give some updates on the past year. She laid out their presentation by stating that she would give some updates on the casework side and then Mr. Cocke, their board chair, would give some updates on their community organization and outreach programs. From the casework end, for the '24-'25 school year, (they're still working on the totals for the '25-'26 school year), they had 99 cases that they served. 78% of those were from the school district, about 17% from police or court, and the rest were from the

community. Most of those were prevention cases, meaning that they were in the child's life before a significant court or police event happened, and they were able to work with the family and resolve whatever it was that was going on with them. They are working very closely with the Novi Mental Health Alliance this year. The largest issues that they've seen coming up is that due to the high competition of this district, they are seeing a lot of mental health concerns and needs there may be an area of growth for families and for youth. They are working very closely with programming with the Novi Mental Health Alliance and growing their network of community and resources to refer families to. They are also working closely with the Novi community.

Mr. Cocke thanked Council for allowing them to share their updates and Fox Run for hosting them. Mr. Cocke said he chairs the Youth Assistance Organization, an organization that is sponsored by the City of Novi, Novi Community School District and the Oakland County Circuit Court. Their goal is to reduce the number of incidents of delinquency, abuse, and truancy in the district. They do this in a variety of ways. They have many programs that they use to educate the community with. He thanked the organizations that support them like the police department and the fire department on some of the events they host such as Adopt-a-Family and Back-to-School Shopping. It's a wonderful event. With Chief Zinser and his team, and the fire chief, they've been able to touch a lot of students and support them in the past year.

Mr. Cocke shared some data points from the '24-'25 school district year. They did 60 scholarships, roughly $16,000, in a variety of areas like sports, cheerleading, band, driver's training, summer school, field trips, the 8th grade trip, the 5th grade trip and tutoring. He mentioned their Adopt-a-Family program. It is very successful. They have 37 adopters. He said they have a very generous community. They supported 49 families and 120 students in that program. They have a backpack program that kicks off the school year. They had 28 backpacks they delivered. He said one of the things they're most proud of is that they've been able to build a mentor program. They are one of only three of the 26 school districts in Oakland County that has that program. There used to be Mentors Plus, which was a program that was managed by the Circuit Court with the Oakland County Youth Coordinating Council. He said, as you can imagine, after COVID, a lot of things withered on programs. They built this new mentor program with the efforts of Rosalie Johnson, Sabrina Matsil, him and many others. They're very proud to say they have 17 mentors this year and they support 28 students. The program has been very successful and well-recognized within the community.

Mayor Fischer said thank you to Mr. Cocke and Ms. Matsil. He thanked them for everything they do for the community. He said sometimes people will say to him, "Hey, this is Novi," like that means that there aren't any problems. He said there are people that need assistance and the Novi Youth Assistance Program is there for them. He said they appreciate everything they do. He said during COVID it was very hard to keep a lot of these things going and hard to revamp them up. He said Mr. Cocke's team has done an absolutely amazing job of turning this program back around into what this community needs. He thanked them very much for their time and dedication.

Mayor Pro Tem Casey thanked both Mr. Cocke and Ms. Matsil. She asked how interested people in the audience could get involved. They said they have a website www.noviya.org or if you Google Novi Youth Assistance, their website will come up that way. Mr. Cocke said they had given a presentation to Fox Run in the past and they have a gentleman that's kind-of a coordinator named Al Fletcher. The residents at Fox Run could ask him for more information, too. He said he and Ms. Matsil had done a little presentation on their in-house channel, so they could watch that, too.

Mr. Cocke thanked Mayor Fischer for his kind words. He said they have a wonderful board. Jay Dooley was there with them, Priya Gurumurthy was a former board member. He said they have some great people in the community that help them. It's not just him and Ms. Matsil. It is a very successful, talented board that has helped them grow this organization and make a big difference in the community.

Member Martinez thanked them for the work they are doing in the community. For the audience's sake, he pointed out the longevity that Novi Youth Assistance has been doing this work. Ms. Matsil said they have been here since 1960, nearly 70 years. Member Martinez said it's a great testament to the work that Mr. Cocke, Ms. Matsil and their entire team do. Growing up in Novi, he knows a lot of people who were greatly helped by the Youth Assistance program. Early intervention that they highlighted is so important and he really commended them, their board and everyone who works with them.

Member Heintz applauded them for their stats and their efforts. He asked if this was their first year working with the Novi Mental Health Alliance group. Ms. Matsil said it is their second year. He thinks that's wonderful. So many times, there are challenges in any fashion, like mental health or well-being is a crucial element to address as well. He feels like that is often overlooked. He thinks it's a wonderful place to continue to grow as much as they can. Mr. Cocke said they are fortunate to have Rosalie Johnson who sits on their board. Rosalie is the Director of Mental Health and Awareness in the Novi Community School District and she works very closely with the Mental Health Alliance as well as Novi Youth Assistance. They do a lot of programming together. It's been very beneficial for the community.

Member Gurumurthy said it was good to see them both. She still remembers when she approached Lisa to join the Novi Youth Assistance and board. It was tough right after COVID getting volunteers to support the programs and get the program back up. It's so nice to see it growing. The board has done an amazing job under their leadership in turning this whole thing around with so many programs now and so many numbers they shared in their presentation. She encouraged anyone, if they can, to step up and volunteer.

CITY MANAGER REPORT:

City Manager Cardenas said at their last council meeting last week, it was determined that the renewal of the city's capital improvement millage would appear on the November 2026 ballot. A renewal is being requested as the initial 10-year limit for the millage is upon them. A plan for the educational efforts will appear in their weekly packet

later this week. As a part of that plan, he believes they'll be returning to Fox Run to give an update and presentation when that time comes. They'll get those information session dates on the Fox Run calendar. He asked Council to look for that packet item later this week to talk about the capital improvement millage renewal.

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

Doreen Poupard commended Mayor Fischer and City Council for the rapid, respectful and forceful way they addressed the water outage. They were able to watch the City Council meeting where they hosted the Director of the Great Lakes Water Authority. She said for those of us who were the recipients of their third or fourth water outage since she has lived there, the rapidity with which they required accountability is to be commended.

Aditya said he is a member of the Frog Force Robotics team in Novi, Michigan. He is a junior at Novi High School and he and his colleague, Yashas, wanted to share an update about their team, especially this year because it is their 25th anniversary. This year, they were able to open their very own Novi Robotics Center. With support of the school district, it has been over a decade in the process of trying to get this approved. Essentially, it is a massive STEM facility for all students in Novi and beyond to get involved in robotics. It's right where the Novi Meadows 6th grade building was. They had a grand opening a few weeks ago and it was amazing. Yashas said he is a member of Frog Force 503 and he is also a junior. He wanted to share an update on what the NRC has allowed them to do in terms of their competition season. First, the award they won is the Engineering Inspiration Award. They won this award because they inspire engineering and STEM, not only in their community, but on the global scale, too. Another award they won is the Sustainability Award which they won because they have a very strong team with strong leadership. They also promote their environmental sustainability values through their CAN Bot Initiative. Regarding the competitions themselves, they recently won the Troy District Competition, ranking first out of 40 teams. At their most recent statewide competition, they were ranked second out of 40 teams. Thanks to the NRC, they were able to accomplish all these feats. Mayor Fischer congratulated them and said he understands it's their 25th anniversary and he believes staff is working on a proclamation recognizing that. It's great to see that program continuing.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 26-04-049 Moved by Casey, seconded by Gurumurthy; MOTION CARRIED: 7-0

To approve the Consent Agenda as presented.

A. Approval of request for Pyrotechnics Display Permit by Brightmoor Christian Church to be operated by James Herr, from April 23, 2026 to April 24, 2026.

B. Consideration of approval to award a three-year SentinelOne software renewal to People Driven Technology, in the amount of $77,066.48.

C. Approval of a Resolution Authorizing overflow attendee parking for "2026 Comic-Con" to occur on the Vibe Credit Union Showplace at 46100 Grand River Avenue and nearby properties on May 15 - May 17, 2026.

D. Approval of claims and warrants – Warrant 1201

Roll call vote on CM 26-04-049 **Yeas: Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer, Casey**
Nays: None

MATTERS FOR COUNCIL ACTION:

1. Consideration of approval to award a three-year VMware Cloud Foundation software license renewal to People Driven Technology, in the amount of $103,812 per year.

City Manager Cardenas said the City has been using this cloud software since 2017. VMware allows employees to access files and certain software from anywhere they are. Essentially, it mimics them being on-site at City Hall or at their office, wherever they may be, at a conference, at home, or maybe home ill or taking care of a loved one. It proved valuable during the pandemic. This new agreement solidifies their pricing for the next three years. He said their Information Technology team looked at other options, including possibly shifting to another provider; however, while an alternative platform could be modestly cheaper annually, switching now would require an upfront cost of $200,000 for hardware purchases and would significantly increase the cost over the next three years.

CM 26-04-050 **Moved by Smith, seconded by Gurumurthy: MOTION CARRIED 7-0**

Approval to award a three-year VMware Cloud Foundation software license renewal to People Driven Technology, in the amount of $103,812.72 per year subject to final review and approval of agreement terms by the City Manager and City Attorney's office.

Roll call vote on CM 26-04-050 **Yeas: Heintz, Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy**
Nays: None

2. Consideration of awarding a contract to Robinson Capital for Portfolio Management Services.

City Manager Cardenas said historically, the investment of city's operating and capital non-pension funds has been managed internally by the Treasury Division and the Finance Department. Given the continued growth and complexity of their portfolio, engaging an outside firm with specialized investment management expertise was necessary to support an effective oversight and optimization of the city's investment strategy. These involve their liquid assets, which are pooled and can be invested in short-term and long-term vehicles. This arrangement will also include an analysis of their investments to determine how much we need on hand and how much we can have tied up in long-term

investments. However, in the days leading up to this meeting, staff received some questions regarding the annual fee proposed by the chosen firm. Because of these questions, City Manager Cardenas asked City Council to postpone this to the next meeting so they can get those pricing questions answered fully.

Mayor Fischer said he supports this endeavor. He thinks it's very smart to do something like this. Clearly, they want to make sure the pricing is appropriate. He is in support of postponing this item. Mayor Pro Tem Casey said she'll make the motion to table this item until the meeting on May 4, 2026, to give administration time to answer the questions they have.

CM 26-04-051 **Moved by Casey, seconded by Gurumurthy: MOTION CARRIED 7-0**

To postpone the approval to award a contract to Robinson Capital for Portfolio Management Services.

Roll call vote on CM 26-04-051 **Yeas: Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz**
Nays: None

3. Approval of the Beautification Commission's recommendation to award the Neighborhood Entryway Enhancement Matching Grant to Beckenham, Bradford of Novi, Carlton Forest, Churchill Crossing, Liberty Park, and Willowbrook Farms

City Manager Cardenas said it's hard to believe this program is going into its 11th year. The Neighborhood Entry Enhancement Matching Grant offers homeowners' associations in the City of Novi a 50/50 matching grant up to $5,000 for the beautification of neighborhood entrances and common areas. The proposed projects may be permanent physical improvements, such an addition or rehabilitation of entrance signs, construction of flower beds, planting of trees, upgrading of lighting, or installation of other entry-related improvements. The grant stipulates that all improvements must be located on the perimeter of the neighborhood and must be visible from the public right-of-way. It must be something that happens once, rather than an on-going or yearly project and it cannot be a maintenance-related item. The organizations are not eligible to receive grants in consecutive years. The Beautification Commission received six applications by the deadline, March 31, 2026. City staff organized the applications and the commission deliberated about them based upon the evaluation criteria: project need, impact, feasibility and sustainability. The Beautification Committee met on Wednesday, March 18, 2026, to discuss the applications and vote in the public meeting. All applicants who sufficiently met the requirements are recommended for City Council approval.

Member Gurumurthy thanked the Beautification Commission for all their work. She's glad to see all six applicants are recommended. As the commission indicated, some of the applicants indicated that some of the subdivisions, when they indicated what they are going to install, they listed only one or two native plants. She encouraged them to reconsider that because it helps with the environment, it reduces water needs and it

supports native pollinators. She recommended that they look at it and then do as much as possible in terms of native plants.

Member Smith said he'd be a little stronger on the native plants. He believes they should require 50%. They're funding 50%, they can require 50% native plantings. He thinks it's great that they're doing this program. He thinks it really helps the city. He said he will totally approve this year's budget, but hopefully, next year, they can be a little stronger on their native plantings.

Mayor Pro Tem Casey said this is one of those projects that they brought back from one of the trips that Council takes every other year where they go visit another community and learn what they do, learn how their city operates, and then a lot of times, they'll bring back ideas. She believes this is one of those ideas that they brought back 11 years ago and she thinks it's been wildly successful. She suspects, if she were to ask, they have probably been able to touch most, if not all, of the subdivisions in their community. That's a testament to what they're able to do with a small amount of money to make their city look so much better. She commended the staff for continuing to operate this and the Beautification Commission for being the ones to review and approve all the grants.

CM 26-04-052 **Moved by Casey, seconded by Gurumurthy: MOTION CARRIED 7-0**

Approval of the Beautification Commission's recommendation to award the Neighborhood Entryway Enhancement Matching Grant to the following neighborhoods upon successful completion of the entryway work depicted in the applications: Beckenham ($5,000), Bradford of Novi ($3,402.73), Carlton Forest (4,819.54), Churchill Crossing ($3,402.73), Liberty Park ($3,375.00), and Willowbrook Farms ($5,000).

Member Heintz said he'll try to one-up a little bit further with the native plant thing. He would suggest maybe even higher than 50% in future years for consideration. He thinks as people are entering different neighborhoods, they see those lovely signs and that's a great opportunity to make shameless plugs for the importance of native plants. He said Novi is a bee city. They want to make sure they're promoting native plants and showcase how beautiful they are and how important they are to the community and the environment. 50% could be considered a potential minimum in future years, he thinks the residents should strive to see what they can do to really showcase as many native plants as they can.

Mayor Fischer said he thought City Manager Cardenas heard some good direction. He suggested that it might be good to get an admin packet in the future with some options to change the grant application to include more on native plants and maybe some feedback from their forester as well.

Roll call vote on CM 26-04-052 **Yeas: Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez**
Nays: None

4. Approval of a Resolution for the extension of a lease of City Property to the US Postal Service for approximately 10,680 square feet of City-owned land on the west side of Novi Road, north of Ten Mile Road, immediately north of the US Post Office Branch, for one term of five years beginning March 1, 2028, until February 28, 2033.

City Manager Cardenas said the initial 2013 lease consisted of two five-year terms and was proactively extended in 2021 to cover the five-year period from 2023 to 2028. The Post Office is again requesting an extension from the City of Novi in advance of the current period's completion date for another five-year extension from its 2028 completion date ending in February 28, 2033. The attached draft lease language is now in a form acceptable to the city attorney's office. The lease area covers 10,680 square feet and provides a total lease area amount of $5 for the five-year term. With the additional space, the Post Office has installed a row of 24 parking spaces adjacent to and accessible from the northerly drive of the Post Office parking lot.

CM 26-04-053 **Moved by Smith, seconded by Casey: MOTION CARRIED 7-0**

Approval of a Resolution for the extension of a lease of City Property to the US Postal Service for approximately 10,680 square feet of City-owned land on the west side of Novi Road, north of Ten Mile Road, immediately north of the US Post Office Branch, for one term of five years beginning March 1, 2028, until February 28, 2033.

Roll call vote on CM 26-04-053 **Yeas: Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez, Smith**
Nays: None

CONSENT AGENDA REMOVALS: None

AUDIENCE COMMENT: None

COMMITTEE REPORTS: None

MAYOR AND COUNCIL ISSUES: None

COMMUNICATIONS: None

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 7:27 P.M.

_____ _____
Cortney Hanson, City Clerk Justin Fischer, Mayor

_____ Date approved: May 4, 2026
Transcribed by Diana Charles, Customer Service Representative

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of request to transfer ownership of an escrowed 2025 Class C & SDM license from Twelve Mile Crossing, LLC to Supra Novi LLC, located at 44375 W. 12 Mile Rd, Suite G-152, Novi, MI 48377.

SUBMITTING DEPARTMENT: City Clerk

KEY HIGHLIGHTS:

- Supra Novi LLC is proposing a high-tech, revolving sushi bar.
- This site will create approximately 30-40 jobs and serve as a significant anchor tenant, driving foot traffic to neighboring retail businesses and contributing to the City's long term economic growth.
- To ensure total compliance with Michigan Liquor Control Commission (MLCC) regulations and Novi City Code, all alcohol service will be excluded from the automated delivery belt. This manual delivery ensures face-to-face interaction between the staff and patron, allowing for continuous assessment of age and sobriety.

BACKGROUND INFORMATION:

Supra Novi LLC requests to transfer ownership of an escrowed 2025 Class C license to allow them to provide a complete dining experience (offering premium sake, Japanese lagers, and plum wines) while focusing on high-quality food service. They feel the "revolving" nature of the service will be appealing to families and tech-forward professionals, ensuring a responsible and vibrant atmosphere.

The general licensing policy as stated in Chapter 3 of the City Code states, at Section 3-13, that an applicant must demonstrate in particular that the proposed facility:

a) Will provide a service, product, or function that is not presently available within the city or that would be unique to the city or to an identifiable area within the city.

b) Is of a character that will foster or generate economic development or growth within the city, or an identifiable area of the city, in a manner consistent with the city's policies.

c) Represents an added financial investment on the part of a long-term business or resident with recognized ties to the city and the local community.

More specific review criteria are set forth at subsection 3-15(g), and in addition to the general information regarding the applicant and the facility or building at issue, they require a review of the benefits to the community of the proposed use:

(3) Benefits to community:

a) The effects that the issuance of a license would have upon the economic development of the city or the surrounding area.

b) The effects that the issuance of a license would have on the health, welfare, and safety of the general public.

c) Whether the applicant has demonstrated a public need or convenience for the issuance of the liquor license for the business facility at the location proposed, taking into consideration the following, together with other factors deemed relevant by the council:

1. The total number of licenses for similar establishments and/or operations in the city, considered both in terms of whether such number of similar establishments is needed and whether there may be a need for other types of establishments that could go unmet if the requested license were granted.
2. The proximity of the establishment to other licensed liquor establishments, the type of such establishments, whether such other establishments are similar to that proposed, and the anticipated impact of all such determinations.
3. Whether the proposed location is in an area characterized as developed, redeveloping, or undeveloped, and the anticipated impact of approving the newly proposed establishment in light of such character, taking into consideration the need for any type of additional licensed establishment in the area, and the need the particular type of establishment proposed.
4. The impact of the establishment on city policing and code enforcement activities;
5. The overall benefits of the proposed establishment to the city;
6. The overall detriments of the proposed establishment to the city; and
7. Any other factors that may affect the health, safety, and welfare relative to the need for and/or the convenience of the proposed establishment in the city.

RECOMMENDED ACTION: Approval of request to transfer ownership of an escrowed 2025 Class C & SDM license from Twelve Mile Crossing, LLC to Supra Novi LLC, located at 44375 W. 12 Mile Rd, Suite G-152, Novi, MI 48377. The business will be operated in the City in a manner consistent with City ordinances and provide unique dining experience to the extent that food service will be provided by conveyor belt. Additionally, the location within Fountain Walk is within an identifiable area within the city that has complementary services available and the new restaurant concept will help foster or generate economic development or growth within Fountain Walk, in a manner consistent with the city's policies

April 9, 2026

Liquor License Application

Subject: Application for New On-Premise Liquor License – **Supra Novi LLC**

Reference: Novi City Code, Chapter 3, Article II, Section 3.14 (a)

To the City Council and Liquor License Review Committee,

Please accept this letter and the enclosed application materials as a formal request for a transfer of an on-premise liquor license for **Supra Novi LLC** located at **44375 W Twelve Mile Rd, Ste G-152 Novi MI, 48377-2533**. We are proposing a high-tech, revolving sushi bar—a concept that perfectly aligns with the City of Novi's vision for diverse, high-quality commercial development under Section 3.14 (a).

Compliance with Section 3.14 (a) Standards

Our facility is designed to be more than a restaurant; it is a culinary attraction that meets the city's criteria for "Facilities for which licenses may be granted" through the following:

- **Unique Culinary Concept:** As a revolving sushi bar, we offer a specialized, interactive dining experience that is currently underserved in the local market. By blending traditional Japanese craftsmanship with modern conveyor technology, we provide a "destination" draw that will attract residents and visitors alike.
- **Design and Capital Investment:** Our facility represents a significant capital investment in Novi. The interior features touch-screen ordering systems, automated delivery belts, and contemporary Japanese aesthetics which enhance the architectural character of the **Fountain Walk.**
- **A Family-Oriented Atmosphere:** While the liquor license is essential to provide a complete dining experience (offering premium sake, Japanese lagers, and plum wines), our focus remains on high-quality food service. The "revolving" nature of our service is particularly appealing to families and tech-forward professionals, ensuring a responsible and vibrant atmosphere.
- **Economic Vitality:** Supra Novi LLC will create approximately **30-40** jobs and serve as a significant "anchor" tenant, driving foot traffic to neighboring retail businesses and contributing to the city's long-term economic growth.

Operational Responsibility

In accordance with Novi's stringent safety standards, all staff will be certified in alcohol service safety (TIPS/TAM). Our revolving service model allows for constant floor presence by staff, ensuring that alcohol consumption is monitored closely and handled with the highest degree of professional oversight.

April 9, 2026

Separation of Service (The "Human Touch" Policy)

While our culinary offerings are delivered via a revolving conveyor system, **all alcoholic beverages will be excluded from the automated delivery belt.** To ensure total compliance with Michigan Liquor Control Commission (MLCC) regulations and Novi City Code:

- **Manual Delivery Only:** All beer, wine, and sake will be hand-delivered to the customer's table by a trained server.
- **Direct Interaction:** This manual delivery ensures a face-to-face interaction between the staff and the patron for every drink served, allowing for continuous assessment of age and sobriety.

Conclusion

We believe that **Supra Novi LLC** fulfills the intent of Section 3.14 (a) by introducing a modern, high-quality, and unique dining facility to the Novi community. We are eager to contribute to the city's reputation as a premier destination for innovation and hospitality.

Thank you for your time and for your dedication to the growth of Novi.

Sincerely,

Xue Yang

Xue Yang, Member

Supra Novi LLC

CITY OF NOVI, MICHIGAN

Liquor License Application

Questionnaires A and B

Questionnaires A and B are to be completed and returned to the Novi City Clerk's Office

Licensing Policy

This article establishes an application and review process for the issuance of both new licenses and the transfer of existing licenses into the city or between or among applicants. The process is intended to ensure that the individuals and entities seeking licenses from, or charged with operating licensed establishments within, the city meet certain minimum requirements as to criminal history, past conduct, and ongoing business operation standards. It requires city council review of application information in light of certain criteria that is established for purposes of identifying the kinds of facilities that qualify for a license. It reserves to the city any and all discretion afforded it under applicable law relating to the issuance of licenses.

As a general matter of policy, applicants for a license will need to demonstrate an identifiable benefit to the city and its inhabitants resulting from the granting of the license. While all of the criteria set forth in this article are relevant to the decision whether to grant a license, an applicant must demonstrate in particular that the proposed facility:

(a) Will provide a service, product, or function that is not presently available within the city or that would be unique to the city or to an identifiable area within the city;

(b) Is of a character that will foster or generate economic development or growth within the city, or an identifiable area of the city, in a manner consistent with the city's policies; or,

(c) Represents an added financial investment on the part of a long-term business or resident with recognized ties to the city and the local community.

The weight to be given to each item of the criteria identified in this article, and the determination whether a particular applicant meets or satisfies those criteria is intended to be within the sole discretion of the city council.

Requirements and Procedures

1. Complete the Michigan Liquor Control Commission Application. Contact M.L.C.C. in Lansing at 517-322-1400 or toll free 1-866-813-0011.

2. Fully complete the **Novi Liquor License Application Questionnaires A and B** and return them to the City of Novi Clerk's Office within 30 days**.** Complete **Questionnaire C** and return it to the Novi Police Department within 30 days**.**

3. Please review and include with the applicant's initial **cover letter**, a response to the Novi Alcoholic Liquor Ordinance, Article II, Section 3.14 (a) *Facilities for which new licenses may be granted.*

4. Attach a non-refundable **application fee** of $1,000.00, plus $210.00 for each person with a financial or management interest in the application including, but not limited to, partnership partners, corporate officers and directors. Please make the check payable to the City of Novi.

5. ***Site Plan** (1 copy - signed and sealed by a registered architect/engineer). If the facility is to be located in a proposed building for which site plan approval has not yet been obtained, or in an existing building that is to be remodeled, you must submit a conceptual site plan showing the proposed building and the relationship of the building to the surrounding properties and their uses.

6. ***Building Façade Plan** (1 copy - signed and sealed by a registered architect/engineer) – all sides, including signage. If the proposed building final site plan has been previously approved by the Novi Planning and Community Development Department and there are no changes, then please submit a letter of verification stating there will be no such changes along with this application.

7. ***Interior Plan with seating arrangement** (1 copy - signed and sealed by a registered architect/engineer). If the proposed interior has been previously approved by the City of Novi Building Department and there are no changes, then please submit a letter of verification stating there will be no such changes along with this application.

8. One full copy of the **menu**.

9. **Administrative Special Land Use** (see next page).

10. Provide any other information pertinent to the applicant and operation of the proposed facility that may be required by the Novi Alcoholic Liquor Ordinance, Article II.

*No site plan, building façade plan, interior plan or any part thereof, may be changed by the applicant once they have received approval in conjunction with the liquor licensing process. Applicant must submit separate plans and fees as required by other City of Novi departments and consultants in accordance with standard review procedures, if applicable.

Administrative Special Land Use

In addition to the Liquor License procedures noted above, any new establishment serving alcoholic beverages, and/or any expansion or significant change of site plan for an existing establishment, will need to follow the administrative Special Land Use public hearing process through the Community Development Department. The following must be submitted directly to the Community Development Department when a Liquor License application is submitted.

- **Application for Site Plan and Land Use Approval** form.
- Completed **Service of Alcoholic Beverages Special Land Use Application Checklist,** along with four sets of site plans and narratives as described in the checklist.
- Special Land Use **fees** (and possibly Site Plan review fees) will be assessed to the applicant.

The applicant is asked to contact the Community Development Department Planning Division at (248) 347-0475 to determine exactly what is needed for the Special Land Use application and site plan.

The Special Land Use and public hearing process will be handled by a committee represented by members of the Community Development Department, Public Services, and Assessing Departments for any new liquor license application, or for those applications that request an amendment to a site plan. The results of the special land use consideration and the public hearing process will be forwarded to the City Council for consideration along with the consideration of the Liquor License.

Special Circumstances

Transfers that involve the following circumstances may be placed on a City Council agenda for consideration without payment of a fee and without the necessity of furnishing the information required for new licenses:

(1) The exchange of the assets of a licensed sole proprietorship, licensed general partnership, or licensed limited partnership for all outstanding shares of stock in a corporation in which the sole proprietor, all members of the general partnership, or all members of the limited partnership are the only stockholders of that corporation.

(2) The removal of a member of a firm, a stockholder, a member of a general partnership or limited partnership, or association of licensees from a license.

(3) The occurrence of any of the following events:

(a) A corporate stock split of a licensed corporation.

(b) The issuance to an existing stockholder of a licensed corporation of previously unissued stock as compensation for services performed.

(c) The redemption by a licensed corporation of its own stock.

(d) A corporate public offering.

Questionnaire A – Applicant Cover Information and Procedures for Liquor License

The Novi City Council will consider whether an applicant's proposal for a liquor license is reasonable when measured against the information contained within this completed application. Please answer each question thoroughly. All answers should be typed or printed legibly and neatly in black ink. If the space provided is insufficient for a complete answer, use additional sheets of paper, following the same format used in the questionnaire and attach to that part of the application. Failure to provide all required information or attachments could result in delay or denial of liquor license. All liquor license applications are subject to final approval by the Novi City Council. Please refer to Novi Alcoholic Liquor Ordinance, Articles I-II.

1(a). Applicant's personal information:

Name: XUE YANG

Address: _____

_____

Phone: 330-507-8054

1(b). Business location information:

Name: SUPRA NOVI LLC

Address: 44375 W. Twelve Mile Rd Ste G-152

Novi, MI 48377

Phone: 330-507-8054

NOTE: If the applicant is a partnership, you must include the name and address of each partner and attach a copy of the partnership agreement. If the applicant is a privately held corporation, you must include the name and address of each corporate officer, member of the board of directors and/or stockholders. Attach a copy of the articles of incorporation.

2. Type of liquor license applying for (circle all those that apply):

☑ Class C ☐ Resort ☐ Tavern ☐ Club ☐ Hotel A B ☐ Quota ☒ Transfer ☐ Microbrewery/Brewpub

Theme of Proposed Business: Sushi Restaurant

3. Street address and legal description of the property where liquor license is to be located:

44375 W. Twelve Mile Rd Ste G-152, Novi, MI 48377-1981

Questionnaire B – Administrative Background Information for Liquor License

The Novi City Council will consider whether an applicant's proposal for a liquor license is reasonable when measured against the information contained within this completed application. Please answer each question thoroughly. All answers should be typed or printed legibly and neatly in black ink. If the space provided is insufficient for a complete answer, use additional sheets of paper, following the same format used in the questionnaire and attach to that part of the application. Failure to provide all required information or attachments could result in delay or denial of liquor license. All liquor license applications are subject to final approval by the Novi City Council.

1. What is the applicant's management experience in the alcohol/liquor business?
The applicant has experience managing licensed alcohol operations, including staff supervision, inventory control, compliance with state and local liquor laws, and implementing responsible service practices to ensure a safe and well-run establishment.

2. What is the applicant's general business management experience?
The applicant has significant business management experience. This includes managing daily operations, staff supervision, financial oversight, inventory control, and compliance with all applicable laws and regulations for licensed establishments. Their experience ensures the successful and responsible operation of the proposed facility.

3. What is the applicant's general business reputation?
The applicant has a strong general business reputation. They are known for operating responsibly, maintaining high standards of customer service, complying with all applicable laws and regulations, and contributing positively to the communities in which they do business.

4. What is the applicant's financial status and ability to build and/or operate the proposed facility on which the proposed liquor license is to be located?
Funding for the project will be provided through a combination of personal capital and/or conventional financing.
The applicant has experience managing operating expenses, inventory, staffing, and regulatory compliance associated with licensed businesses.
Sufficient capital reserves will be maintained to ensure ongoing operations,
timely payment of obligations, and full compliance with all state and local liquor control requirements.

5. What are the applicant's past criminal convictions involving moral turpitude, violence or alcoholic liquors?
The applicant does not have past criminal convictions

6. Does the applicant use alcoholic beverages to excess? No, the applicant does not use alcoholic beverages to excess.

7. What is the effect that the issuance of a license would have upon the economic development of the surrounding area?

The issuance of the liquor license will have a positive economic impact on the surrounding area by creating local jobs, generating tax revenue, and increasing customer traffic to nearby businesses. The expanded services will help retain local spending and support the continued vitality of the community.

8. What effect would the issuance of a license have on the health, welfare and safety of the general public?

The issuance of the license is not expected to negatively affect the health, welfare, or safety of the general public. The applicant will operate in full compliance with all state and local laws, implement responsible alcohol service practices, verify identification, and maintain a safe, well-managed establishment that prioritizes public safety and community standards.

9. Has the applicant received responses from the Police Department, Building Department and/or Fire Department with regard to the proposed facility? Pending

10. What is the public need or convenience for issuance of a liquor license for this facility at the proposed location?

The issuance of a liquor license will serve the public need and convenience by providing local residents and visitors with reasonable access to licensed beverage service at the proposed location. The facility will meet consumer demand, reduce the need for travel to other communities, and complement existing businesses while operating in full compliance with all applicable laws and regulations.

11. What is the uniqueness of the proposed facility when contrasted against other existing or proposed facilities and the compatibility of the proposed facility to surrounding architecture and land use?

The proposed sushi restaurant offers a unique dining experience compared to existing establishments by providing fresh, made-to-order cuisine paired with responsible on-premises beverage service. The facility is designed to be compatible with surrounding architecture and existing land use, operating as a sit-down restaurant that complements nearby commercial uses. Its scale, design, and hours of operation will maintain the character of the area while complying with all zoning and planning requirements.

12. Does the facility to which the proposed liquor license is to be issued comply with the applicable building, plumbing, electrical and fire prevention codes and zoning statutes and ordinances applicable to the City of Novi? Has applicant received information from the appropriate departments?

Yes. The facility complies, or will comply prior to operation, with all applicable building, plumbing, electrical, fire prevention codes, and zoning statutes and ordinances of the City of Novi. The applicant has consulted with, and received guidance from, the appropriate City of Novi departments, and will obtain all required permits, inspections, and approvals before commencing operations under the liquor license.

13. What effect will the facility to which the proposed liquor license is to be issued have upon vehicular and pedestrian traffic in the area? _____

The proposed facility is not expected to have a significant negative impact on vehicular or pedestrian traffic in the area. Traffic patterns will be consistent with typical restaurant use, with peak activity occurring during standard dining hours. Existing parking, access points, and pedestrian infrastructure are adequate to safely accommodate customers without disrupting surrounding traffic flow.

14. What is the proximity of the proposed business facility to other similarly situated licensed liquor facilities? _____

The proposed business facility is located among other commercial establishments, including licensed liquor facilities, at appropriate and compliant distances as permitted by local and state regulations. The addition of this license will not result in an overconcentration of similarly situated licensed premises and will remain consistent with existing land use patterns in the area.

15. What is the proximity of the proposed facility to complimentary uses such as office and commercial development? _____

The proposed facility is conveniently located near complementary uses, including office, retail, and other commercial developments. Its location supports the surrounding businesses by providing dining and beverage options for employees, residents, and visitors, enhancing the overall commercial activity and convenience in the area.

16. What effect would the proposed facility have upon the surrounding neighborhood and/or business establishments, including impacts upon residential areas, church and school districts? _____

The proposed facility is expected to have a positive or neutral effect on the surrounding neighborhood and businesses. It will complement existing commercial activity without adversely affecting nearby residential areas, churches, or schools. The restaurant will operate responsibly, maintain appropriate hours, and follow all regulations to ensure the safety, welfare, and character of the community are preserved.

17. What proposed or actual commitments are being made by the applicant to establish permanency in the community? ___

The applicant is committed to establishing a long-term presence in the community. This includes investing in the build-out and operation of the restaurant, hiring local staff, sourcing goods and services locally when possible, and maintaining full compliance with all local and state regulations. These commitments demonstrate a dedication to contributing to the economic vitality and stability of the area.

18. What utilities are available to serve the facility? _____

The facility is served by all necessary utilities, including public water, sewer, electricity, natural gas, and telecommunications. These utilities are adequate to support the proposed restaurant operations and any associated equipment or services.

19. What other factors should the Novi City Council consider? _____

The City Council should consider that the proposed facility will enhance the local economy, provide quality dining options, create employment opportunities, and operate responsibly in full compliance with all laws and regulations. The establishment is designed to be compatible with surrounding land uses, maintain the character of the community, and contribute positively to public safety, traffic flow, and overall neighborhood vitality.

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Exhibit "A"

Site Plan

This plan is intended for the sole purpose of depicting the proposed location of the Demised Premises within the Shopping Center. Landlord does not make any representation, warranty or covenant regarding the names of the proposed occupants of the Shopping Center or the proposed location and size of buildings within the Shopping Center that may be operated by such occupants in the Shopping Center, or the location or number of parking spaces and drive aisles, although the same are depicted on this plan. In addition, except as may be otherwise expressly set forth in the Lease, Landlord reserves the right to make any changes to the plan. Landlord makes no warranties or representations concerning any matter contained on this plan, handwritten or in any other manner noted, nor shall Tenant rely upon the same.



ADA REQUIREMENT NOTES

TOILET PAPER DISPENSERS SHALL PERMIT CONTINOUS PAPER FLOW AND MOUNTED 4'-0" CENTER TO FINISHED FLOOR.

HOT WATER AND DRAIN PIPES UNDER LAVATORIES SHALL BE INSULATED OR OTHERWISE CONFIGURED TO PROTECT AGAINST CONTACT.

THERE SHALL BE NO SHARP OR ABRASIVE SURFACES UNDER LAVATORIES.

IF SELF CLOSING VALVES ARE USED ON FAUCETS, FAUCETS SHALL REMAIN OPEN FOR A MINIMUM OF TEN SECONDS.

ALL STRESSES ON GRAB BARS AND COMPONENTS SHALL BE BASED 250 POUNDS.

PAPER TOWEL DISPENSER TO BE LOCATED AT A HEIGHT OF 44" ABOVE FINISHED FLOOR MAXIMUM.

PROVIDE LOOP TYPE ACCESSIBLE DOOR HARDWARE ON TOILET STALLS.

PROVIDE SIGNAGE ON RESTROOM DOORS ADJACENT TO LACH SIDE OF DOOR AT 60" ABOVE FINISHED FLOOR. USE NON-GLARE FINISH GRADE 2 BRAILLE AND RAISED LETTERS (1/32").

ALL DOOR MIN. WIDTH 2'-8" CLEAR AT 90 DEGREES OPEN.

(INTERIOR RENOVATION)
UNIT G-152
44375 W 12 MILE ROAD
NOVI, MI 48377

DRAWING INDEX

1	T.1	TITLE SHEET
2	D.1	DEMOLITION PLAN
3	A.1	FLOOR PLAN
4	A.2	NOTES AND SCHEDULES
5	E.1	ELECTRICAL POWER PLAN
6	E.2	ELECTRICAL LIGHTING PLAN
7	P.1	PLUMBING SUPPLY PLAN
8	P.2	PLUMBING WASTE PLAN

ABBREVIATIONS

AFF	ABOVE FINISH FLOOR
ALT	ALTERNATE
ALUM	ALUMINUM
AMP	AMPERE
&	AND
@	AT
BD	BOARD
BLDG	BUILDING
BTU	BRITISH THERMAL UNIT
CFM	CUBIC FEET PER MINUTE
CO	CLEAN OUT
COMB	COMBUSTION
COMP	COMPARTMENT
C.W.	COLD WATER
DIA	DIAMETER
DIS	DISPOSAL
DISC	DISCONNECT
DISP	DISPENSER
EF	EXHAUST FAN
ELEC	ELECTRICAL
EX	EXISTING
EXITG	EXISTING
FD	FLOOR DRAIN
FL	FLOOR
FLUOR	FLUORESCENT
FPM	FOOT PER MINUTE
FT	FOOT, FEET
GA	GAGE
GAL	GALVANIZED
GFI	GROUND FAULT INTERRUPTER
GT	GREASE TRAP
GYP	GYPSUM
HP	HORSE POWER
H.W.	HOT WATER
IN	INCH
INCAND	INCANDESCENT
JAN	JANITOR
KW	KILO-WATT
LAV	LAVATORY
MAX	MAXIMUM
MIN	MINIMUM
MISC	MISCELLANEOUS
MTD	MOUNTED
NO	NUMBER
N.T.S.	NOT TO SCALE
OC	ON CENTER
OPEN'G	OPENING
P	PHASE
PH	PHASE
PL	PLATE
PREP	PREPARE
REFRI	REFRIGERATOR
REQ'D	REQUIRED
RM	ROOM
RTU	ROOF TOP UNIT
S.S.	STAINLESS STEEL
S/S	STAINLESS STEEL
STL	STEEL
TEMP	TEMPERATURE
TYP	TYPICAL
VIF	VERIFY IN FIELD
W.P.	WEATHER PROTECTED
WC	WATER CLOSET

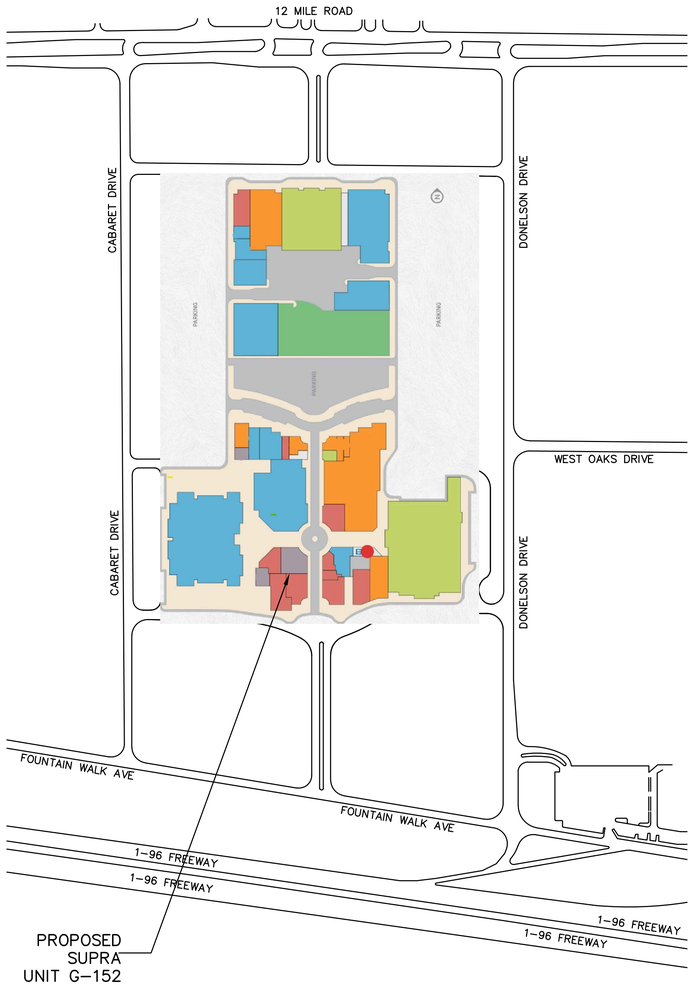
SCOPE OF WORK

INTERIOR RENOVATION OF EXISTING RESTAURANT IN AN EXISTING BUILDING TO ESTABLISH A SUSHI RESTAURANT.

GENERAL NOTES

1. GENERAL CONTRACTOR SHALL SUBMIT A FULL SET OF APPROVED CONSTRUCTION DOCUMENTS ALONG WITH THE MASTER PERMIT AND SUB-CONTRACTOR PERMITS TO THE LANDLORD PRIOR TO COMMENCING WITH ANY IMPROVEMENTS.
2. THE TANANT'S GENERAL CONTRACTOR OR ARCHITECT SHALL PROVIDE A CETIFIED COPY OF THE AS-BUILT DRAWINGS UPON COMPLETION OF CONSTRUCTION AND FINAL INSPECTION BY THE LOCAL AUTHORITY TO THE LANDLORD.
3. ANY AND ALL ROOF PENETRATIONS SHALL BE PERFORMED BY THE LANDLORD'S PREFERRED ROOFER AT THE TENANTS SOLE COST.
4. ALL EXTERIOR WALL PENETRATIONS SHALL BE MADE WATERTIGHT.
5. ATTACHMENTS TO THE UNDERSIDE OF THE ROOF DECK ARE PROHIBITED.
6. ANY DEVIATIONS FROM THE APPROVED CONSTRUCTION DOCUMENTS SHALL REQUIRE THE REVIEW AND APPROVAL OF THE LANDLORD.
7. ANY AND ALL WORK GENERATING OBJECTIONABLE NOISE SHALL BE PERFORMED AFTER HOURS AND COORDINATED WITH THE LANDLORD'S REPRESENTATIVE.
8. THE EXTERIOR AREAS OF THE BUILDING SHALL BE KEPT CLEAN OF DEBRIS TO PROTECTOR THE GENERAL PUBLIC VISITING THE PROPERTY.

LOCATION PLAN



EXISTING SITE PLAN
SCALE: N.T.S.

EXISTING BUILDING DATA

TYPE OF CONSTRUCTION:

BUILDING:	II-B, FULLY-SPRINKLED; MIXED-USE
USE GROUP:	A-2, B, M
GROSS AREA:	7,049 SF
CODES:	MICHIGAN REHABILITATION CODE FOR EXISTING BUILDING (MRCEB), 2021 EDITION COMPLIANCE METHOD: PRESCRIPTIVE METHOD (301.3.1: CHAPTER 5) MICHIGAN BUILDING CODE (MBC), 2021 EDITION MICHIGAN MECHANICAL CODE (MMC), 2021 EDITION MICHIGAN PLUMBING CODE (MPC), 2021 EDITION MICHIGAN ELECTRICAL CODE BASED 2023 NEC N.E.C. WITH PART 8 STATE AMENDMENTS MICHIGAN ACCESSIBILITY CODE BASED ON THE ICC A117.1-2009 STANDARD FOR ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES LOCAL ORDINANCES AS IT RELATES TO BUILDINGS

THE WORK SHALL COMPLY WITH THE CODES

TENANT DATA

USER GROUP:	A-2	NO. OF STORIES:	1
GROSS AREA:	7,049 SF	PROPOSED USE:	RESTAURANT

OCCUPANT LOAD:

DINING ROOM:	222
KITCHEN:	15
TOTAL:	237

NO OUTDOOR / PATIO DINING

PLUMBING FIXTURE COUNT CALCULATION (MPC TABLE 403.1)

FIXTURES		NUMBER OF OCCUPANTS (TOTAL 237)	NUMBER OF FIXTURES RED'D	NUMBER OF EXISTING FIXTURES PRO'D
WATER CLOSETS	MALE	237/2 = 119	119/75 = 1.59	2 W.C.; 2 URINALS PROVIDED
	FEMALE	237/2 = 119	119/75 = 1.59	3 W.C. PROVIDED
LAVATORIES	MALE	237/2 = 119	119/200 = 0.60	2 LAV. PROVIDED
	FEMALE	237/2 = 119	119/200 = 0.60	3 LAV. PROVIDED
SERVICE SINK		237	1	1

FIRE SAFETY NOTES

INTERIOR FINISH MATERIAL SHALL HAVE A MAXIMUM FLAME SPREAD RATING OF ASTM CLASS B (26-75).

SMOKE DEVELOPMENT RATINGS SHALL NOT EXCEED 450.

ALL MATERIALS UTILIZED FOR WALLS/PARTITIONS IN BUILDING SHALL BE NON-COMBUSTIBLE.

INSULATING MATERIALS SHALL HAVE A FLAME SPREAD RATING OF 75 OR LESS AND A SMOKE DEVELOPED RATING OF 450 OR LESS

GENERAL NOTES

THE GENERAL CONTRACTOR/TENANT SHALL OBTAIN ALL PERMITS, INSPECTIONS, AND ALL FEES REQUIRED FOR THE COMPLETION OF THE PROJECT.

ALL MATERIAL AND WORKMANSHIP SHALL CONFORM TO THE REQUIREMENT OF APPLICABLE BUILDING CODES AND MUNICIPAL ORDINANCES.

CHECK AND VERIFY ALL DIMENSIONS ON THE JOB SITE AND REPORT ANY ERRORS, OMISSIONS, OR POSSIBLE DISCREPANCIES TO THE OWNER/TENANT PRIOR TO COMMENCING ANY WORK.

CONFIRM ALL REQUIREMENT, DIMENSIONS, MATERIAL SELECTION AND COLOR SELECTION WITH TENANT AND LANDLORD PRIOR TO COMMENCING WORK.

ONE SET OF CITY APPROVED CONSTRUCTION DOCUMENTS ARE TO BE KEPT ON SITE AT ALL TIMES THRU THE DURATION OF THE JOB.

LSA, Inc.

4743 PARKSIDE CT.
ANN ARBOR, MI 48105

734.417.0260 (PHONE)
734.212.2130 (FAX)

ZY.LIU@LSA-MI.COM

SUPRA
REVOLVING SUSHI BAR

(INTERIOR RENOVATION)
UNIT G-152
44375 W 12 MILE ROAD
NOVI, MI 48377

STATE OF MICHIGAN
ZHIYUAN LIU
License No. 6201035577
LICENSED PROFESSIONAL ENGINEER
12/26/2025

STATE OF MICHIGAN
XIANG WEI
ARCHITECT
No. 1301071677
LICENSED ARCHITECT
12/26/2025

SHEET TITLE
TITLE SHEET

PROJECT NO: 2510007

DRAWN J.S.
CHECKED Z.L.
APPROVED

DATE	ISSUED FOR
12/26/2025	REVISION
11/24/2025	REVIEW

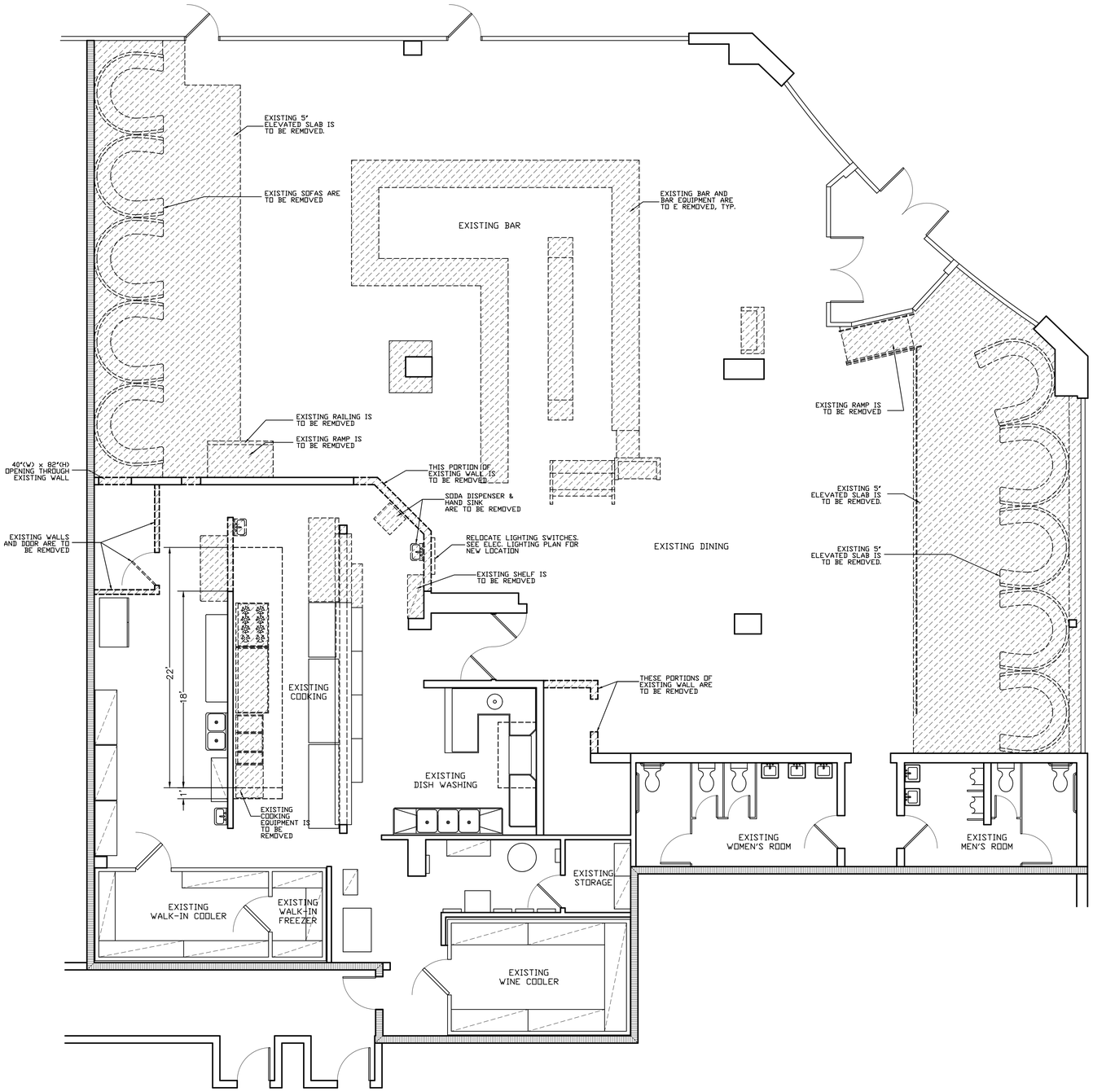
SHEET
T.1

ENERGY CODE COMPLIANCE REPORT

ENERGY CODE:	2021 MICHIGAN ENERGY CODE
COMPLIANCE OPTION	INTERNATIONAL ENERGY CONSERVATION CODE (C401.2.1)
	1 PRESCRIPTIVE COMPLIANCE EXCEPTION: ADDITION, ALTERATIONS, REPAIRS AND CHANGES OF OCCUPANCY TO EXISSTINGCOMPLY WITH CHANTER 5. SINCE THIS PROJECT IS DOING ALTERATIONS TO AN EXISTING BUILDING, WILL COMPLYING WITH CHAPTER 5.
C501.2 COMPLIANCE	SHALL COMPLY WITH SECTION C502, C503, C504, AND C505
C502 ADDITIONS	NO
C503 ALTERATIONS	
C503.1 GENERAL	ACKNOWLEDGED
C503.2 BUILDING ENVELOPE	NO CHANGE
C503.3 HEATING AND COOLING SYSTEM	NO CHANGE
C503.4 SERVICE HOT WATER SYSTEM	NO CHANGE
C503.5 LIGHTING SYSTEM	NO CHANGE
C504 REPAIRS	NO
C505 CHANGE OF OCCUPANCY OR USES	NO

DEMOLITION LEGEND

- EXISTING WALL TO REMAIN
- EXISTING WALL TO BE REMOVED
- EXISTING EQUIPMENT TO BE RELOCATED
- EXISTING EQIUPMENT BE REMOVED
- EXISTING EQUIPMENT TO REMAIN
- EXISTING DOOR TO REMAIN
- EXISTING DOOR TO BE REMOVED



DEMOLITION PLAN
SCALE: 3/16"=1'-0"

N

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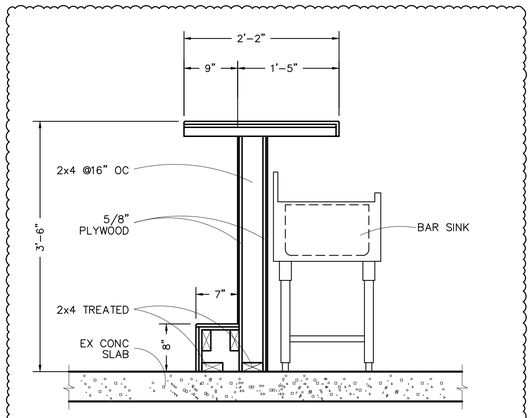
SHEET TITLE

PROJECT NO: 2510007

DRAWN J.S.
CHECKED Z.L.
APPROVED

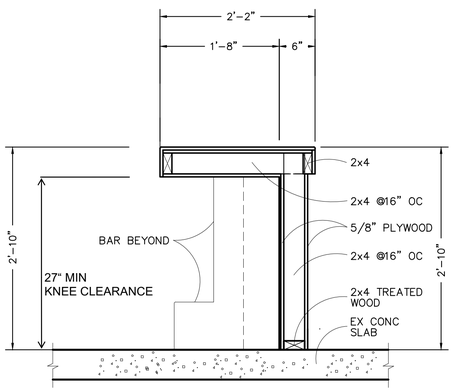
DATE	ISSUED FOR
12/26/2025	REVISION
11/14/2025	REVIEW

SHEET
D.1



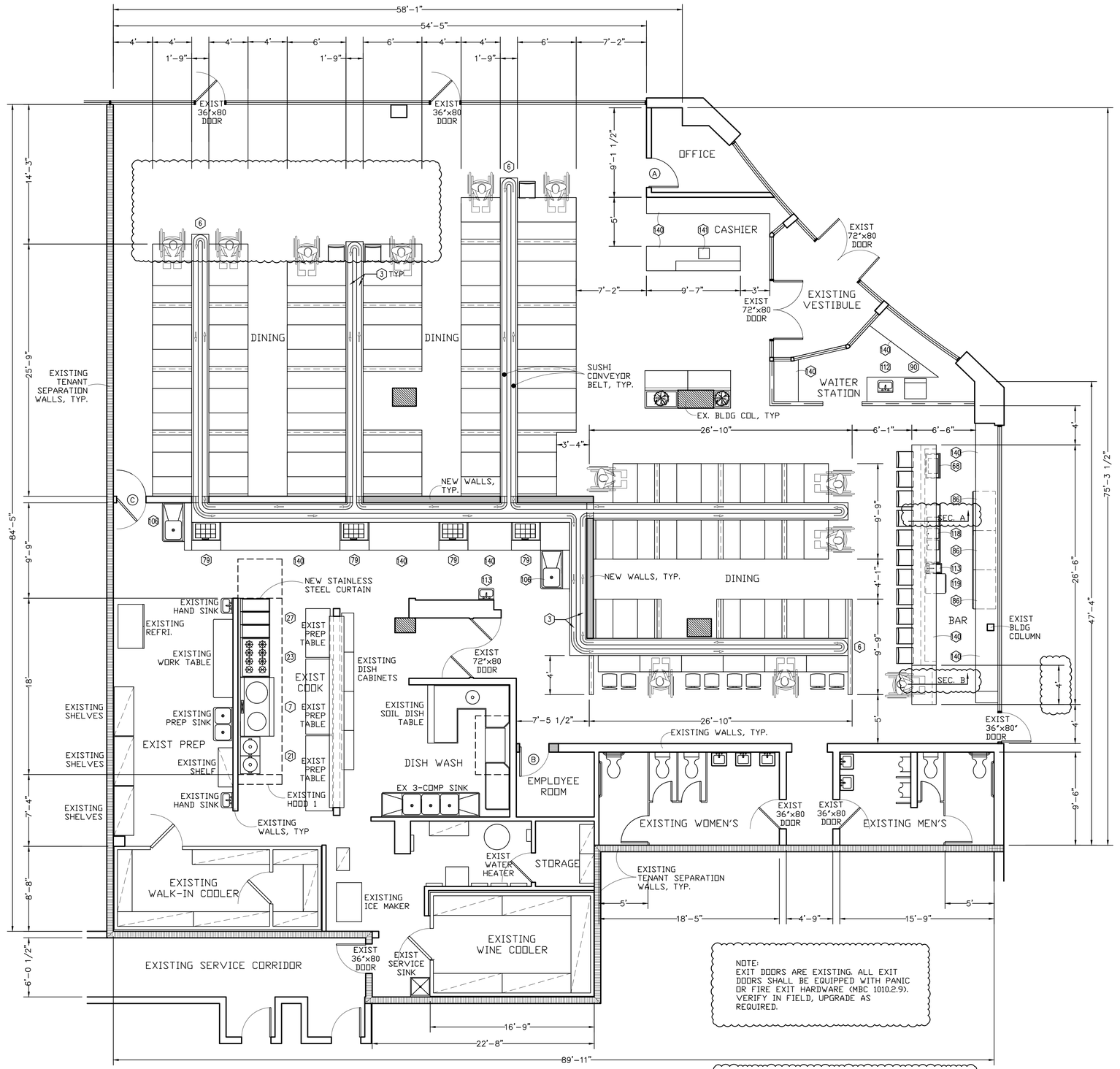
BAR SECTION A

SCALE: 1"=1'-0"



BAR SECTION B

SCALE: 1"=1'-0"



NOTE:
EXIT DOORS ARE EXISTING. ALL EXIT DOORS SHALL BE EQUIPPED WITH PANIC OR FIRE EXIT HARDWARE (MBC 1010.2.9). VERIFY IN FIELD, UPGRADE AS REQUIRED.

THE ACCESSIBLE ROUTE INTO THE RESTAURANT TO AND FROM THE NEAREST ACCESSIBLE PARKING SPACE INCLUDING CURB CUTS, BUILDING ENTRANCES IS EXISTING, AND VERIFIED.

THE ACCESSIBLE ROUTE INTO THE EXISTING TOILET ROOMS TO AND FROM THE DINING ROOM, BAR, AND KITCHEN ARE EXISTING, AND VERIFIED.

FLOOR PLAN

SCALE: 3/16"=1'-0"

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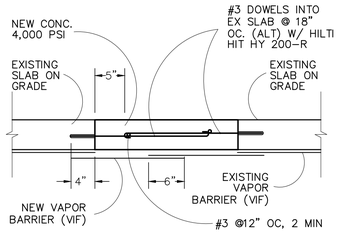
SHEET TITLE
FLOOR PLAN

PROJECT NO: 2510007

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APPROVED

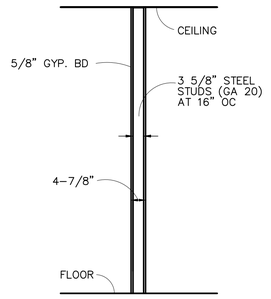
DATE	ISSUED FOR
12/26/2025	REVISION
11/24/2025	REVIEW

SHEET
A.1



NOTE: IF NO EXISTING VAPOR BARRIER IS FOUND IN FIELD, NEW VAPOR BARRIER IS NOT REQUIRED

2 / A-1 SLAB TRENCHING DETAIL
SCALE: 1" = 1'-0"



1 / A-1 WALL SECTION
SCALE: 1/2" = 1'-0"

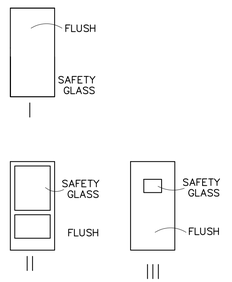
GENERAL NOTES

1. COMPLIANCE WITH ALL LOCAL PLUMBING, ELECTRICAL, BUILDING AND ZONING REQUIREMENT. CONSTRUCTION IS TO BE COMPLETED ACCORDING TO THE MICHIGAN BUILDING CODES. ALL PLUMBING ON FOOD SERVICE EQUIPMENT MUST BE INDIRECT AND AIR GAPPED. CONTACT THE APPROPRIATE AGENCIES FOR INSPECTION.
2. ALL RESTROOM DOORS MUST BE MADE SELF CLOSING.
3. SOAP AND TOWEL DISPENSER TO BE PROVIDED AT EMPLOYEES HAND SINKS.
4. ALL RAW WOODEN SURFACES ARE TO BE PAINTED OR FINISHED SO AS TO BE SMOOTH, EASILY CLEANABLE AND OF A LIGHT COLOR.
5. ALL MATERIALS USED SHALL BE NON-COMB. OR FIRE RETARDANT.
6. INTERIOR FINISH SHALL COMPLY TO SEC. 704-803, 804, AND 807.
7. FIRE OR DRAFT STOP SHALL BE IN COMPLIANCE TO SECTION 720.
8. PROVIDE PORTABLE FIRE EXTINGUISHERS FOR ALL AREA PER NFPA STANDARD #10.
9. INSTALL OF EQUIPMENT FOR THE REMOVAL OF SMOKE AND/OR GREASE LADEN VAPOR FROM COMMERCIAL COOKING EQUIPMENT TO CONFORM TO NFPA STANDARD #96 NATIONAL FIRE PREVENTION CODE, AND NATIONAL MECHANICAL CODE.
10. PROVIDE LOCK OPEN DEVICES ON ALL CIRCUIT BREAKERS PROTECTING THE EMERGENCY LIGHT CIRCUITS; ALSO IDENTIFY THESE CIRCUITS.
11. PROVIDE LOCK OPEN DEVICES ON ALL CIRCUIT BREAKERS PROTECTING ALL FIRE SUPPRESSION ALARM(S) OR POWER SUPPLIES.
12. TRADES SHALL APPLY FOR PLAN REVIEWS AND OBTAIN SEPARATE PERMITS AND FIELD INSPECTION.

NEW DOOR SCHEDULE

NO	OPEN'G	DOOR			FRAME		HARDWARE						
							LOCK SET			AUTO CLOSER	KICK PLATES	PULL & PUSH PL.	THRESHOLD WEATHER STRIP
		TYPE	MATERIAL	FINISH	MATERIAL	FINISH	KEYED	PASSAGE	PRIVACY				
A	36"x 80"	I	WOOD	PAINT	WOOD	PAINT	X			X		X	
B	36"x 80"	I	WOOD	PAINT	WOOD	PAINT		X		X		X	
C	36"x 80"	III	WOOD	PAINT	WOOD	PAINT		X		X	X	X	

REMARK: EXISTING FRONT DOOR, AND REAR DOOR SHALL HAVE PANIC HARDWARE. FIELD VERIFY AND UPGRADE AS REQUIRED.



DOOR TYPES

EXISTING ROOM FINISH SCHEDULE

ROOMS / FINISH / SURFACES	FLOOR	COVING	WALL	CEILING
KITCHEN	16	16	5	6
COOKING	16	16	9	6
DINING	3	3	12	20
DISHWASHING	16	16	5	6
STORAGE	16	16	5	6
RESTROOMS	11	11	13	15
BAR	16	16	13	20
UTILITY	16	16	5	6
WALK-IN COOLER/FREEZER	16	16	10	10

NOTES:

INTERIOR FINISHES

1	ENAMEL COATED STEEL
2	FILLED BLOCK WITH EPOXY PAINTED OR GLAZED SURFACE
3	COMMERCIAL GRADE VINYL COMPOSITION TILE
4	COMMERCIAL GRADE VINYL COMPOSITION SHEETS
5	FIBERGLASS REINFORCED POLYESTER (FRP) PANEL
6	VINYL CLAD ACOUSTIC DROP IN TILES
7	POURED SEAMLESS SEALED CONCRETE OR POURED SYNTHETIC
8	SEALED CONCRETE
9	STAINLESS STEEL
10	ALUMINUM
11	CERAMIC TILE
12	PAINTED DRYWALL
13	EPOXY PAINTED
14	PLASTIC LAMINATE
15	ACOUSTIC DROP IN TILES
16	QUARRY TILE
17	CARPET
18	LATEX SEMI-GLOSS PAINT
19	PAINTED HARDWOOD
20	OPEN CEILING

SCHEDULE OF NEW EQUIPMENT

ITEM	DESCRIPSION	MAKE	MODEL	SIZE	PLUMBING			GAS	ELECTRICAL					REMARK
					C.W.	H.W.	WASTE	BTU'S	VOLTS	PHASE	H.P.	KW	AMP	
3	SUSHI CONVEYOR BELTS	—	–	–				–						–
.	—	—	–	–	-	-	–	–	-	.	-			–
6	SUSHI CONVEYOR MOTOR	–	–	–				–	208	3	1			3 REQUIRED
7	WOK RANGE	IMPERIAL	ICRA-2	72"x41"x56"	1/2"		2" (I.W.)	220,000						UNDER EXISTING HOOD
.	—	—	–	–	-		–		-	.		—		
21	RICE COOKER	RINNAI	RER-55AS	25-55 CUPS				35,000	-	.		-		UNDER EXISTING HOOD
23	RANGE	AMERICAN RANGE	AR-8	48"x29"x56"				310,000	-	.		-		UNDER EXISTING HOOD
27	FRYER	FRYMASTER	MJ35	15.6"x32"x46"				110,000						UNDER EXISTING HOOD
.	—	–	–	–					-					–
68	ICE BIN	KROWNE	18-30DP	30"x18.5"x33"			2" (I.W.)		-	.		-		STAINLESS STEEL
.	—	–	.	–										–
.	—	—	–	–										–
79	MEGA TOP	TRUE	TSSU-36-12M	36"x34"					120	1	1/3	-		
86	BOTTLE COOLERS	BERG	EBB-24-48G-B	49.6"x25"			–		120	1	1/4	-		
90	SODA MACHINA	CORNELIUS	ENDURO 150	22"x31"	1/2"		2" (I.W.)		120	1			3.0	
.	——	-	–	–					-					
.	—	—	-	–					120	1	3/4			
.	—	—	-	–					120	1	1			
.	—	—	.	–					-	-				
.	—	—	.	–					-	-		-	-	
.	–	-	-	–										–
.	—	-	—	–										–
106	PREP SINK	EAGLE	FN2020-1-24R-14/3	47.5"x27"	1/2"	1/2"	2" (I.W.)							STAINLESS STEEL
.	—	-	—	-	-	-	–		-					–
.	–	—	–	–	-	-	-		-					–
112	DROP IN HAND SINK	ADVANCE TABCO	DI-1-5	10"x13.5"	1/2"	1/2"	2"		-		—	—		STAINLESS STEEL
113	HAND SINK	EAGLE	HAS-10-F-LRS	10"x13.5"	1/2"	1/2"	2"							STAINLESS STEEL
.	-	—	-	–	-	-			-					
.	–	—	–	–	-	-			-		—	—		
118	BAR SINK	EAGLE	B6C-18	72"x18"	1/2"	1/2"	2" (I.W.)				. —	. —		STAINLESS STEEL
119	GLASS WASHER	NOBLE	CG/CG-115	25.3"x25.3"x39.0"	1/2"	1/2"	2" (I.W.)		120	1	1/3	. —		.
–	—	-	—	–							—	—		
140	COUNTER TOP	CUSTOM BUILT	PLASTIC LAMI.	SEE PLAN										LAMINATED PLASTIC
141	CASH REGISTER								120	1	1/6			BY OWNER
.	—	-	—		-	-		-			-			—

NOTES: ALL EQUIPMENT SHALL BEAR THE LABEL OF AN APPROVED AGENCY. ALL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE INFORMATION ON THE LABEL AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

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SUPRA
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(INTERIOR RENOVATION)
UNIT G-152
44375 W 12 MILE ROAD
NOVI, MI 48377

STATE OF MICHIGAN
ZHIYUAN LIU
License No. 6201035577
LICENSED PROFESSIONAL ENGINEER
12/26/2025

STATE OF MICHIGAN
XIANG WEI
ARCHITECT
No. 1301071677
LICENSED ARCHITECT
12/26/2025

SHEET TITLE
SCHEDULES & NOTES

PROJECT NO: 2510007

DRAWN J.S.
CHECKED Z.L.
APPROVED

DATE ISSUED FOR

11/24/2025 REVIEW

SHEET
A.2

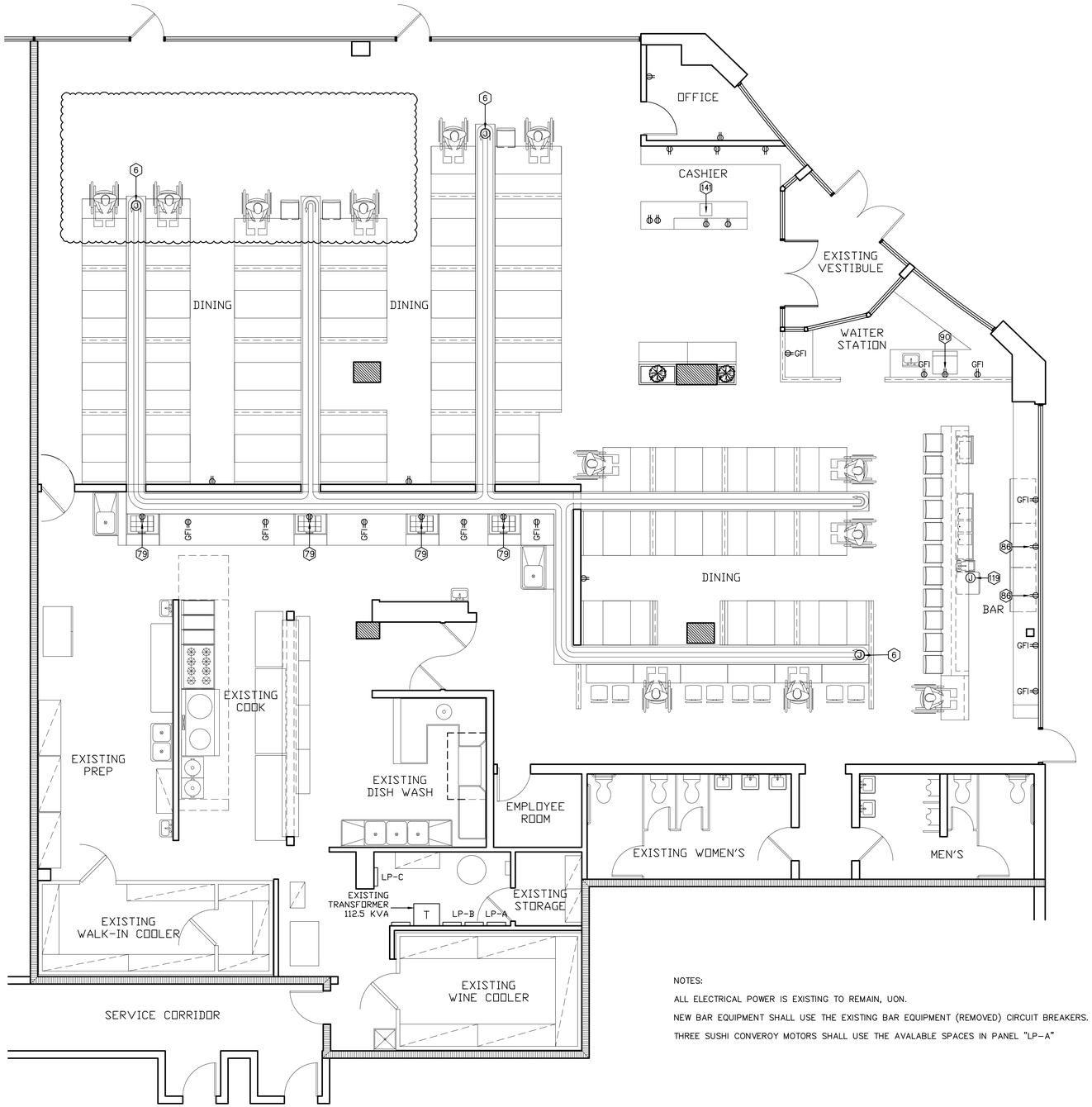
ELECTRICAL WORK SCHEDULE

ITEM	DESCRIPSION	ELECTRICAL					PLUG-IN	DIRECT WIRE (JUNCTION BOX)	DEDICATED CIRCUIT	ROUGH-IN ELECTRICAL STUB HEIGHT	NEMA
		VOLTS	PHASE	H.P.	AMP	WATTS					
.	—	-	.	-			·		·	—	
.	—	-	.	-				X		—	—
6	SUSHI CONVEYOR MOTOR	208	3	1				X		12" AFF	
.	—	-	.		-		·			--	
.	—	-	.							--	·
79	MAGA TOP	120	1	1/3			X			15" AFF	
86	BOTTLE COOLER	120	1	1/2			X			15" AFF	
.	—	-	.		-		·			--	
.	—	-	.		-		·			--	
90	SOFT DRINK DISPENSER	120	1	3/4			X			UNDERCOUNTER	
119	GLASS WASHER	120	1	1/3			X			UNDERCOUNTER	
.	—	-	.		-			·		--	
.	—	-	.	-			·			--	
.	—	-	.		-		·			—	
141	CASH REGISTER	120	1	1/6			X		X	UNDERCOUNTER	
.	—	-	.			-		·		--	
.	·	-	.			-	·			—	
.	-	-	.		-		·			--	
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ELECTRICAL GENERAL NOTES

1. ALL WORK SHOWN ON ELECTRICAL DRAWINGS IS NEW UNLESS OTHERWISE NOTED.
2. ELECTRICAL CONTRACTOR SHALL FURNISH AND INSTALL ALL ELECTRICAL WIRING, CONDUIT, OUTLETS AND LIGHTING FIXTURES AS REQUIRED FOR A COMPLETE JOB AND LEAVE READY FOR OPERATION.
3. UON BUILDING WIRE TYPE SHALL BE THHN/THWN, COPPER, SIZE AS INDICATED.ALL WIRING SHALL RUN CONCEALED IN CONDUIT. UON, CONDUIT SHALL BE EMT (ELECTRICAL METALLIC TUBING) SIZE PER NEC.
4. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH LATEST NATIONAL CODE OR PREVAILING CODE. ALL ELECTRICAL EQUIPMENT SHALL BEAR "UL" LABEL.
5. ALL LIGHTING & FIXTURES AND EQUIPMENT SHALL BE GROUNDED. ALL CONVENIENCE RECEPTACLES SHALL BE GROUNDING TYPE.
6. PROVIDE DISCONNECTING MEANS AT ALL MOTOR LOADS. VERIFY ALL REQUIREMENTS FOR ALL KITCHEN EQUIPMENT WITH EQUIPMENT SUPPLIER.
7. FOR ALL METAL CONDUIT, PROVIDE A GROUNDING BUSHING AND JUMPER AT BOTH END OF CABLE.
8. ALL ELEVATIONS ARE TO THE CENTER LINE OF DEVICE AS INDICATED, UON.

EQUIPMENT OR OUTLET:	ELEVATION:
TOGGLE SWITCHES --	GENERAL 4'-0" AFF
RECEPTACLES --	GENERAL USE 1'-6" AFF
RECEPTACLES --	GFI 0'-8" ABOVE COUNTER
DISCONNECT SWITCHES --	4'-0" ABOVE GRADE
PANELS & CABINETS --	6'-0" TOP



NOTES:

ALL ELECTRICAL POWER IS EXISTING TO REMAIN, UON.

NEW BAR EQUIPMENT SHALL USE THE EXISTING BAR EQUIPMENT (REMOVED) CIRCUIT BREAKERS.

THREE SUSHI CONVEROY MOTORS SHALL USE THE AVALABLE SPACES IN PANEL "LP-A"

ELECTRICAL POWER PLAN
SCALE: 3/16"=1'-0"

N

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STATE OF MICHIGAN
ZHIYUAN LIU
License No. 6201035577
LICENSED PROFESSIONAL ENGINEER

12/26/2025

SHEET TITLE
ELECTRICAL POWER PLAN

PROJECT NO: 2510007

DRAWN J.S.
CHECKED Z.L.
APPROVED

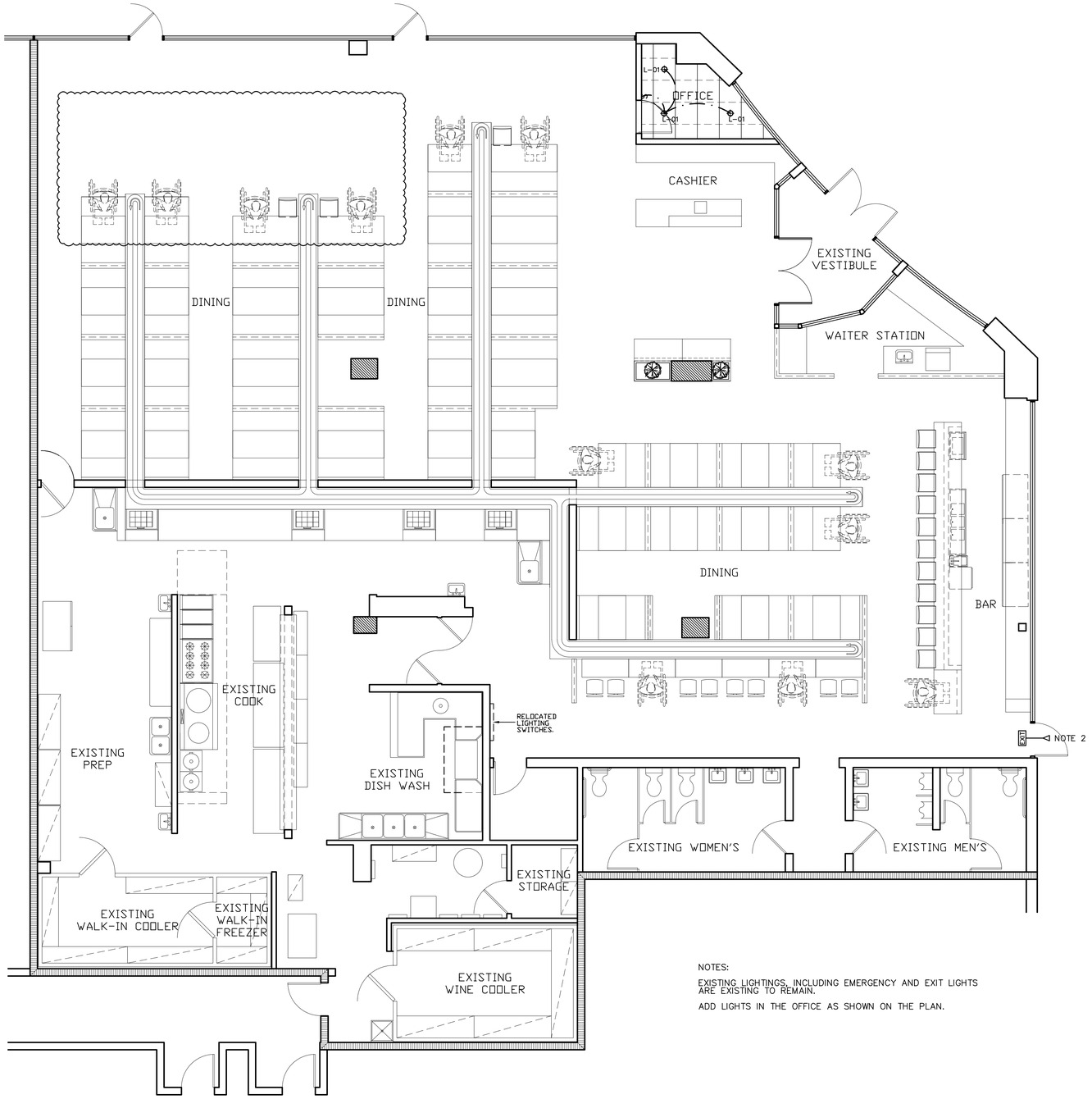
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SHEET
E.1

LIGHTING FIXTURE LEGEND

L–01	6 INCH, 12W RECESSED, 900 LUMEN LED DOWNLIGHT.



NOTES:

EXISTING LIGHTINGS, INCLUDING EMERGENCY AND EXIT LIGHTS ARE EXISTING TO REMAIN.

ADD LIGHTS IN THE OFFICE AS SHOWN ON THE PLAN.

ELECTRICAL LIGHTING PLAN

SCALE: 3/16"=1'–0"

N

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ELECTRICAL LIGHTING PLAN
SHEET TITLE

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SHEET
E.2

PLUMBING GENERAL NOTES

1. ALL PLUMBING SHALL COMPLY WITH THE STATE OF MICHIGAN PLUMBING CODES, AND LOCAL PLUMBING & HEALTH DEPARTMENT REQUIREMENT.
2. INSULATE ALL HOT & COLD WATER LINES ABOVE GRADE WITH 3/4" GLASS FIBER PIPE INSULATION, WITH VAPOR BARRIER.
3. VERIFY ALL FINAL CONNECTIONS TO KITCHEN EQUIPMENT WITH EQUIPMENT SUPPLIERS. VERIFY ROUTH-IN REQUIREMENT WITH SAME.
4. MATERIAL SHALL BE AS FOLLOWS:
   - A. WATER PIPING TO BE TYPE 'K' COPPER BELOW GRADE AND TYPE 'L' COPPER ABOVE GRADE. WASTE PIPING TO BE CAST IRON, GALVANIZED STEEL OR PVC PLASTIC PIPE.
   - B. VENTS TO BE CAST IRON, GALVANIZED STEEL OR PVC PLASTIC PIPE. GAS PIPING TO BE SCHEDULE 40, BLACK STEEL PIPE. PROVIDE
   - C. AUTOMATIC GAS SHUT-OFF VALVE IN COOKING EQUIPMENT SUPPLY MAIN
   - D. AS REQUIRED FOR COOKING EQUIPMENT FIRE PROTECTION SYSTEM. VERIFY & CO-ORDINATE WITH KITCHEN EQUIPMENT SUPPLIERS. INDIRECT WASTES FROM WALK-IN BLOWER COILS MAY BE PVC PLASTIC PIPE.
   - E. ALL INDIRECT WASTES EXCEEDING 24" IN LENGTH SHALL BE TRAPPED.
5. PROVIDE CLEANOUTS AS REQUIRED, AND AT THE BASE OF ALL STACKS.
6. ALL MATERIAL USED WITHIN RETURN AIR PLENUMS SHALL BE APPROVED FOR SUCH USE.
7. PROVIDE FIXTURE STOPS AT ALL PLUMBING FIXTURES.
8. PROVIDE ALL FITTINGS AND ACCESSORIES AS REQUIRED FOR A COMPLETE INSTALLATION.
9. HOT WATER SUPPLIED TO LAVATORY FIXTURE SHALL NOT EXCEED 120 DEGREE F. USE MIXING VALVES AS REQUIRED.
10. HANDICAP PLUMBING FIXTURES SHALL BE INSTALLED IN ACCORDNACE WITH THE STATE OF MICHIGAN BARRIER FREE REQUIREMENTS AND 'ADA' REQUIREMENTS.
11. CO-ORDINATE ALL WORK IN FIELD WITH ARCHITECTURAL, MECHANICAL, AND ELECTRICAL TRADES.
12. VERIFY ALL EXISTING JOB CONDITIONS AND ACCOMMODATE AS REQUIRED FOR A COMPLETE INSTALLATION.
13. CONFIRM ALL UTILITY REQUIREMENTS AND LOCATIONS WITH TENANT AND EQUIPMENT CONTRACTOR PRIOR TO START OF WORK.
14. CONFIRM ALL EXISTING UTILITIES AND BUILDING ELEMENTS LOCATED BELOW CONCRETE FLOOR SLAB PRIOR TO BREAKING-SAW CUTTING FLOOR SLAB. REPLACE CONCRETE FLOOR SLAB AS REQUIRED AND EQUAL TO OR BETTER THAN EXISTING CONSTRUCTION.
15. COMPLY WITH ALL CODE REQUIREMENTS.

HOT WATER REQUIREMENT (100 D.F. RISE)

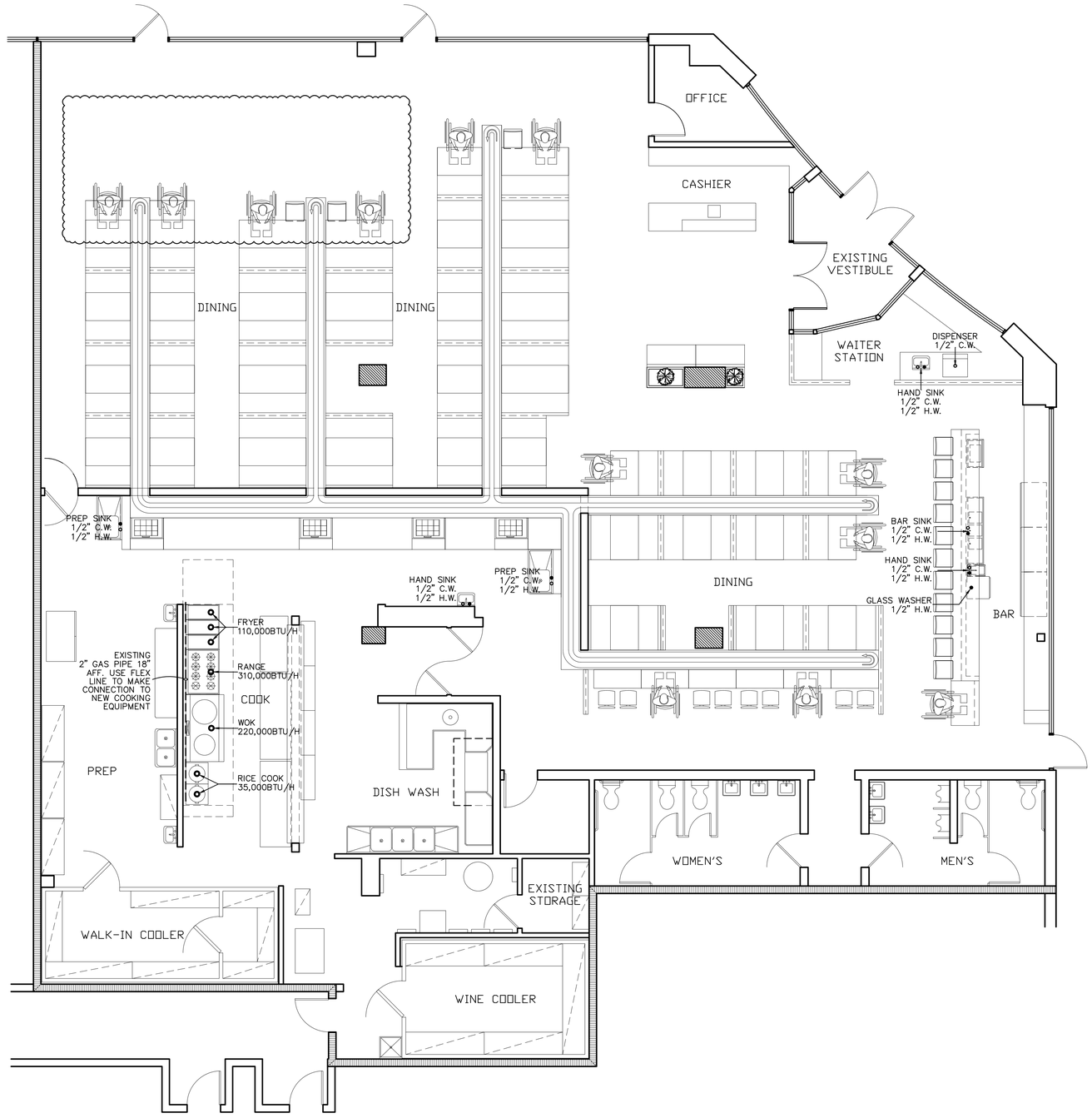
EQUIPMENT	NUMBER OF FIXTURES	GPH PER FIXTURE	TOTAL GPH NEEDED	WATER TEMP. REQ'D (F)	GPH CONVERSION FROM 140 PROMARY WITH MIXING VALVE	GPH TOTAL
HANDSINKS	5	5.0	25.0	100	25.0 x 0.60	= 15.0
RESTROOM LAVS	5	5.0	25.0	100	25.0 x 0.60	= 15.0
PREP SINK	4	15.0	60.0	100	60.0 x 0.60	= 36.0
3-COMP SINK	1	45.0	45.0	140	45.0 x 1.00	= 45.0
MOP SINK	1	15.0	15.0	140	15.0 x 1.00	= 15.0
SPRAY	1	45.0	45.0	100	45.0 x 0.60	= 27.0
DISH WASHER	1	55.0	55.0	140	55.0 x 1.00	= 55.0
BAR SINK	1	20.0	20.0	100	20.0 x 0.60	= 12.0
				TOTAL		=220.0

$$\text{BTU REQ'D} = \frac{220.0\ \text{GPH} \times (140-40) \times 8.33\ \text{LB/GAL}}{97\%} = 188{,}928\ \text{BTU/H}$$

EXISTING WATER HEATER:

WATER HEATER: BY OSTLUND
MODEL: HCG3100T1993N 300
CAPACITY: 100 GAL
RECOVERY: 235 GPH@100° F RISE,
GAS INPUT: 199,900 BTU/H

STORAGE: 100 GAL
RECOVERY: 235 GAL/HR @ 100° F RISE > 220.0 GAL/HR
GAS INPUT: 199,900 BTU/H > 188,928 BTU/H



PLUMBING SUPPLY PLAN
SCALE: 3/16"=1'-0"

N

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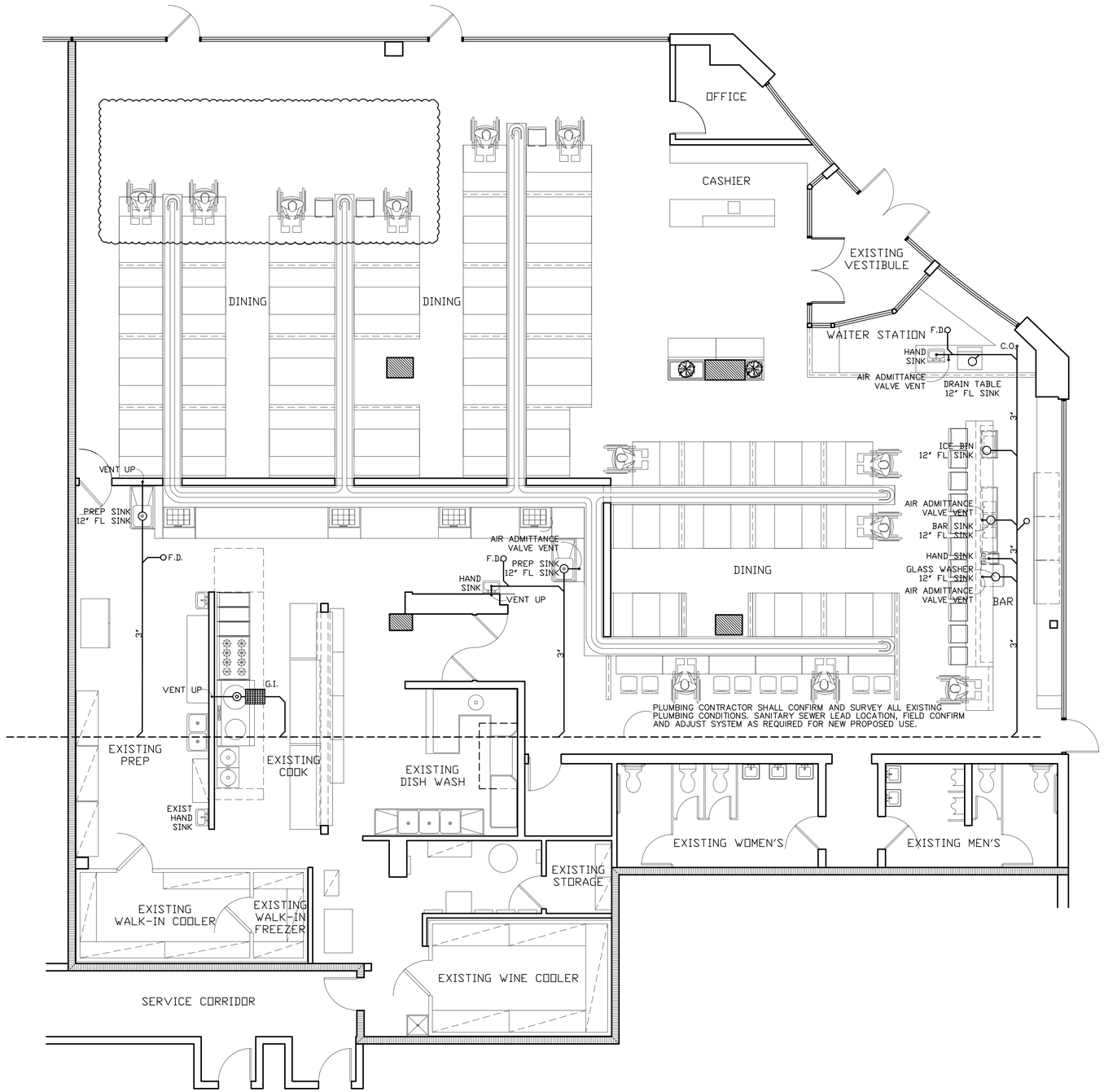
SHEET TITLE
PLUMBING SUPPLY PLAN

PROJECT NO: 2510007

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SHEET
P.1



PLUMBING WASTE PLAN
SCALE: 3/16"=1'-0"

PLUMBING CROSS-CONNECTION SCHEDULE

FIXTURE	SEWAGE DISPOSAL			WATER SUPPLY						REMARK
	AIR GAP	AIR BREAK	DIRCET CONN.	AVB	PVB	PRZ	ASBCA	DC W/ AV	AIR GAP	
WOK	X					X				
PREP SINKS	X								X	
DRAIN TABLE	X			X						
ICE BIN	X									
BAR SINK	X								X	
GLASS WASHER	X			X						

AVB = ATMOSPHERIC VACUUM BREAKER
PVB = PRESSURE VACUUM BREAKER
RPZ = REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTER
DC w/ AV = DOUBLE CHECK VALVE WITH AN ATMOSPHERIC VENT
ASBCA = APPROVED ANTI-SIPHON BALL-COCK ASSEMBLIES

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PLUMBING WASTE PLAN

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P.2

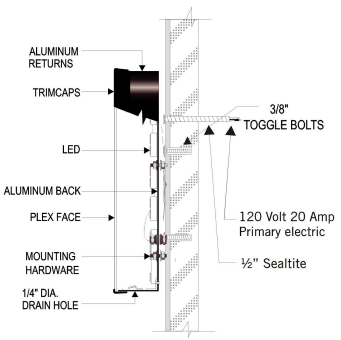


17'

3'

Supra
REVOLVING SUSHI BAR

44375 W 12 Mile Rd Ste G-152 Novi, MI 48377





Letter Faces
White Acrylic

Letter Faces
3M TRANS VINYL

Letter Trim Caps
BLACK

Letter Returns
BLACK

Illumination White LED

Supra
REVOLVING SUSHI BAR 上に

LUNCH ちゅうしょ： *11:30AM - 3:30PM*
$21.99 Adults
$7.99 Kids 4-6 | **$11.99** Kids 7-10

DINNER ゆうしょく *3:30PM - CLOSED*
$32.99 Adults
$12.99 Kids 4-6 | **$16.99** Kids 7-10
(Weekend & Holiday | All DAY)

NIGIRI

SALMON


Salmon


Salmon With Truffle Sauce (D)


Salmon Yuzu


Salmon Spicy Yuzu


Salmon Toro (D)


Seared Salmon (D)


Salmon Honey Wasabi (D)

BEEF


Kobe With Truffle Sauce (D)


Beef With Eel Sauce


Beef With Spicy Mayo


Kobe With BBQ Sauce (D)


Kobe With Ruda Sauce (D)

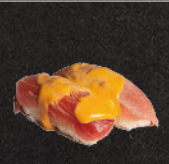
TUNA


Tuna


Tuna With Truffle Sauce (D)


White Tuna


Tuna Eel Sauce


Tuna Spicy Mayo


Pepper Tuna

SHRIMP


Shrimp


Shrimp Truffle Sauce (D)


Shrimp Honey Wasabi (D)


Ebi Yuzu (D)


Ebi Spicy Yuzu (D)


Shrimp Tempura

OTHERS


Eel (D)


Yellowtail (D)


Squid (D)

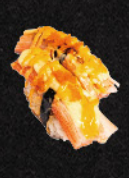

Tamago


Tamgo Yuzu


Tamgo Spicy Yuzu


Kani


Kaori Bako Kani Yuzu


Kaori Bako Kani Spicy Yuzu


Tako (D)


White Fish


Mackerel


Scallop (D)


Hotate Yuzu (D)


Hotate Spicy Yuzu (D)


Surfclam

HANA SERIES


Hana Tuna Lobster Salad (D)

Hana Ikura (D)

Hana Tobiko (D)

Hana Masako (D)


Hana Salmon Masako (D)

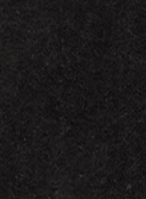
Hana Salmon Tobiko (D)

Hana Salmon Ikura (D)

Hana Salmon Lobster Salad (D)

CRISPY RICE


Cripy Rice With Spicy Tuna


Crispy Rice With Spicy Salmon

GUNAKAN


Ikura (D)


Spicy Tuna


Spicy Salmon


Spicy Scallop (D)


Tobiko (D)


Masago


Lobster Salad (D)

HAND ROLL


Salmon Avocado Handroll


Spicy Salmon Handroll


Spicy Tuna Handroll


Tuna Avocado Handroll


Avocado Handroll


Eel Handroll (D)


Spicy Yellowtail Handroll (D)


Salmon Skin Handroll


Spider Handroll (D)


Shrimp Tempura Handroll

CLASSIC ROLLS



California Roll · Cucumber Avocado Roll · Eel Avacodo Roll · Philadephia Roll · Salmon Avocado Roll · Shrimp Tempura Roll · Spicy Crab Roll · Spicy Salmon Roll · Spicy Tuna Roll · Tuna Avocado Roll

SPECIAL ROLLS



Golden Dragon (D) · Ocean Roll (D) · Sushine Daydream · Valentine Roll (D) · Spicy Lover Roll · Sweet 16 Roll · Godzilla Roll · Rainbow Roll · Dragon Roll (D)

Hawaii Roll · Dynamite Roll (D) · Mango Roll (D) · Fire Roll (D) · Tuna Amazing · Wild Wild East · Mermaid (D) · Marble (D) · Scorpion King (D)

SIDES



Harumaki · Fried Shumai · Croquette *(Potato)* · Edamame · Hamachi Kama (D) · Shrimp Tempura · Fried Takoyaki · Fried Gyoza · Assorted Vegetable Tempura · Rock Shrimp Tempura

Softshell Crab Tempura (D) · Fried Squid · Seaweed Salad · Kani Salad · Green Salad · Ika Salad · Miso Soup · French Fries · Chicken Skewer · Beef Skewer(D)

ENTRÉE

(Hibachi & Ramen)



Shrimp Yaki Soba · Miso Ramen · Beef Yaki Don · Tonkotsu Ramen



Steak Hibachi
Chicken Hibachi
Shrimp Hibachi

Steak Teriyaki
Chicken Teriyaki
Shrimp Teriyaki
Salmon Teriyaki

DRINKS

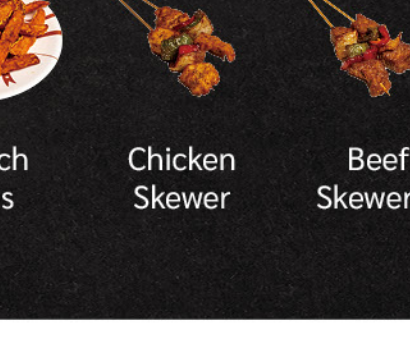
(Not Included In AYCE)
Milk tea/ fruit tea : add topping extra boba $0.75

Classic Milk Tea	$7.50	Passion Fruit Green Tea	$7.50	Bottle Water	$3
Thai Milk Tea	$7.50	Mango Green Tea	$7.50	Sparking Water	$5
Taro Milk Tea	$7.50	Longan Honey Green Tea	$7.50	Japanese Soda	$3
Matcha Milk Tea	$7.50	Peach Green Tea	$7.50	Hot Tea	$3
		Lychee Green Tea	$7.50	Juice (Apple, Orange)	$3
				Pepsi Products	$3.50
				Sparkling White Peach Water	$7
				Sparkling Yuzu Citrus Water	$7

DESSERT



Mochi Ice Cream :
(Vanilla, Green tea, Mango)



Ask your server about menu items that are cooked to order or served raw. Consuming raw or undercooked meats,poultry,seafood,shellfish, or eggs may increase your risk of food-borne illnesses

D=DINNER

Consuming raw or undercooked meats, poultry, seafood, shellfish or unpasteurized milk increase your risk of foodborne illness

*Part 6 and above charge 18%
Please let us know about any food allergies
While we take allergies seriously and have allergy procedures in place, different forms of allergens are present in our kitchen and cross contamination is always possible.

IC BRANDING : 347-951-8911 · 20250624

CITY OF NOVI
cityofnovi.org

Receipt: 15196 04/09/26
Page

The sum of: $1,210.00

SUPRA NOVI

44375 12 MILE RD STE G 152
NOVI MI 48377

LIQUOR	**SUPRA NOVI**		**1,210.00**
		Total	**1,210.00**
	TENDERED:	**CHECKS**	**311**	**1,210.00**

Signed: _____

MEMORANDUM

TO: CORTNEY HANSON, CITY CLERK

FROM: ERICK W. ZINSER
DIRECTOR OF PUBLIC SAFETY/CHIEF OF POLICE

INITIATED BY: MICHAEL BENDER, DETECTIVE MB

SUBJECT: TRANSFER OWNERSHIP / CLASS C LIQUOR LICENSE APPLICATION, SUPRA NOVI LLC

DATE: APRIL 13, 2026

Liquor License Request:

Supra Novi LLC requests to transfer ownership of a Class C liquor license, located at 44375 W. Twelve Mile Rd, Suite G-152, Novi, MI. Supra Novi LLC is proposing a high-tech, revolving sushi bar.

Applicant/Background Information:

Xue has experience managing licensed alcohol operations, including staff supervision, inventory control, compliance with state and local liquor laws, and implementing responsible service practices to ensure a safe and well-run establishment.

Criminal History:

An ICHAT inquiry revealed nothing on Xue's criminal record.

Civil History:

A CLEAR inquiry revealed no civil history for Xue.

Oakland County Treasurer's Office

Contact was made with the Oakland Cunty Treasure's Office who advised that there are outstanding property taxes in an amount of $4,400.67 for this property.

Financial Review:

Based upon the financial data provided by the applicant, no issues were found to prevent the liquor license application process from proceeding. The business will be purchased for $190,000 which will be borrowed from family friends and will be paid over 10 years.

Summary:

Based on the information provided and the subsequent liquor investigation, I find no reason to deny the applicant's request. This request requires the approval of the Novi City Council.

C: Victor Cardenas, City Manager

MEMORANDUM

TO: Melissa Morris, Deputy City Clerk

FROM: Alan Hall, Deputy Director of Community Development ASH

SUBJECT: SUPRA LIQUOR LICENSE TRANSFER

DATE: 04/14/26

The property located at **44375 TWELVE MILE RD G152** with the business name **Supra** has received a Special Inspection for the purpose of:

- ☐ Auctions
- ☒ Liquor license
- ☐ Arcade license
- ☐ Massage license
- ☐ Outdoor gathering
- ☐ Outdoor seating
- ☐ Other: _____

From a building safety standpoint, the Building Division does not object to the proposed liquor license transfer, subject to inspection approvals prior to occupancy. Should you have any further questions with regards to this matter please feel free to contact me at (248) 347-0417.

April 9, 2026

CITY COUNCIL

Mayor
Justin Fischer

Mayor Pro Tem
Laura Marie Casey

Dave Staudt

Brian Smith

Matt Heintz

Priya Gurumurthy

Aaron Martinez

City Manager
Victor Cardenas

Director of Public Safety
Chief of Police
Erick W. Zinser

Fire Chief
John B. Martin

Assistant Chief of Police
Scott R. Baetens

Assistant Fire Chief
Todd Seog

TO: Cortney Hanson, City Clerk
Melissa Morris, Deputy City Clerk

FROM: Andrew Copeland – Fire Marshal

SUBJECT: Liquor Business Transfer License –
Supra Novi LLC, 44375 12 Mile #G-152 (Fountian Walk Mall), Novi Mi. 48375

A fire inspection was conducted at the above business and the business has been found to be in compliance with the adopted fire prevention code.

The Fire Department does not have any objections to this Liquor License application at this time.

Sincerely,

Andrew Copeland – Fire Marshal
City of Novi Fire Department

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
MAY 4, 2026

SUBJECT: Approval of Resolution to amend Environmental Consultant Fee Schedule as reviewed by the Finance and Administration Committee.

SUBMITTING DEPARTMENT: Community Development, Planning

KEY HIGHLIGHTS:

- The City's Environmental Consultant, Merjent, has provided service to the City since 2024 and has submitted a request for a one-year contract extension.
- Merjent is requesting clarification and updates to certain fees collected for environmental services.
- The Finance and Administration Committee reviewed the information at their meeting on April 13 and indicated support of the request.

BACKGROUND INFORMATION:

The City's environmental consultant for review of woodland and wetland impacts, Merjent, has provided service to the City of Novi since January of 2024. Merjent has performed well over the last two years and submitted a request for a one-year extension as the original contract allowed. The contract also indicated that the approved fees could be reevaluated at the time of the contract's extension. Merjent has now requested a few updates that staff support.

The changes to the fee schedule requested at this time include clarification of the fee for attending Pre-Construction meetings; Woodland inspection fees for verification of staking and fencing in the field, and for woodland tree replacement inspections; as well as establishing three as-needed fees for environmental reviews of single-family plot plans.

The fee update resolution is attached. If approved by the City Council, the adjusted fees would be effective as of June 30, 2026 to allow time for the staff to make the necessary adjustments.

RECOMMENDED ACTION: Approval of a Resolution to amend the Environmental Consultant Fee Schedule to become effective as of June 30, 2026, as attached.

RESOLUTION ESTABLISHING AMENDED FEE SCHEDULE

FOR CERTAIN ENVIRONMENTAL REVIEW FEES

City of Novi

County of Oakland, Michigan

Minutes of a regular meeting of the City Council of the City of Novi, County of Oakland, Michigan, held in the City Hall on May 4, 2026, at 7:00 p.m., Prevailing Eastern Time.

PRESENT: Councilmembers: _____

ABSENT: Councilmembers: _____

The following preamble and Resolution were offered by Councilmember _____ and supported by Councilmember _____

R E C I T A T I O N S:

WHEREAS, the City of Novi is permitted by state statute, including the City and Village Zoning Enabling Act, MCL 125.3101 et seq, as amended by 2006 PA 110, Section 124.3406 to provide for fees and charges for acts and services performed by the City in the enforcement of its ordinances relating to the improvement of property, the construction of buildings, and the submission of planning and zoning approval requests; and

WHEREAS, the City by charter and ordinance has authorized the adoption of a fee schedule for such acts and services by resolution of the City Council, and

WHEREAS, the City Council has determined that the fees and charges set for in the *2026 Proposed Fee Additions and Addendum to the 2024 Environmental Consultant Contract, as extended* attached hereto and incorporated herein, are necessary to

defray the costs of the environmental consultant providing required services for the administration of the City of Novi Zoning Ordinance, the Woodlands Protection and the Wetlands and Watercourse Protection ordinances.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Novi, shall, and hereby does, adopt the fee schedule attached hereto effective as of June 30, 2026.

Vote: Ayes _____

Nays _____

Absent _____

Abstain _____

CERTIFICATION

I, Cortney Hanson, do hereby certify that the foregoing is a true and complete copy of the Resolution adopted by the City Council of the City of Novi at a regular meeting held this Monday, May 4, 2026.

CITY OF NOVI

By _____

Cortney Hanson, City Clerk

2026 Proposed Fee Additions and Addendum to the

2024 Environmental Consultant Contract, as extended

Pre-Construction Meeting Fee

Clarification of the $600 fee for environmental consultant to attend Pre-Construction meeting when Woodland and/or Wetland inspections are needed: one $600 fee will be collected for the consultant's attendance at the Pre-Con meeting.

- Woodland and/or wetland pre-construction meeting fee $600.
- If site contains both wetlands and woodlands total meeting fee will be $600.

Woodland Inspection Fees

Fencing and Staking Inspections

Initial Inspection	Initial Inspection >1 acre	Additional Inspection (if needed)	Initial Inspection <= to 1 acre (reduced fee) 2nd inspection, same fee
Woodland Fence Staking	6% of fence material, minimum $500	$300	$300
Woodland Fence Installation	6% of fence material, minimum $500	$300	$300
Woodland Fence Removal	6% of fence material, minimum $500	$300	$300
Construction Observation	$450	$300	$300
Reduced fee if both Woodland and Wetland onsite	6% of woodland fence material, minimum $750	$450	$500

Woodland Replacement Inspections

Initial Inspection	Initial Inspection >1 acre	Additional Inspection (if needed)	Initial Inspection <= to 1 acre 2nd inspection, same fee
Replacements Planted	25% of plant material, minimum $500	$300	$300
2-year Warranty Inspection	25% of plant material, minimum $500	$300	$300

Single Family Residential Home Permits

- Establish a fee of $250 for properties that require a Wetland Setback Delineation Letter (no permit)
- Establish a fee of $500 for Woodland Staking Inspection (includes one revision)
- Establish construction observation fee of $200 (if needed) for either woodland or wetland

The City shall collect a non-refundable administrative fee for the collection, coordination and distribution of plans and documents in the amount of 15% of the total fees as may be required in accordance with the above fee schedule.

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval to award a three-year Traffic Engineering Consulting Services Contract to AECOM (with the option for an additional two, one-year renewals) as reviewed by the Finance and Administration Committee, and adoption of the revised fee schedule.

SUBMITTING DEPARTMENT: Community Development, Planning

KEY HIGHLIGHTS:

- The 2022 contract with the City's Traffic Engineering Consultant, AECOM, has run its course and staff issued a new request for proposals for this work.
- Of the two responses received, the staff team's review concluded that AECOM offered a higher level of qualifications and experience.
- The Finance and Administration Committee reviewed information and staff's recommendation at their meeting on April 13 and indicated support of the request.

BACKGROUND INFORMATION:

A Request for Proposals (RFP) was recently issued to seek the services of an independent firm to provide **traffic engineering consulting services** for the City of Novi. The traffic engineering consultant performs site plan reviews and traffic study evaluations as part of the plan review process and assists the Engineering Division with traffic-related concerns and studies. The consultant provides traffic engineering expertise to Community Development and Public Services staff as well as the City Council and Planning Commission.

The scope of work for the consultant includes site plan review for traffic compliance with all City codes, the Master Plan for Land Use, thoroughfare plans, the Active Mobility Plan; as well as with quality development expectations, practicality and functional excellence. The consultant also reviews traffic impact studies and rezoning proposals (each rezoning request requires either an abbreviated or full traffic study). The consultant provides assistance at meetings and performs traffic and parking lot inspections of completed work. The consultant assists the City's designated traffic engineer (Ben Croy) by performing traffic engineering and speed studies.

Qualifications

The RFQ was advertised in February and the City received two responses. The responses were reviewed using Qualifications-Based Selection and scored using five factors:

- Firm's resource capability to perform required services including examples
- Evaluation of assigned personnel
- Related public/municipal experience
- Budget and cost controls experience
- Potential or current project conflicts

The staff review team included members from Community Development and the Department of Public Services. The reviewers were Lindsay Bell, Rick Meader, Humna Anjum, and Barbara McBeth. Tracey Marzonie from the Finance Department provided assistance throughout the process.

Based on the results of the staff evaluations AECOM was selected as the more qualified firm of the two responses provided. AECOM has served as Novi's Traffic Engineering Consultant since 2014.

Fees

The current fees have not increased since 2022. AECOM's proposed fees show a modest increase, generally representing an **increase of $50-$200** for most of the services requested. If selected, the pass-through Traffic Engineering costs for typical site plan review developments are projected to **increase by about 15 to 25 percent**, depending on the type and size of the project. Refer to the proposed fee changes, as **attached**.

The proposed hourly rate for preparing Traffic Engineering Studies and Reports, and for attendance at meetings is proposed to **increase by about 5 percent** from the current fee structure, the first requested increase over the past four years.

The Engineering Division budgets approximately $30,000 annually for the as-needed hourly work for various engineering studies and reports. The Community Development Department budgets approximately $3000 to $5000 annually for as-needed meetings with the traffic consultant.

A summary of fees paid to the traffic consultant over the past several years is as follows:

	FY 21-22		**FY 22-23**		**FY 23-24**		**FY 24-25**
Traffic Review (developer-paid fees)	$ 12,017.40		$ 15,789.48		$ 22,997.84		$ 31,246.40
Traffic consultant (city-paid fees)*	$ 1,500.00		$ 3,000.00		$ 3,000.00		$ 3,700.00
	$ 13,517.40		**$ 18,789.48**		**$ 25,997.84**		**$ 34,946.40**

*Planning only, approximate amounts

Staff Recommendation

Staff recommends **awarding a contract to AECOM** for a three-year term with an additional two, one-year optional extensions for the following reasons:

- AECOM has a deep bench when it comes to traffic engineering with 3 dedicated engineers and a total of 17 traffic engineers and other professionals in local offices and available to assist with Novi's projects.
- Over the twelve years that the City and AECOM have worked together, staff has noted that the breadth of expertise has served the City well in providing quality traffic reviews and offered creative, innovative solutions to traffic concerns.
- AECOM streamlined the site plan review letters, improving communication with applicants. AECOM has been receptive to adjustments to the letters and communications as suggested by the Plan Review Center.
- Over four years, AECOM has provided 285 site plan reviews, 18 Traffic Impact Studies reviews, 75 site inspections, 2 speed studies and 4 Traffic Engineering Studies.
- Engineering and Planning staff already have a good working relationship with the AECOM staff and with the level of service AECOM has provided as Novi's Traffic Engineering consultant since 2014.
- The fees presented by AECOM represent a 10-20% increase in developer/applicant paid fees, and a 5% increase in hourly costs for traffic engineering studies, a nominal increase over the fees in place since 2022.

The Finance and Administration Committee reviewed the information shared at and staff's recommendations at their meeting on April 13 and indicated support of the request to move forward to the City Council to enter into a new contract with AECOM. If approved by the City Council, the attached contract would be effective June 1, 2026, and run for a period of three years, with the option for two additional one-year renewals at the end of that timeframe. The new fee schedule will be in effect as of June 30, 2026.

RECOMMENDED ACTION: Approval to award a three-year Traffic Engineering Consulting Services Contract to AECOM (with the option for an additional two, one-year renewals) as reviewed by the Finance and Administration Committee, effective June 1, 2026, and adoption of the revised fee schedule, effective June 30, 2026, subject to final review and approval as to form, including minor changes required by the City Manager and City Attorney's office.

CONTRACT FOR PROFESSIONAL SERVICES
TRAFFIC ENGINEERING PLAN REVIEW SERVICES CONSULTANT

THIS CONTRACT FOR PROFESSIONAL SERVICES ("Contract"), shall be considered as made and entered into as of the date of the last signature ("Effective Date"), and is between the **City of Novi**, a Michigan municipal corporation, whose address is 45175 Ten Mile, Novi, Michigan 48375, (hereinafter referred to as "Client"), and **AECOM**, whose address is 39575 Lewis Drive. Suite 400 Novi, MI 48377, (hereinafter referred to as "Consultant").

THE CLIENT AND CONSULTANT AGREE AS FOLLOWS:

Article I. Statement and Performance of Work.

For payment by the Client as provided under this Contract, Consultant shall perform the work, duties and responsibilities described on and in Schedule A which is attached hereto and made a part of this Contract by this reference, in a competent, accurate, efficient, timely, good, professional, thorough, complete and responsible manner, and in compliance with the terms and conditions set forth below.

Article II. Timing of Performance.

Performance of this Contract shall commence on June 1, 2026 and end on June 1, 2029. Upon mutual consent of the Client and the Contractor, the contract may be renewed two (2) additional years in one (1) year increments at the same prices, terms, and conditions of the original contract. The timing for performance of any such work may be extended for additional specified periods of time, if allowed in writing by the Client in its sole discretion. Services on each phase after the first phase shall commence only after Client's authorization to proceed. Out-of-sequence services (i.e., commencement of work on a future phase, before completion of a prior phase), if requested and ultimately not accepted by Client as part of the overall project, shall be compensated as Additional Services.

Article III. Contract Price and Payment.

A. Subject to the terms and conditions of this Contract, the Client agrees to pay Consultant in the amount, manner, and according to the timing for making such payments set forth in Schedule A (referred to in this Contract as "payments"). Such payments are in exchange for and consideration of the timely and satisfactory performance and completion of the work required under and pursuant to this Contract.

B. Consultant acknowledges that the attached Schedule A includes certain "pay for performance" provisions. Project plan reviews shall be due twelve (12) days from the date of delivery to Consultant by the City (or by an applicant directly) of all materials necessary to complete a plan review assignment. For project plan reviews delivered on time, Consultant shall be entitled to 100% of the fee established for the review. On time delivery of reviews means delivery to the City employee responsible for coordination of a project on or before the due date. Late delivery of a project plan

review shall entitle the City to reduce the fee paid to Consultant by five (5%) percent for each day the review is not delivered on time not to exceed $500 per day. At Consultant's request, in unusual circumstances in which delivery of the review on time is prevented by circumstances beyond Consultant's control, such as a delay in required response(s) by other consultants or City employees, this reduction may be waived by the City Manager or his or her designee. Consultant may also request an extension of the project due date in advance, in the case of an usually extensive or complicated review or project.

C. The Client agrees to pay Consultant amounts due within thirty (30) days of receipt of an itemized billing/invoice from Consultant detailing all work performed and provided in connection with the billing and the hours and charges applicable to each such item of work. Such itemized billings shall be submitted and shall be paid only upon satisfactory completion of the work itemized in the billing.

D. All costs and expenses incurred by Consultant in the course of performing the work under this Contract are deemed to be included in the hourly fees and amounts set forth in Schedule A, unless specifically identified in Schedule A as reimbursable expenses and such expenses have been approved by the Client or its designee.

E. Consultant will obtain written approval of the Client prior to proceeding with any services or work that is not stated on Schedule A; otherwise the Client will not be billed for such extra/additional services or work.

F. Payments shall be made upon verification of invoices received by the Client. All payments to Consultant shall be submitted by mail at Consultant's address first listed above, unless Consultant provides written notice of a change in the address to which such payments are to be sent.

Article IV: Termination.

A. This Contract, including any extension or amendment of this Contract, may be terminated at any time, with or without cause, by either party upon thirty (30) calendar days' written notice to the other party. In such event, the effective date of such termination shall be the 30th calendar day following the date of the written notice of such termination.

B. In the event this Contract is terminated prior to completion of the work, the Client shall not be responsible to make any further payments for work performed after the effective date of such termination, and shall pay Consultant for such work as has been completed and is eligible for payment under the terms of this Contract through the date of such termination. In all events, the Client shall only be responsible to make the payments described in the preceding sentence if, at the Client's request, Consultant continues to fully perform its duties and obligations in full compliance with the terms of this Contract through the effective date of the termination. Additionally, termination shall not relieve Consultant of its obligation to provide Client with all of the plans and product generated under this Contract through the effective date of

termination. Articles V, VI, VII and VIII of this Contract shall survive completion of the work and any termination of this Contract.

C. Prior to the effective date of any termination or prior to the completion of the work (including any extension of the timing for completion), whichever is the first to occur, Consultant shall deliver to the Client all reports, opinions, compilations, research work, studies, data, materials, artifacts, samples, documents, plans, drawings, specifications, correspondence, ledgers, permits, applications, manuals, contracts, accountings, schedules, maps, logs, invoices, billings, photographs, videotapes and other materials in its possession or control that is gathered or generated in the course of performing the work or that relates to the work in any way; provided that Consultant may retain a copy of such materials for its files. The Client shall be permitted to withhold any payments and reimbursements otherwise owing to Consultant under the terms of this Contract until all such materials are delivered to the Client in accordance with the terms and conditions of this Contract.

Article V: **Independent Contractor Relationship.**

A. In the performance of this Contract, the relationship of Consultant to the Client shall be that of an independent contractor and not that of an employee or agent of Client. Consultant is and shall perform under this Contract as an independent contractor, and no liability or responsibility with respect to benefits of any kind, including without limitation, medical benefits, worker's compensation, pension rights, or other rights or liabilities arising out of or related to a contract for hire or employer/employee relationship shall arise or accrue to either party as a result of the performance of this Contract.

B. Consultant, as an independent contractor, is not authorized to enter into or sign any agreements on behalf of the Client or to make any representations to third parties that are binding upon the Client. Although Consultant is required under this Contract to advise, make recommendations to and to a limited extent represent the Client, all plans, studies, applications, submittals, surveys, reports and any other information relating to the work must be submitted to and approved by the Client or the Client's authorized official prior to being disseminated to any third party and shall only be so disseminated if such dissemination is approved in advance by the Client or an authorized Client official.

C. Consultant represents that it will dedicate sufficient resources and provide all necessary personnel required to perform the work described in Schedule A in accordance with the terms and conditions of this Contract. Except as may be specifically stated and agreed to in Schedule A, Consultant shall perform all of the work under this Contract and no other person or entity shall be assigned or sub-contracted to perform the work, or any part thereof, unless approved by the Client in advance.

Article VI: Liability and Insurance.

A. Consultant agrees to indemnify and hold harmless the Client, its elected and appointed officials and employees, from and against any and all claims, demands, suits, losses and settlements, including actual attorney fees incurred and all costs connected therewith, for any damages which may be asserted, claimed or recovered against the Client by reason of (i) personal injury, death and/or property damages which arises out of or is in any way connected or associated with the actions or inactions of Consultant in performing or failing to perform the work, or (ii) civil damages which arise out of any dispute between Consultant and its subcontractors, affiliates, employees or other private third parties in connection with this Contract.

B. Consultant shall provide evidence of adequate insurance coverage in the types and amounts set forth on Schedule B, which is attached hereto and incorporated herein by this reference. Such insurance shall be maintained at the specified level of coverage throughout the term of this Contract, including any extension of such term, and will cover all work, acts and omissions by and on behalf of Consultant in connection with this Contract, with the Client as named additional insureds, but with such coverage being primary and non-contributory as described in the attached Schedule B. Consultant's professional liability insurance shall cover claim if and to the extent that the insured causes damage to others in the rendering of its professional services. Consultant shall give the Client immediate notice of any change in or cancellation of the coverage in place at the time this agreement is executed, shall provide a copy of any cancellation notice received from its insurer to the Client, and shall request that its insurer send such notice of cancellation to the Client. Consultant shall provide evidence of insurance coverage as set forth herein coverage at any time requested by the Client.

Article VII: Information.

It is expressly acknowledged and agreed that all reports, opinions, compilations, research work, studies, data, materials, artifacts, samples, documents, plans, drawings, specifications, correspondence, ledgers, permits, manuals, applications, contracts, accountings, schedules, maps, logs, invoices, billings, photographs, videotapes and all other materials generated by and/or coming into the possession of Consultant during the term of this Contract, and any extension thereof, that in any way relate to the performance of work by Consultant under this Contract or that are otherwise related or relevant to the work, belong exclusively to the Client and shall be promptly delivered to the Client upon the termination of this Contract or, at any time, upon the Client's request.

Article VIII: Accuracy.

Consultant promises that the information it provides in the work to be performed under this Contract will be accurate, excepting only inaccuracies resulting from incorrect information provided by the Client, the City, other consultants and/or other public sources. Consultant will not charge Client for necessary corrections to its work and will be responsible for any increased cost incurred by the Client as a result of any

inaccuracies in the work, excepting inaccuracies resulting from incorrect information provided by the Client, the City, other consultants and/or other public sources.

Article IX: General Provisions.

A. *Entire Agreement*. This instrument, together with the attached Schedules, contains the entire Contract between the Client and Consultant. No verbal agreement, conversation, or representation by or between any officer, agent, or employee of the parties hereto, either before or after the execution of this Contract, shall affect or modify any of the terms or obligations herein contained.

B. *Compliance with Laws*. This Contract and all of Consultant's work and practices shall be subject to all applicable state, federal and local laws, ordinances, rules or regulations, including without limitation, those which apply because Client is a public governmental agency or body. Consultant represents that it is in compliance with all such laws and eligible and qualified to enter into this Contract.

C. *Governing Law*. This Contract shall be governed by the laws of the State of Michigan.

D. *Assignment*. Consultant shall not assign this Contract or any part thereof without the written consent of the Client. This Contract shall be binding on the parties, their successors, assigns and legal representatives.

E. *Third Parties*. It is the intention of the parties hereto that this Agreement is not made for the benefit of any private third party. It is acknowledged that Client may receive a portion of the funding for the payments under this Contract from one or more private sources, and it is understood by Consultant that it is hired by Client to work exclusively for Client (and by extension for the City should the work be accepted and implemented by the City) and Consultant agrees that no private party or parties will be allowed to hold sway or influence, in any way, over Consultant's performance of the work.

F. *Notices*. Written notices under this Contract shall be given to the parties at their addresses contained in this Contract by personal or registered mail delivery to the attention of the following persons:

Client: City Manager Victor Cardenas and City Clerk Cortney Hanson
Consultant: Michael T. DeVries, PE, Vice President, AECOM

G. *Changes*. Any changes in the provisions of this Contract must be in writing and signed by the Client and Consultant.

H. *Waivers*. No waiver of any term or condition of this Contract shall be binding and effective unless in writing and signed by all parties, with any such waiver being limited to that circumstance only and not applicable to subsequent actions or events.

I. *Jurisdiction and Venue of Contract*. This Contract shall be considered for all purposes, including the establishment of jurisdiction and venue in any court action between the

parties, as having been entered into and consummated in the City of Novi, Oakland County, Michigan.

J. *Conflict*. In the event of any conflict or inconsistency between the above provisions of this Contract and either or both of the attached Schedules, the provisions in the above text shall govern.

K. *Anti-Discrimination*. The Contractor shall not discriminate against any employee, or applicant for employment because of religion, race, color, national origin, age, sex, height, weight, handicap, ancestry, place of birth, sexual preference or marital status. The Contractor further covenants that it will comply with the Civil Rights Act of 1973, as amended; and the Michigan Civil Rights Act of 1976 (78. Stat. 252 and 1976 PA 453) and will require a similar covenant on the part of any consultant or subcontractor employed in the performance of this contract.

IN WITNESS WHEREOF, the Client and the Consultant have executed this Contract in Oakland County, Michigan, as of the date first listed above.

WITNESS/DATES OF SIGNATURE:

_____

Date: _____

_____

Date: _____

WITNESS:

Date: _____

City of Novi ("Client"):

By: _____
Justin Fischer, Its Mayor

By: _____
Cortney Hanson, Its Clerk

_____

("Consultant"):

By: Michael T. DeVries, PE, AECOM, Its Vice President

SCHEDULE A

FEES

AND SCOPE OF WORK

CITY OF NOVI
SCHEDULE A - FEES

CONSULTANT TRAFFIC ENGINEERING SERVICES

We the undersigned as bidder, propose to furnish to the City of Novi, according to the conditions and instructions attached hereto and made a part thereof according to the attached terms and conditions.

SITE PLAN REVIEW

Accessory Structures and Minor Additions (<1,000 sq ft)

	Proposed Fee Schedule
	Preliminary Site Plan
Traffic	$350
	Final Site Plan
Traffic	$350

Commercial, Industrial and Office Review (Fee is based on acreage)

	Proposed Fee Schedule		
	5 Acres or less	5.1 - 20 Acres	Greater than 20 Acres
	Preliminary Site Plan		
Traffic	$800	$800 + $30/acre over 5 acres	$1250 + $20/acre over 20 acres
	Final Site Plan		
Traffic	$500	$500 + $30/acre over 5 acres	$950 + $20/acre over 20 acres

Multiple-Family and Single-Family Site Condominium Review (Fee is based on units)

	Proposed Fee Schedule		
	20 Units or less	21 -50 Units	Greater than 50 Units
	Preliminary Site Plan		
Traffic	$800	$800 + $12/unit over 20 units	$1160 + $10/unit over 50 units
	Final Site Plan		
Traffic	$600	$600 + $12/unit over 20 units	$960 + $10/unit over 50 units

SUBDIVISION REVIEW

Tentative and Final Preliminary, Subdivision Engineering and Final Plat Review (Fee is based on lots)

	Proposed Fee Schedule		
	20 Lots or less	21 - 50 Lots	Greater than 50 Lots
	Tentative Preliminary Plat		
Traffic	$800	$800 + $10/lot over 20 lots	$1100 + $7/lot over 50 lots
	Final Preliminary Plat		
Traffic	$400	$400 + $10/lot over 20 lots	$700 + $7/lot over 50 lots
	Subdivision Engineering		
Traffic	$650	$650 + $10/lot over 20 lots	$950 + $3/lot over 50 lots
	Final Plat		
Traffic	$400	$450	$500

SUBDIVISION REVIEW CONTINUED

Concept Plan for Subdivision and Site Condominium Projects (applies to all residential development options)

Concept Plan	
	Proposed Fee
Traffic	$550 + $6/lot or unit (maximum $1,800)
Traffic	Non-Residential $500 + $6/acre (maximum $1,800)

Concept Plan and PRO/SDO Applications	
	Proposed Fee
Traffic	$550 + $6/lot or unit (maximum $1,800)
Traffic	Non-Residential $500 + $6/acre (maximum $1,800)

OTHER REVIEW FEES

RUD Plan Review (Fee is based on area plan acreage)		
	Proposed Fee	
	25 Acres or Less	Greater than 25 Acres
Traffic	$800	$800 + $9/acre over 25 acres

Phasing Plan Review (Fee is based on phases)			
	Proposed Fee		
	5 Phases or Less	6 - 15 Phases	Greater than 15 Phases
Traffic	$500	$650	$800

Planned Development Options (Fee is based on acreage)		
	Proposed Fee	
	50 Acres or Less	Greater than 50 Acres
Traffic	$300	$300

Traffic Study Review		
	Proposed Fee	
Traffic Meeting-to scope traffic study	$600	
Abbreviated Impact Assessment	25 Acres or Less	Greater than 25 Acres
	$750	
Full Impact Study	$1,700	$1,700 + $12/acre over 25 acres ($3,000 maximum)

Combined Preliminary & Final Site Plan Review	
	Proposed Fee
Traffic	70% of full rate for Preliminary and Final Review

Expedited Review Fee	
	Proposed Fee
Traffic	$125 if review requested to be due to city in fewer than 14 days from receipt

ADDITIONAL REVIEW / INSPECTION FEES

Rezoning Review	
	Proposed Fee
Traffic Review (All Land Use Districts)	$500

	Proposed Fee	
	25 Acres or Less	Greater than 25 Acres
Shared Parking Study Review	$650	$800

	Proposed Fee		
	5 Acres or Less	5.1 - 20 Acres	Greater than 20 acres
Traffic Control Signs & Markings	$650	$800	$800 + $10/acre over 20 acres

Expedited Inspection Fee (less than 5 days)	
	Proposed Fee
Traffic	$125 if inspection requested to be completed in fewer than 5 days

	Proposed Fee	
	(1) Initial Inspection and (1) Follow Up Inspection	Additional Inspection
Traffic Sign Inspection <=20	$1,200	$650
Traffic Sign Inspection > 20	$1,500	$800

Traffic Engineering Studies and Reports	
	Proposed Fee
Hourly Fee	$150
Rate for attending meetings	$180

*includes departmental, Planning Commission, City Council, Traffic Safety Committee, public meetings, hearings, homeowner association, etc.

TRAFFIC ENGINEERING SERVICES FOR DPW	
	Proposed Fee
Review of Intersection for Stop/Yield (includes report)	$850

HOURLY LABOR RATES FOR OTHER TASKS IN PARAGRAPH B	
Hourly Fee	**Proposed Fee**
Civil Engineering V	$200
Civil Engineering VI	$225

We acknowledge receipt of the following Addendums: _____ _____ _____ _____

Comments:

Company Name:
Address:
City, State, Zip:
Phone: Fax:
Agents Name:
Agents Signature:
Date:

B. Scope of Work. The following describes the duties and responsibilities of the traffic engineering consultant:

1. Site Plan review for traffic compliance with all City codes, Zoning Ordinance, Master Plan for Land Use, Thoroughfare plans, Non-Motorized Master Plan, Design and Construction Standards, quality development expectations, practicality, and functional excellence.

    a. Traffic Engineering review of site plans, including preliminary and final site plan reviews. The reports address geometrics, driveway spacing, traffic control signs, trip generation and impact, improvements to existing access, pedestrian access, bicycle facilities, circulation and parking, and other site related traffic concerns.

    b. Advise applicants on the standards and requirements for traffic impact studies (Abbreviated traffic impact assessment, Full traffic impact study), and shared parking proposals, and provide a review and evaluation of those documents for the City.

    c. Review of rezoning proposals. Each rezoning request requires either an abbreviated or full traffic study.

    d. Coordination with all other disciplines (e.g., engineering, planning, wetlands and woodland protections, City attorneys, etc.).

2. Inspection services for signage and striping in compliance with site plans, including previously approved projects that have outstanding work pending and have financial guarantees posted with the City for completion (approximately 50 per year, with each site typically requiring two inspections before approval).

3. Attendance at the quarterly meetings of the Novi Traffic Safety Committee.

4. Provide court testimony for ordinance enforcement, litigation, etc.

5. Assist the City Engineer with traffic engineering related tasks including but not necessarily limited to the following types of studies (including preparation of a supporting report):

    a. Studies to set the appropriate posted speed limit

    b. Traffic signal warrant studies

    c. Review of on-street parking concerns

    d. Stop and yield sign review and study

    e. School zone safety review

    f. Warning sign review and placement

    g. Assist with implementation of neighborhood traffic calming

h. Assist with preparation of safety and congestion mitigation and air quality grants

i. Other traffic related tasks as assigned by the City Engineer

6. Attend development meetings, public meetings, hearings, homeowner association meetings, etc. as directed and coordinated by the City of Novi.

7. Review and comment on plans and studies prepared by City staff or other consultants, including the preparation of and updates to the Master Plan for Land Use, Active Mobility Plan, Transit Plan, and various road improvement projects, as requested by the City.

SCHEDULE B

INSURANCE

AND HOLD HARMLESS

CITY OF NOVI

INSURANCE REQUIREMENTS

SCHEDULE B

1. The Contractor shall maintain at its expense during the term of this Contract, the following insurance:

   a. **Worker's Compensation** insurance with the Michigan statutory limits and Employer's Liability insurance with minimum limits of **$100,000** (One Hundred Thousand Dollars) each accident.

   b. **Commercial General Liability Insurance –** The Contractor shall procure and maintain during the life of this contract, Commercial General Liability Insurance, Personal Injury, Bodily Injury and Property Damage on an "Occurrence Basis" with limits of liability not less than **$1,000,000** (One Million Dollars) per occurrence combined single limit.

   c. **Automobile Liability** insurance covering all owned, hired and non-owned vehicles with Personal Protection insurance to comply with the provisions of the Michigan No Fault Insurance Law including Residual Liability insurance with minimum bodily injury limits of **$1,000,000** (One Million Dollars) each person and **$1,000,000** (One Million Dollars) each occurrence and minimum property damage limits of **$1,000,000** (One Million Dollars) each occurrence.

   d. The Contractor shall provide proof of **Professional Liability** coverage in the amount of not less than **$1,000,000** (One Million Dollars) on a per claim/aggregate.

2. All policies shall name the Contractor as the insured and shall be accompanied by a commitment from the insurer that such policies shall not be canceled or reduced without at least thirty (30) days prior notice date to the City; alternately, contractor may agree to provide notice of such cancellation or reduction.

3. The City of Novi shall be named as Additional Insured for General Liability and Auto Liability. Certificates of Insurance evidencing such coverage shall be submitted to City of Novi, Purchasing Department, 45175 Ten Mile Road, Novi, Michigan 48375-3024 prior to commencement of performance under this Contract and at least fifteen (15) days prior to the expiration dates of expiring policies. A current certificate of insurance must be on file with the City for the duration of the contract. Said coverage shall be primary coverage rather than any policies and insurance self-insurance retention owned or maintained by the City. Policies shall

be issued by insurers who endorse the policies to reflect that, in the event of payment of any loss or damages, subrogation rights under those contract documents will be waived by the insurer with respect to claims against the City.

4. The Contractor shall be responsible for payment of all deductibles contained in any insurance required hereunder.

5. If, during the term of this Contract, changed conditions or other pertinent factors should in the reasonable judgment of the City render inadequate insurance limits, the Contractor will furnish on demand such additional coverage as may reasonably be required under the circumstances. All such insurance shall be effected at the Contractor's expense, under valid and enforceable policies, issued by the insurers of recognized responsibility which are well-rated by national rating organizations and are acceptable to the City.

6. If any work is sublet in connection with this Contract, the Contractor shall require each subcontractor to effect and maintain at least the same types and limits of insurance as fixed for the Contractor.

7. The provisions requiring the Contractor to carry said insurance shall not be construed in any manner as waiving or restricting the liability of the Contractor under this contract.

8. The City has the authority to vary from the specified limits as deemed necessary.

ADDITIONAL REQUIREMENTS

HOLD HARMLESS/INDEMNITY

1. The Contractor agrees to fully defend, indemnify and hold harmless the City, its City Council, its officers, employees, agents, volunteers and contractors from any claims, demands, losses, obligations, costs, expenses, verdicts, and settlements (including but not limited to attorney fees and interest) resulting from:

A. Acts or omissions by the Contractor, its agents, employees, servants and contractors in furtherance of execution of this Agreement, unless resulting from the sole negligence and tort of the City, its officers, employees, agents and contractors.

B. Violations of state or federal law involving whether administrative or judicial, arising from the nature and extent of this Agreement.

C. The Contractor agrees to defend the City from and against any and all actions or causes of action, claims, demands or whatsoever kind or nature arising from the operations of the Contractor and due to the acts or omissions of the Contractor or its agents, including, but not limited to, acts of omissions alleged to be in the nature of gross negligence or willful misconduct. The Contractor agrees to reimburse the City for reasonable attorney fees and court costs incurred in the defense of any actions, suits, claims or demands arising from the operations of the Contractor under this Agreement due to the above-referenced acts or omissions.

2. The Contractor agrees that it is its responsibility and not the responsibility of the City of safeguard the property and materials used in performing this Contract. Further the Contractor agrees to hold the City harmless for any loss of such property and materials used in pursuant to the Contractor's performance under this Contract.

3. The Contractor shall not discriminate against any employee, or applicant for employment because of religion, race, color, national origin, age, sex, height, weight, handicap, ancestry, place of birth, sexual preference or marital status. The Contractor further covenants that it will comply with the Civil Rights Act of 1973, as amended; and the Michigan Civil Rights Act of 1976 (78. Stat. 252 and 1976 PA 453) and will require a similar covenant on the part of any consultant or subcontractor employed in the performance of this contract.

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Adoption of Resolution seeking reimbursement from Oakland County for expenses associated with the City of Novi's annual Mosquito Control Program.

SUBMITTING DEPARTMENT: Department of Public Works, Field Operations Division

KEY HIGHLIGHTS:

- This resolution is required to receive reimbursement for the costs of chemical pesticide briquettes to treat catch basins and standing water areas.

BACKGROUND INFORMATION:

The Department of Public Works continues to work with Oakland County Health Division officials to identify and destroy mosquito habitats to prevent the spread of the West Nile Virus (and, incidentally, the Zika Virus). By participating in the County's program, DPW's Field Operations Division has been effectively treating catch basins and standing water areas with chemical pesticide briquettes. The briquettes are distributed annually in late spring and are effective for 180 days.

County health officials continue to emphasize the importance of public education on mosquito control, early source reduction, and strong personal protection measures. City staff promote public awareness of these topics on the City's website, at homeowner association meetings, and at City events.

The Oakland County Board of Commissioners has approved this year's reimbursement for West Nile Virus expenses incurred by cities, villages, and townships (CVT). Each qualifying CVT receives funds according to a formula established by the County (75% for populations/25% for total square miles). This year the City's reimbursement will be $8,971.28. The cost to purchase the required amount of chemical briquettes was $14,976, for a difference of $6,004.72, which was expensed against the Drain Fund.

RECOMMENDED ACTION: Adoption of Resolution seeking reimbursement from Oakland County for expenses associated with the City of Novi's annual Mosquito Control Program.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION
AUTHORIZING WEST NILE VIRUS FUND EXPENSE
REIMBURSEMENT REQUEST

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 _____, _____, at ____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 Oakland County Board of Commissioners has established a West Nile Virus Fund Program to assist Oakland County cities, villages, and townships in addressing mosquito control activities; and,

WHEREAS; Oakland County's West Nile Virus Fund Program authorizes Oakland County cities, villages, and townships to apply for reimbursement of expenses incurred in connection with mosquito protection activities, mosquito larviciding; and,

WHEREAS; the City of Novi has incurred expenses in connection with mosquito control activities; and,

WHEREAS; the City of Novi is eligible for reimbursement under Oakland County's West Nile Virus Fund Program.

NOW, THEREFORE, BE IT RESOLVED, that the Novi City Council authorizes the Department of Public Works, Field Operations Manager, Matt Wiktorowski, as agent for the City of Novi, to request reimbursement for mosquito control activities under Oakland County's West Nile Virus Fund Program.

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 _____ day of _____, 2026, 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

March 24, 2026

VIA E-MAIL

Ms. Signa Metivier
Communications & Marketing Assistant
Oakland County Health Department
1200 N. Telegraph, 34-E
Pontiac MI 48341

Re: Reimbursement from the West Nile Virus Fund Request

Dear Ms. Metivier,

The City of Novi would like to request reimbursement for expenses we expect to incur this year to purchase larvicide tablets for distribution into catch basins and public ponds. Attached for your review is the City of Novi's mosquito control project description and a quote for 15 cases of Natular XRT tablets ($14,976.00).

If you have any questions regarding our program, please contact me.

Sincerely,

Matt Wiktorowski

Matt Wiktorowski
Field Operations Manager

Enclosures

cc: Jeff Herczeg, Director of Public Works
Megan Mikus, Deputy Director of Public Works
Katlyn McConnachie, Deputy Finance Director

CITY COUNCIL

Mayor
Justin Fischer

Mayor Pro Tem
Laura Marie Casey

David Staudt

Brian Smith

Matt Heintz

Priya Gurumurthy

Aaron Martinez

City Manager
Victor Cardenas

Director of Public Works
Jeffrey Herczeg

Deputy Director of Public Works
Megan Mikus

City Engineer
Ben Croy, P.E.

Department of Public Works
26300 Lee BeGole Drive
Novi, Michigan 48375
248.735.5640
248.735.5659 fax

cityofnovi.org

PROJECT PLAN

For the past 23 years, the Public Works Field Operations Division has executed a larvicide briquette program. The program consists of distributing briquettes/tablets into catch basins and public ponds as recommended by Oakland County. Each application is effective for approximately 180 days.

Currently, the City has 2 cases of Natular XRT tablets in stock from the prior application. An additional 15 cases will be purchased and distributed into catch basins and public ponds during the month of May.

The City of Novi continually promotes mosquito control activities through public education, basin cleaning, and monitoring for potential mosquito breeding areas.

Clarke Mosquito Control Products
675 Sidwell Ct.
St. Charles IL 60174
United States
Phone:(630) 894-2000
Fax:(630) 832 9344
www.clarke.com

QUOTATION

// COPY //

Quotation no	Order date	Date
0002038027	3/19/26	3/19/26
Salesperson	**Currency**	**Valid to**
1097 Tom Kessler	USD US Dollar	4/20/26

Customer	
004749	
Invoice address	
City of Novi Public Works Department 45175 W. Ten Mile Road Finance Department Novi, MI 48375-3006 248-735-5640	
Customer PO#	**Your order date**
	3/19/26
Your reference	**Written by**
Matt Wiktorowski	Cameryn Dome

Consignee	
004749	
Delivery Address	
City of Novi Public Works Department 45175 W. Ten Mile Road Finance Department Novi, MI 48375-3006 248-735-5640	
Delivery terms	**Delivery method**
Prepaid Freight	United Parcel Post
	Payment terms
	Net 30 Days

Line	Item number	Product Description	Quantity	U/M	Requested Date	Sales price	Extended Price
1	11850	NATULAR XRT TABLET	15	cs	3/19/26	998.40	14,976.00
	US EPA Current Label						

Subtotal	USD	14,976.00
Order total	USD	14,976.00
Total	**USD**	**14,976.00**

Helping make communities around the world more livable, safe and comfortable


Altosid
BRIQUETS
CONTAINS 100 BRIQUETS
37090C
Altosid BRIQUETS



CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval to award engineering design services to Spalding DeDecker for a Novi Road Pavement Preservation Overlay, between 13 Mile Road and 14 Mile Road, in the amount of $73,833.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

KEY HIGHLIGHTS:

- Novi Road between 13 Mile Rd and 14 Mile Rd needs rehabilitation.
- The project proposes a pavement preservation overlay, along with as-needed curb and sidewalk ramp repairs.

FINANCIAL IMPACT

	FY 2025/26
EXPENDITURE REQUIRED	**$ 78,833.00**
BUDGET **Major Street Fund 202-449.20-975.231**	**$ 103,889.00**
APPROPRIATION REQUIRED	**$ 0**
FUND BALANCE IMPACT	**$ 0**
The construction budget for this project is proposed in Year 2 of the FY 2026-27 CIP.	

BACKGROUND INFORMATION:

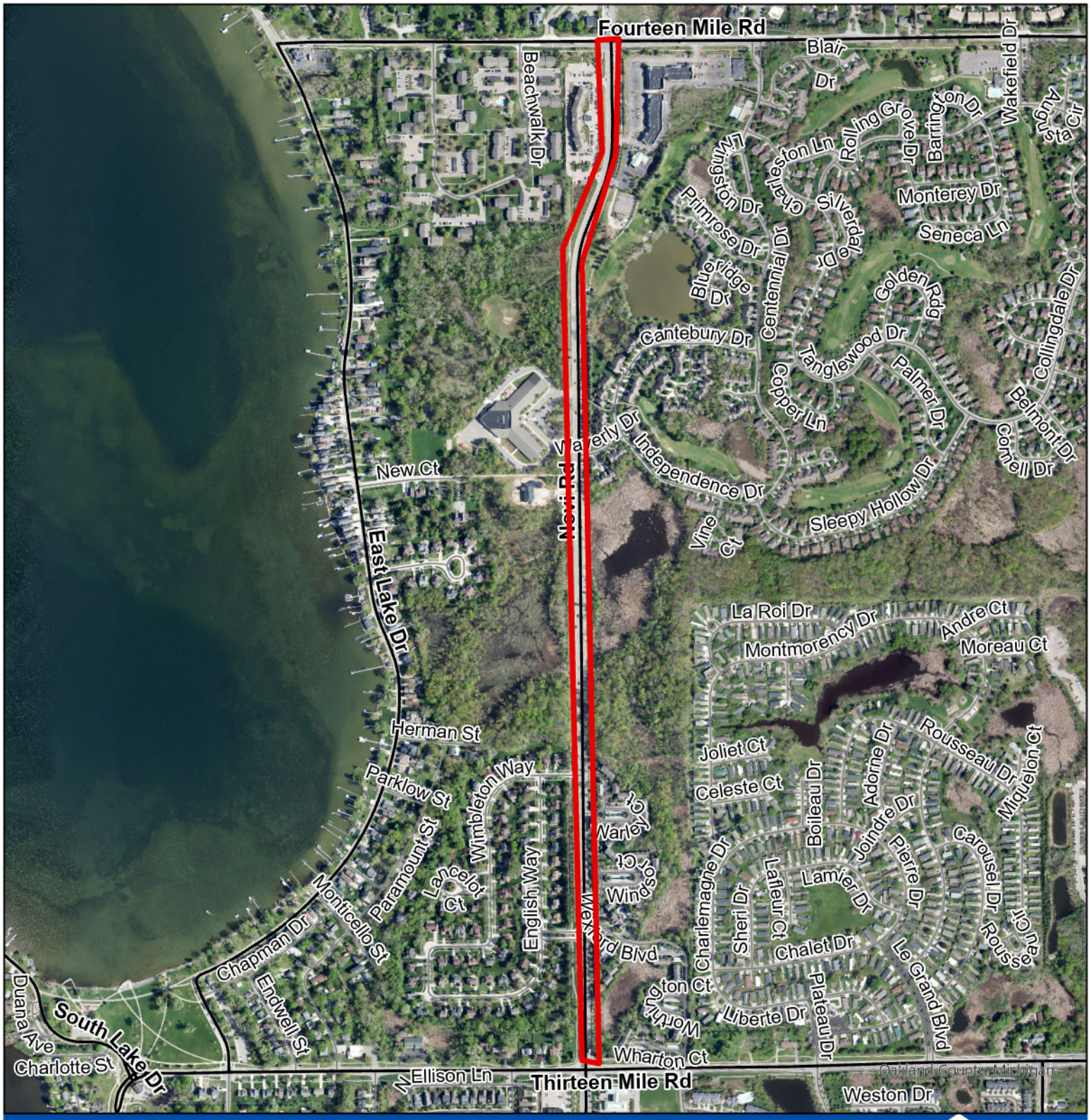
City staff identified Novi Road between 13 and 14 Mile Roads as a candidate for road rehabilitation several years ago. The road was last rated a 4 on the PASER scale in fall 2024. Staff will work with engineering consultant, Spalding DeDecker, on the design. The proposed project will consist of asphalt milling and paving, with as-needed curb and sidewalk ramp repairs.

Spalding DeDecker prepared a scope of services for the design of a pavement preservation overlay on Novi Road between 13 Mile Road and 14 Mile Road. The attached proposal outlines the detailed scope of services. The design fee will be $73,833, which is based on the consultant fee table and the estimated construction cost of $1,476,652.

Design will begin immediately after the award with construction expected to start summer 2027.

RECOMMENDED ACTION: Approval to award engineering design services to Spalding DeDecker for a Novi Road Pavement Preservation Overlay, between 13 Mile Road and 14 Mile Road, in the amount of $73,833.

Novi Road Rehabilitation, 13 Mile Rd to 14 Mile Rd



CITY OF NOVI
cityofnovi.org

Project Area

N

Feet
0 50 100 200

Map Author: Runkel
Map Print Date: 1/20/26

SPALDING DEDECKER
Engineering & Surveying Excellence since 1954

February 20, 2026

Rebecca Runkle, PE
Engineering
City of Novi
26300 Lee BeGole Drive
Novi, Michigan 48375

Re: Novi Road 13 Mile to 14 Mile – Pavement Preservation Overlay
Proposal for Design Engineering Services
Job No. PR26-112

Dear Rebecca Runkle:

Spalding DeDecker (SD) is pleased to provide the following proposal for engineering design services for a Pavement Preservation Overlay on Novi Road from 13 Mile Road to 14 Mile Road.

Project Understanding

Novi has been considering this mile of road improvement for several years with varied levels of scope. The City has decided to proceed with a Pavement Preservation Overlay. This work will not include will not include signal upgrades.

Proposed Scope of Services

The existing asphalt pavement will be milled and replaced; damaged concrete curbs will be replaced along with damaged concrete M-openings across road intersections or commercial drives. Non-compliant sidewalk ramps will be brought up to federal ADA standards. Storm sewer improvements are not anticipated as part of this project other than structure adjustments.

Our scope of services will include the following:

- Meet with City staff to finalize a detailed scope of the project.
- Prepare a topographic survey of the area.
- Prepare preliminary plans for review.
- Prepare engineering drawings and specifications for permitting, bidding and construction. The plan sets will include at a minimum:
    - Cover Sheet
    - Notes and Details
    - Removal Plan

  - Construction Plan
  - City Standard Details, as needed
- Assist with the bidding process
  - Publish bid documents to electronic plan rooms
  - Prepare bid tabulation
  - Make Recommendation for Award

Proposed Fees

Based on our pre-qualification status with the City, engineering design fees are typically based on a pre-determined percentage of the pre-design construction cost estimate. Preliminary cost estimates for the project options have been generated with estimated costs.

Based on the estimated construction cost of $1,476,654.67, the fees for this project are:

Road Rehabilitation (5.00%)	**$73,833.00**

The above fees do not include construction engineering or inspection. These fees will be determined upon recommendation for award.

Project Schedule

The following summarizes the anticipated schedule for the project:

Milestone	Completed By
Council Award	3/23/2026
Topographic Survey	4/30/2026
30% Plans	4/30/2026
90% Plans and Specifications	5/30/2026
100% Bid Package and Advertising	6/9/2026
Bid Opening	7/1/2026
Construction Contract Award by Council	7/13/2026
Construction Start, estimated	8/15/2026
Construction Complete, estimated	10/15/2026

SPALDING DEDECKER
Engineering & Surveying Excellence since 1954

Thank you for the opportunity to provide this proposal for Engineering Services. Please do not hesitate to contact me if you have any questions or comments regarding this submittal.

SPALDING DEDECKER ASSOCIATES, INC.

Taylor E. Reynolds, PE
Senior Project Manager

27333 Meadowbrook Rd., Suite 210 | Novi, MI 48377
Phone (248) 844-5400 | Fax (248) 844-5404
www.sda-eng.com

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval to purchase crane upfits for the sign installation bucket truck from sole source vendor Jack Doheny Company for $80,960.

SUBMITTING DEPARTMENT: Department of Public Works- Field Operations & Fleet Divisions

KEY HIGHLIGHTS:

- The upfit is to minimize operator risk over time when lifting the 65lb hammer from their center of gravity and extending it over the bucket to contact the signpost.
- The primary expense involves enhancing the boom arm's capacity and vehicle stability by accommodating the additional weight of the crane on the lift arm.
- The installation time takes 10-12 weeks.

FINANCIAL IMPACT

	FY 2025/26
EXPENDITURE REQUIRED	**$ 80,960.00**
BUDGET **General Fund 101-441.30-984.034**	**$ 81,000.00**
APPROPRIATION REQUIRED	**$ 0**
FUND BALANCE IMPACT	**$ 0**

BACKGROUND INFORMATION:

Vehicle #635 is a 2022 Ford F-550 equipped with a Dur-A-Lift model DPM-36 single-person aerial lift mounted on the truck's chassis. After three years of use, the operator has requested the installation of an aerial crane on the boom arm near the bucket. This modification will allow the post-pounding hammer to aid in lifting and positioning the hammer for sign installation. By doing so, it will minimize the risk of back injuries that the sign truck operator may experience over time when lifting the 65lb hammer from their center of gravity and extending it over the bucket to contact the signpost.

The primary expense involves enhancing the boom arm's capacity and vehicle stability by accommodating the additional weight of the crane on the lift arm. The vehicle is tailored with the necessary equipment to maximize work performance and ensure the safety of each city employee across tasks.

The estimated upfit installation time is 10-12 weeks.

RECOMMENDED ACTION: Approval to purchase crane upfits for our current aerial road sign installation truck from sole source vendor Jack Doheny Company in the amount of $80,960.

NORTHVILLE
777 DOHENY Dr
Northville MI 48167

JOB CARD (ESTIMATE)

No: 95114

Date: 2/11/2026
Time: 10:33

Invoice To:
NOVI, CITY OF

Ship To:
NOVI, CITY OF

INFORMATION

Job Code:	95114	**Branch:**	1100
Service Date:	11/11/2025	**Warehouse:**	1100
Exp. Complete Date:	11/11/2025	**Site Code:**	_MAIN
Type:	EXTERNAL	**Cust. Code / Name:**	NOVI0001
Mechanic:	UNALLOCATED MECHANIC BR 1100	**Customer Eq. No.:**	
Make / Model :	ZZ/MISC EU	**Serial Number:**	A12499
Equipment No.:	30946	**Meter Read(Hrs):**	0.00
Equipment Desc:	DUR-A-LIFT MODEL DPM-36SP	**Meter Read(Kms):**	0.00
Reason:	SERVICE RETAIL WORK TO BE BILLED TO CUSTOMER	**Job Desc:**	NOVI; DAL JIB ADD ESTIMATE

NOTES

Note:
QUOTE IS FOR UPDATING/ADDING TO CITY OF NOVI'S CURRENT DURA-LIFT TRUCK. RETRO-FIT AND ADDITION OF DPM 36 BOOM, JIB BOOM, BASKET MOUNT, OUTRIGGERS AND ALL ASSOCIATED VALVES, BRACKETRY AND CYLINDERS TO CURRENT UNIT. ONCE UNIT IS COMPLETE A NEW UPDATED INSPECTION AND BOOM PLACARD WILL BE INSTALLED. THIS WILL BE DONE BY AN OUTSIDE VENDOR AND CURRENT LEAD TIME IS 10-12 WEEKS FROM TIME OF ARRIVAL. QUOTE IS BASED ON SIGHT UNSEEN ESTIMATE.

DETAILS

Part No.	Description	Date	Qty	Unit Sell	Discount	Tax	Amount
FREIGHT							
	FREIGHT MI TO RAYMOND, NH		1.00	$3,050.00	0.00%	$0.00	$3,050.00
	EST PARTS SHIPPING		1.00	$3,000.00	0.00%	$0.00	$3,000.00
	FREIGHT RAYMOND NH TO MI		1.00	$3,050.00	0.00%	$0.00	$3,050.00
					Total FREIGHT:		**$9,100.00**
LABOR							
GENERAL LABOR	RUN & TEST AND FINAL CHECK OVER OF UNIT	11/11/2025	32.00	$175.00	0.00%	$0.00	$5,600.00
					Total LABOR:		**$5,600.00**

THIS ESTIMATE IS VALID FOR 30 DAYS AND IS SUBJECT TO STOCK AVAILABILITY WHEN YOUR ORDER IS RECEIVED

ESTIMATE DOES NOT INCLUDE ANY APPLICABLE FREIGHT CHARGES

PLEASE SEE OUR TERMS AND CONDITIONS ON OUR WEBSITE TEAMJDC.COM

248-349-0904
AR@teamjdc.com
teamjdc.com

NORTHVILLE
777 DOHENY Dr
Northville MI 48167

JOB CARD (ESTIMATE)

No: 95114

Date: *2/11/2026*
Time: *10:33*

DETAILS

Part No.	Description	Date	Qty	Unit Sell	Discount	Tax	Amount
OUTPART							
OUTSIDE PART - AER	RBG PARTS	11/11/2025	1.00	$43,750.00	0.00%	$0.00	$43,750.00
				Total OUTPART:			**$43,750.00**
SSHPSUPPLY							
SHOP SUPPLIES	SHOP SUPPLIES		1.00	$560.00	0.00%	$0.00	$560.00
				Total SSHPSUPPLY:			**$560.00**
SUBCONT							
OUTSIDE LABOR - AER	RBG LABOR	11/11/2025	1.00	$21,950.00	0.00%	$0.00	$21,950.00
				Total SUBCONT:			**$21,950.00**

Total For Job 95114: **$80,960.00**

Name: _____

Signature: _____ **Date:** _____

THIS ESTIMATE IS VALID FOR 30 DAYS AND IS SUBJECT TO STOCK AVAILABILITY WHEN YOUR ORDER IS RECEIVED

ESTIMATE DOES NOT INCLUDE ANY APPLICABLE FREIGHT CHARGES

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CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of a two-year management agreement with three optional one-year renewal extensions with KMG Prestige, Inc. for the management of Meadowbrook Commons, commencing on July 1, 2026, with the final form of the agreement to be approved by the City Manager and City Attorney's office.

SUBMITTING DEPARTMENT: Parks, Recreation and Cultural Services

BACKGROUND INFORMATION:

Meadowbrook Commons is a 175-unit 55+ housing community accounted for in the City's Senior Housing Fund, an Enterprise Fund. The project was financed through Building Authority bonds, which are repaid through rental revenues generated by residents at the facility. The bonds are scheduled to be paid off in October 2026.

The City has contracted with KMG Prestige, Inc. to provide property management services for Meadowbrook Commons since July 1, 2005. KMG is responsible for the overall management of the property, including marketing, leasing, maintenance coordination, financial reporting, and daily operational oversight. The current management agreement expires on June 30, 2026.

Historically, when the City has issued Requests for Proposals for the management of Meadowbrook Commons, KMG Prestige has been the only firm to submit a proposal, as was the case in both 2015 and 2020. Given this history, the City did not issue a Request for Proposals for this renewal cycle.

Over more than 20 years, KMG Prestige has demonstrated the experience, staffing resources, and operational capabilities necessary to maintain Meadowbrook Commons at consistently high standards, including 100 percent occupancy and strong resident satisfaction.

The proposed management fee schedule is as follows:

Period	Monthly Fee	Annual Fee
July 1, 2026 – June 30, 2027 (Year 1)	$6,526	$78,313
July 1, 2027 – June 30, 2028 (Year 2)	$6,722	$80,662

City Options for Third, Fourth, and Fifth Year Renewals		
July 1, 2028 – June 30, 2029 (Year 3)	$6,923	$83,082
July 1, 2029 – June 30, 2030 (Year 4)	$7,131	$85,574
July 1, 2030 – June 30, 2031 (Year 5)	$7,345	$88,141

RECOMMENDED ACTION: Approval of a two-year management agreement with three optional one-year renewal extensions with KMG Prestige, Inc. For the management of Meadowbrook Commons, commencing on July 1, 2026, with the final form of the agreement to be approved by the City Manager and City Attorney's office.

KMG PRESTIGE
Strategic Property Management Solutions

March 26, 2026

City of Novi
45175 Ten Mile Road
Novi, MI 48375

Re: Meadowbrook Commons Management Agreement Renewal

Dear City of Novi Leadership Team,

On behalf of KMG Prestige, I would like to extend our sincere appreciation to the City of Novi for approving a two-year renewal of our management agreement for Meadowbrook Commons, along with the additional optional renewal periods for Years 3, 4, and 5. We are grateful for the City's continued confidence in our partnership and in our commitment to providing high-quality management services for this important community asset.

We value the strong working relationship we have built with the City and remain dedicated to maintaining the high standards expected for Meadowbrook Commons. As requested, please find below the proposed fee structure associated with the renewed agreement:

Proposed Fee Structure

July 1, 2026 – June 30, 2027 $ 6,526 per month ($78,313 per year)
July 1, 2027 – June 30, 2028 $ 6,722 per month ($80,662 per year)

City Option for 3rd, 4th, and 5th Year Renewals

July 1, 2028 – June 30, 2029 $ 6,923 per month ($83,082 per year)
July 1, 2029 – June 30, 2030 $ 7,131 per month ($85,574 per year)
July 1, 2030 – June 30, 2031 $ 7,345 per month ($88,141 per year)

Other than updating the agreement terms and incorporating the revised fee structure, we are not recommending any additional changes to the current management agreement. We believe the existing framework continues to support a successful and collaborative partnership.

Thank you again for the opportunity to continue serving the residents of Meadowbrook Commons and the City of Novi. We look forward to building on our shared accomplishments in the years ahead.

Sincerely,
Heather Ruppert
Director of Business Development
KMG Prestige, Inc

KMG PRESTIGE

Strategic Property Management Solutions

KMG Prestige Commitment & Values

Since July 1, 2005, KMG Prestige has proudly served as the management company for Meadowbrook Commons, providing consistent leadership, high quality service, and a resident focused approach for more than 20 years.

At KMG Prestige, it is our commitment to grow a high-functioning and talented team by integrating inclusion and engagement strategies into all aspects of recruiting, hiring, advancement, and retention. Guided by this commitment, our mission is to become the best and most respected property management company in the industry. Our vision is simple yet powerful: to create happy residents by fostering communities where people feel valued, supported, and at home. At the core of everything we do is our mission statement: *Do the right thing.* This principle guides our decisions, our culture, and the way we serve both our team and the communities under our care.

KMG Operational Philosophy in Alignment with the City of Novi

KMG's operational philosophy is designed to align seamlessly with the values and vision of our ownership group, the City of Novi. We are committed to transparency with our residents and have implemented quarterly meetings with management to keep residents informed about the latest happenings and updates within the community they call home.

Additionally, we have re-implemented an annual resident meeting, which was brought back in response to resident feedback post-COVID, as they expressed appreciation for this type of open communication. These meetings bring together city representatives, the Fire Chief, Police Chief, residents, and KMG management to encourage collaboration, transparency, and problem-solving.

Recognizing that the building is aging, we place a strong focus on detailed oversight and diligent management of maintenance to ensure the property remains safe, functional, and visually appealing. Our approach prioritizes minimizing annual rent increases historically ranging from as low as $5 to no more than $25, maintaining the asset to the highest quality, and fostering lasting, meaningful relationships with residents.

KMG Historical Capital Projects and Community Enhancements

From an infrastructure standpoint, KMG has overseen numerous major capital improvements, including the installation of new sidewalks and concrete, as well as a complete rebuild of the main entrance to provide enhanced protection for residents from weather exposure and to improve safety and efficiency during drop-offs and pick-ups. Additional improvements include the replacement of windows and door walls in both residential apartment homes within the main building and the ranch-style units, replacement of common area hallway furnaces and air conditioning units, installation of three rooftop HVAC units; and replacement of four main building boilers.

Total roof replacements have been completed on the main building, all nine (9) ranch buildings, and the maintenance shop to ensure long-term structural integrity. Further projects include pond enhancements; the installation of an outdoor exercise area featuring rubber flooring; construction of a gazebo; and implementation of a resident security intercom system with key fob capability. Additionally, 60 hot water tank replacements and refrigerator replacements for all ranch homes have been completed. All common-area hallways in the main building have been updated with new carpet, removal of original wallpaper, and refreshed paint throughout all three floors of the building.

Throughout 2025, KMG continued this commitment by overseeing capital improvements to ensure Meadowbrook Commons remains safe, modern, and well maintained. Projects that have been recently completed in the past year include courtyard concrete replacement, shutter and siding replacement on the main building, resident deck/balcony rebuilds, steel door replacement in Receiving and basement. Stairwells, restrooms, laundry rooms, and trash rooms were painted. Irrigation and sprinkler repairs for the pickleball area were also completed to support both safety and recreational use.

Projects that were approved in 2025 and are scheduled to be completed upcoming include exterior building painting planned for spring 2026 at a cost of $45,000, the installation of additional security cameras totaling $32,900, and pillar rebuilds, which has been completed, exceeding $65,000.

Beyond core infrastructure, KMG has focused on enhancements that directly support resident quality of life. These improvements include relocating and renovating the Fitness Center, adding a hydration station near the Fitness Center, creating a dedicated Meadowbrook Café space with 24-hour, seven-day-a-week coffee and tea access, adding a new gazebo by the pond, installation of a fountain in the pond, installing benches throughout the community to encourage outdoor engagement, and renovating the community sundry store which has been a favorite resident activity that KMG Management introduced to Meadowbrook Residents for a bi-weekly on-site grocery shopping market opportunity for social engagement and picking up daily essentials. Digital display boards have also been installed throughout the property to highlight daily and weekly events, improving resident awareness and participation.

Recently, Management has negotiated a contract with the laundry vendor to upgrade equipment, providing new 35lb front-load washer/dryer units on each of the three floors

in the main building. These larger capacity machines allow senior residents to complete fewer trips and manage larger laundry loads more comfortably. The upgrade also introduces multiple payment options including credit card, mobile app, and traditional pre-loaded laundry cards ensuring ease of use and accessibility for residents with varying preferences. KMG staff hosts an annual Resident Appreciation Picnic, providing food and entertainment to show our appreciation to residents for being an important part of the community.

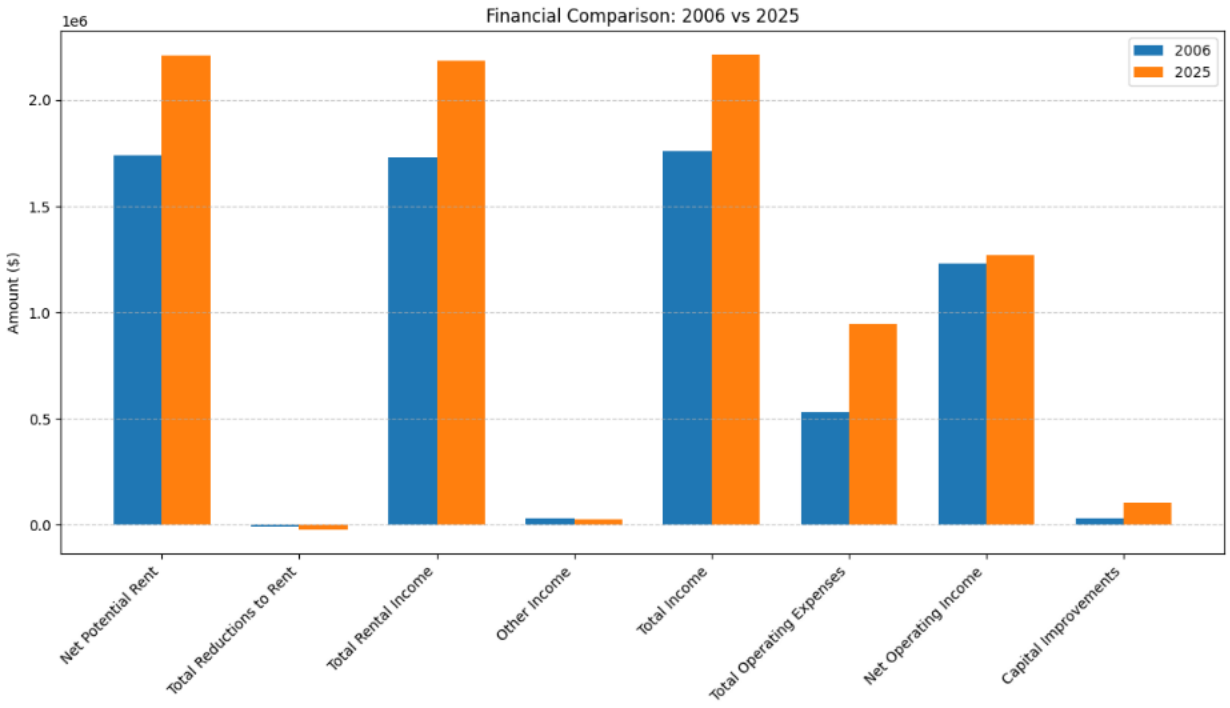
Throughout all phases of capital improvement and enhancement, KMG has worked closely with the City of Novi to plan, manage, and execute projects efficiently and thoughtfully. This ongoing collaboration ensures investments align with city priorities, address the evolving needs of an aging community, and continue to support a high quality of life for residents while preserving the long-term value of Meadowbrook Commons.

Financial Stewardship & Long-Term Stability

From a financial perspective, Meadowbrook Commons reflects the same long-term, resident-focused philosophy that guides KMG Prestige's day-to-day operations. Since assuming management in 2005, our approach, which aligns with the City of Novi, has been centered on maintaining affordability for residents while responsibly reinvesting in the asset to preserve its value and functionality over time.

From 2006 through 2025, Meadowbrook Commons experienced steady and intentional growth. Net Potential Rent increased by approximately 27% over this 19-year period, reflecting a measured and thoughtful approach to rent increases rather than aggressive adjustments. Historically, annual rent increases have remained modest; often as low as $5 and generally no more than $25 supporting resident retention and long-term stability within the community.

Despite keeping rent increases low, the property has continued to perform well financially. Net Operating Income increased from approximately $1.23 million in 2006 to $1.27 million in 2025, demonstrating that strong operational management, expense oversight, and strategic reinvestment can support long-term financial health without placing undue burden on residents.



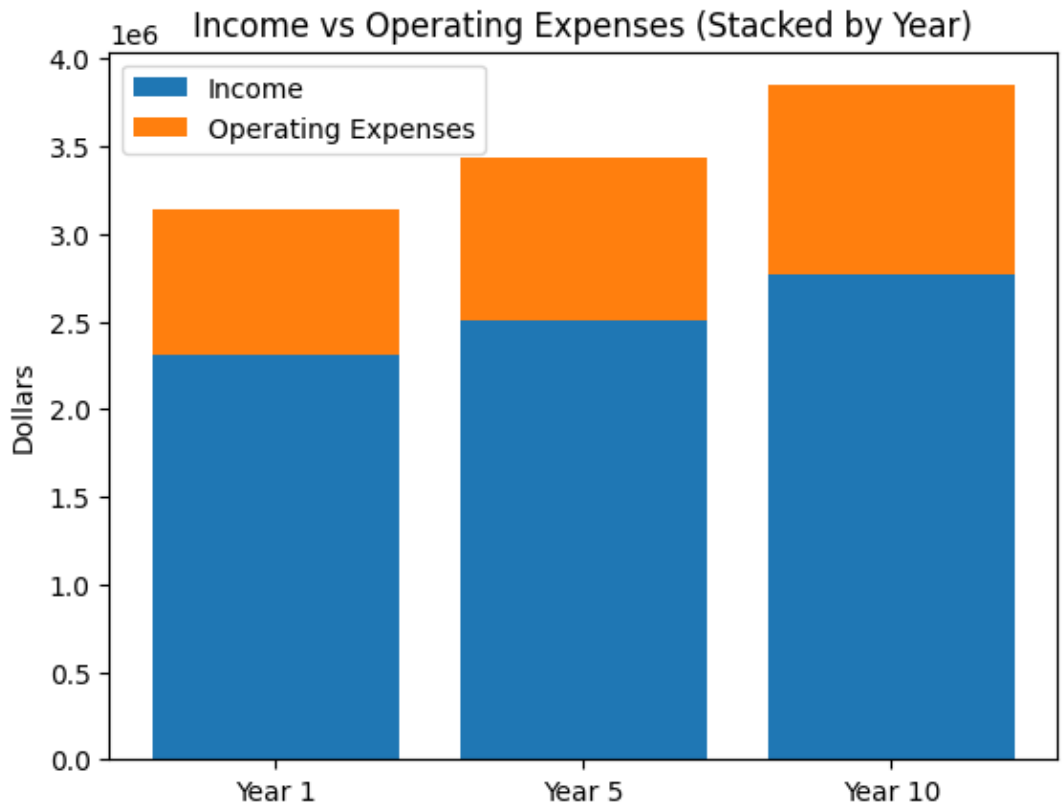
As the building has aged, operating expenses have naturally increased, driven by rising utility costs, insurance, labor, and expanded service offerings. It is important to note that some capital-related improvements over the years were expensed through operations rather than capitalized. While this may cause some variability or skewing in year-over-year expense comparisons, it reflects a proactive philosophy of addressing needs as they arise, rather than deferring work and allowing conditions to deteriorate. This approach has helped preserve the physical integrity of the community and reduce the risk of larger, more disruptive capital events.

Even with these reinvestments, Meadowbrook Commons continues to operate efficiently, with operating expenses remaining below 50% of gross income. This operating margin has allowed the property to maintain positive NOI growth while continuing to invest in safety, maintenance, and resident quality-of-life improvements.

Forward-Looking Financial Outlook

Looking ahead, the 10-year financial projections included in this presentation are based on conservative and sustainable assumptions. Income is projected to increase at 2% annually, while operating expenses are projected to increase at 3% annually. Although expenses are expected to grow slightly faster than income, the property's strong operating position allows for continued NOI growth over time.

This projection approach supports KMG's recommendation and the City of Novi's ownership priorities of maintaining the asset responsibly, spreading costs in a predictable manner, and continuing to minimize rent increases for residents whenever possible.



Financial Summary

In summary, the financial performance of Meadowbrook Commons over the past two decades demonstrates a consistent and balanced model: keeping rent increases modest, maintaining the property at a high standard, and achieving long-term financial stability. This approach has resulted in steady NOI growth from 2006 through 2025, while preserving affordability and supporting the needs of a senior population aging in place.

This financial track record, combined with ongoing capital planning and operational stability, reinforces that the current management structure is working effectively protecting residents, preserving the City's investment, and positioning Meadowbrook Commons for continued success.

10-Year Capital Vision

Over the next 10 years, KMG, in coordination with the City of Novi, has evaluated and encapsulated the long-term needs of the community. This Capital Improvement Plan (CIP) is designed to preserve the asset, support aging-in-place, and minimize disruption to senior residents, while spreading capital costs in a measured and predictable manner.

Years 1–5 Capital Improvement Plan (Immediate & Mid-Term Needs)

Focus: Asset preservation, safety, and interior improvements that can be coordinated with unit turnover.

- Apartment & Ranch interior up grades Renovations: $620,420
- Apartment & Ranch appliance upgrades: $330,034
- Elevator Cab Upgrades: $64,900
- Elevator Modernization (State of Michigan Compliance): $796,000 for both elevators
- Building Common Room Interior & Exterior Renovations: Estimated $900,000
- Bathroom Renovations: $16,000
- Card/Game room renovations $10,000 est
- Activity/Craft room renovations $10,000 est
- Courtyard Renovations: $400,000 est
- MAC Renovations: Pricing in progress
- Salon Renovation $12,000 est
- Flat Roof Replacement: $100,000
- Access to flat roof from inside main building: Pricing in progress

These projects prioritize life-safety systems, accessibility, resident gathering spaces, and aging building components nearing end-of-life.

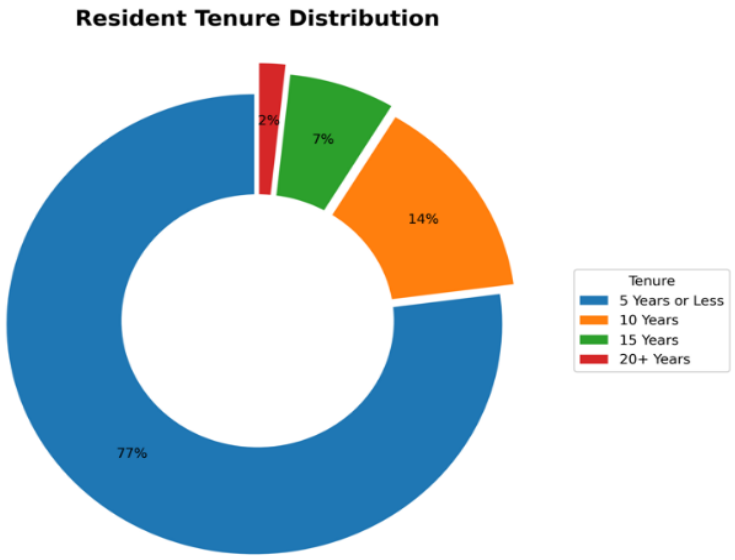
Years 6–10 Capital Improvement Plan (Long-Term Enhancements)

Focus: Accessibility improvements, site infrastructure, and resident convenience.

- Carport Renovation
- MAC Kitchen upgrade
- Hallway and lighting upgrade
- Parking Lot Resurfacing
- Automatic Door Openers
- Covered Walkway South Resident Entrance
- Installation of EV Charging Stations

Resident Engagement & Commitment

KMG’s commitment to residents is reflected in the long-term stability of the community, the breadth of resident-focused services, and the ongoing programs designed to support health, connection, and independence.



Resident Longevity

The length of residency within the community demonstrates a strong sense of satisfaction, trust, and continuity:

- 3 residents who have lived at Meadowbrook Commons for 20 years or more
- 12 residents with 11-15 years of residency.
- 25 residents who have lived in the community for 6-10 years.
- 135 residents who have called Meadowbrook Commons home for 1-5 years or less.

As you can see, over the last five years, more than 77% of Meadowbrook Commons has experienced turnover, much of which is due to residents aging and transitioning to new living arrangements. This turnover reflects not only the time required to turn units but also the considerable effort of our maintenance staff and leasing team to prepare and lease each unit efficiently. The dedication and expertise of our team ensure that vacancies are minimized and units are leased quickly, maintaining the community's high standards and resident satisfaction.

Resident Services & Special Events

KMG supports residents through a wide range of on-site services and special events designed to promote health, convenience, and social engagement, including:

- Weekly communion services
- On-site vaccination clinics
- Mobile pop-up shop events
- Quarterly resident craft shows and fairs
- Assistance with all city-led resident events, including room setup and breakdown, meal preparation support, and providing additional on-site assistance as needed during events.

- Mobile secretary of state quarterly, provides senior residents with convenient, on-site access to essential government services, including ID renewal, license updates, and other documentation, reducing the need for travel and ensuring accessibility for residents with mobility or transportation challenges.

Monthly Programs & Communication

To ensure residents remain informed and engaged:

A monthly newsletter, prepared by the on-site office team, is distributed to residents and includes calendars, flyers, and information on all upcoming activities and services.

Regularly scheduled social, wellness, and educational programs are offered throughout the year.

Visiting Medical Professionals

To support resident health and aging-in-place, KMG coordinates visits from medical professionals, including:

Podiatrist and Dermatologist services on a rotating schedule every 9–10 weeks.

Weekly blood pressure checks by registered nurses or novi fire department.

Annual flu vaccination clinic which provides senior residents with on-site access to essential preventive healthcare, helping to protect their health and well-being while reducing the need for travel to offsite medical facilities.

KMG staff supports the 3rd-Floor Massage Clinic by managing client transactions, including collecting payments, providing receipts, and ensuring all funds are accurately submitted to the City of Novi.

KMG staff supports the Older Active Lifestyle for community residents by gathering registration details and payments for City of Novi exercise programs.

Resident Volunteer Involvement

KMG encourages and supports resident-led engagement, fostering ownership and community pride through volunteer opportunities, including:

Monthly resident-led line dancing

Weekly music performances during lunch by resident groups

Monthly resident-led sing-along events

On-site sundry store managed by resident volunteers, encouraging community involvement and convenience of essential market items.

Employees

KMG places a strong emphasis on employee retention, continuity, and institutional knowledge, which directly benefits the residents of Meadowbrook Commons.

Longevity & Experience

Our staff includes team members with longstanding tenure, reflecting both their dedication and satisfaction in serving our senior residents:

- **Donna Phillips**, Housekeeper-18 years of service
- **Russell Rockentine**, Groundskeeper-18 years of service
- **Greg Nara**, Maintenance Technician-14 years of service

These individuals bring extensive knowledge of the property, its systems, and the needs of our residents, ensuring consistent, high-quality service.

Low Turnover & Returning Employees

Meadowbrook Commons has experienced very little employee turnover, and many staff members have returned after periods away, underscoring the positive work environment and strong team culture cultivated by KMG. Arielle Blagg, who was previously employed for 2.5 years, left the property for one year and has since returned as Assistant Manager. While Ginny Hallam will continue in her leadership role, Arielle is being cross-trained in preparation for eventual succession, ensuring continuity and a smooth transition when the time comes.

Through a combination of returning, experienced staff, and proactive succession preparation, KMG maintains operational stability, preserves institutional knowledge, and continues to provide high-quality support and care for our senior residents.

By prioritizing staff retention, recognition of experience, and proactive succession planning, KMG demonstrates its commitment to operational stability and the ongoing well-being of our senior residents.

Over the past 20+ years, Meadowbrook commons have received many internal awards, the most recent and consistent are:

- **Best Performance in the Occupancy-Senior Market Rate Community** award, acknowledging strong leasing results, sustained demand, and effective market positioning within the senior housing sector, maintaining 100% occupancy. This has been an award Meadowbrook Commons has received consistently over the decade +.
- **Market Rate Community of the Year 2024**, an award that reflects comprehensive excellence in property operations, resident satisfaction, financial performance, and overall community management.
- **Prestige Community of the Year 2024** distinction, highlighting Meadowbrook Commons as a top performing property within the KMG Prestige portfolio. This award represents consistent achievement in service delivery, operational standards, and leadership in senior housing management.

Collectively, these awards demonstrate KMG Management’s commitment to maintaining high-quality operations, strong occupancy, and superior resident experiences at Meadowbrook Commons.

Meadowbrook Commons has been awarded the 2025 DMAA Award for Best Community by the Detroit Metropolitan Apartment Association. This prestigious award recognizes communities that exemplify excellence in property management, resident engagement, operational integrity, and overall community presentation.

DMAA's selection process is competitive and evaluates communities based on established industry standards, including quality of operations, physical condition, resident experience, and professionalism. Receiving this award affirms Meadowbrook Commons' commitment to maintaining high standards and delivering a quality living environment.

This recognition also reflects the value of strong collaboration between community management, residents, and municipal partners. We appreciate the City's continued support and partnership and look forward to sustaining the level of excellence represented by this achievement.

Meadowbrook Commons (KMG Prestige): Awarded STAR Senior Community of the Year by the DMAA in 2024.

- Exemplary living experience.
- Strong community engagement and events.
- High standards of property management and maintenance.
- Focus on senior wellness and purposeful living.

These awards celebrate communities that provide a superior lifestyle for older adults, reflecting excellence in the senior housing sector.

This success is also a reflection of the City of Novi's dedication to responsible ownership and oversight. By maintaining a strong partnership and supporting long-term planning, the City has ensured its asset remains in capable hands. Together, the City and KMG have fostered a community that is financially stable, well-maintained, and highly regarded within the senior housing sector.

As we look ahead, it is important to recognize that change is not always beneficial, particularly when current management is delivering consistent, measurable results. Resident longevity, employee tenure, industry recognition, and a clear long-term capital strategy all point to a model that is working. Preserving this stability protects residents, safeguards the City's investment, and ensures continuity of care and service.

In closing, KMG Prestige remains committed to continuing its partnership with the City of Novi to responsibly steward Meadowbrook Commons, ensuring it remains a safe, vibrant, and well-managed community for many years to come.

GL NUMBER	DESCRIPTION	2023-24 ACTIVITY	2024-25 ACTIVITY THRU 06/30/25	2025-26 AMENDED BUDGET	2025-26 ACTIVITY	2026-27 COUNCIL ADOPTED 2526 BUDGET	2026-27 DEPARTMENT ESTIMATED BUDGET	2026-27 FINANCE EST	UNCIL ADOPTED 2526 BUDGET	2027-28 DEPARTMENT ESTIMATED BUDGET	2027-28 FINANCE EST BUDGET	2028-29 DEPARTMENT ESTIMATED BUDGET	2028-29 FINANCE EST BUDGET
ESTIMATED REVENUES													
Dept 000.00 - TREASURY													
FEDERAL GRANTS													
Revenue													
574-000.00-508.450	Federal grants	150,000											
TOTAL REVENUE		150,000											
FEDERAL GRANTS		150,000											
INTEREST INCOME													
Revenue													
574-000.00-665.000	Interest in investments	42,401	31,654	35,000	5,030		40,064				45,419		
574-000.00-669.500	Gain (loss) on investments	27,268	17,568	1,000	2,931		1,000				1,000		
TOTAL REVENUE		69,669	49,222	36,000	7,961		41,064				46,419		
INTEREST INCOME		69,669	49,222	36,000	7,961		41,064				46,419		
OPERATING REVENUE													
Revenue													
574-000.00-667.001	Rental income	2,170,740	2,212,740	2,213,220	563,145		2,307,360			2,359,860		2,412,360	
574-000.00-667.100	Rental income - vacancies	(11,616)	(24,939)	(10,000)	(9,319)		(20,344)			($18,458.88		(18,828)	
TOTAL REVENUE		2,159,124	2,187,801	2,203,220	553,826		2,287,016			2,359,860		2,393,532	
OPERATING REVENUE		2,159,124	2,187,801	2,203,220	553,826		2,287,016			2,359,860		2,393,532	
OTHER REVENUE													1,680,838
Revenue													
574-000.00-675.000	Miscellaneous income	4,879	6,485	7,000	1,589		4,320			4202		4,495	
574-000.00-675.594	Carport, parking fees, etc	7,612	7,879	8,000	1,986		7,600			7,752		7,907	
574-000.00-675.595	Laundry income	13,221	9,528	13,000	3,396		13,000			13,260		13,526	
574-000.00-675.596	Commercial rent (salon)	2,000	2,800	2,400	200		(2,400)			(2,400)		(2,400)	
TOTAL REVENUE		27,712	26,692	30,400	7,171		24,920			25,214		25,926	
OTHER REVENUE		27,712	26,692	30,400	7,171								
Totals for dept 000.00 - TREASURY		2,406,505	2,263,715	2,269,620	568,958								
TOTAL ESTIMATED REVENUES		2,406,505	2,263,715	2,269,620	568,958		2,314,336			2,362,886		2,410,076	
APPROPRIATIONS													
Dept 000.00 - TREASURY													
SUPPLIES													
Expenditure													
574-000.00-727.000	Office supplies	1,839	1,395	2,000	331		3,600			3,708		3,819	
574-000.00-728.000	Postage	288	413	300	103		300			300		300	
574-000.00-731.000	Custodial supplies	4,739	3,819	4,500	1,410		4,830			4,975		5,124	
574-000.00-740.000	Operating supplies	3,393	3,834	3,075	1,307		6,040			6,221		6,408	
TOTAL EXPENDITURE		10,259	9,461	9,875	3,151		14,770			15,204		15,651	
SUPPLIES		10,259	9,461	9,875	3,151		14,770			15,204		15,651	
OTHER SERVICES AND CHARGES													
Expenditure													

574-000.00-802.000	Data processing		15,785						
574-000.00-802.100	Bank Service Charges	1,339	769	1,400	119	2,230	2,342		2,459
574-000.00-802.594	Data processing - Sr Housing	11,635		11,241	3,492	12,992	13,642		14,324
574-000.00-803.000	Independent audit	2,200	2,137	2,900	1,834	3,125	3,281		3,445
574-000.00-806.600	Other legal fees	685	637	700	236	700	735		772
574-000.00-809.000	Memberships and dues	436	49	500	436	930	977		1,026
574-000.00-814.000	Contractual services	11,332	44,482	16,420	14,207	26,200	27,510		28,885
574-000.00-816.700	Management contract fees	71,652	73,800	76,800	19,008	78,313	83,082		85,574
574-000.00-817.100	Management contract-salaries & benefits	384,408	394,723	400,000	100,124	444,918	447,164		469,522
574-000.00-820.000	Property & liability insurance	47,725	64,031	56,900	133,312	44,649	48,221		50,632
574-000.00-850.000	Internal technology	3,740			10				
574-000.00-851.000	Telephone	10,735	11,370	10,285	2,859	11,676	12,259		12,872
574-000.00-880.220	Advertising	8,279	10,064	6,000	17,901	12,194	12,803		13,443
574-000.00-921.000	Heat	10,829	12,439	15,000	1,939	19,025	19,985		20,984
574-000.00-922.000	Electricity	62,530	59,720	60,500	18,908	70,949	73,446		77,118
574-000.00-923.000	Water and sewer	51,332	60,327	54,600	15,461	56,160	58,718		61,653
574-000.00-930.100	Service agreements	23,334	22,954	21,000	8,051	24,625	25,856		27,148
574-000.00-930.120	Equipment maintenance	2,771	2,526	2,000	77	3,500	2,100		2,205
574-000.00-931.000	Parking Lot Maintenance			25,390					
574-000.00-934.000	Building maintenance	134,614	171,220	135,000	56,882	794,400	1,232,922		1,259,503
574-000.00-934.004	Appliances				5,175				
574-000.00-936.300	Grounds maintenance	82,536	80,499	70,000	24,948	64,482	67,706		71,091
574-000.00-942.000	Office equipment lease		4,978			2,850	2,992		3,142
574-000.00-942.200	Equipment rental/lease	1,709	2,129	2,680	584	3,500	3,675		3,859
574-000.00-956.000	Conferences and workshops	4,271	7,249	4,000	3,332	3,420	3,591		3,770
574-000.00-963.000	Miscellaneous expense	645							
574-000.00-968.000	Depreciation	486,626	518,075		85,001				
TOTAL EXPENDITURE		1,415,363	1,559,963	973,316	513,896	1,680,838	2,143,007		2,213,427
OTHER SERVICES AND CHARGES		1,415,363	1,559,963	973,316	513,896				
UNK_EXP									
Expenditure									
574-000.00-934.003	Furniture				1,235				
TOTAL EXPENDITURE					1,235				
UNK_EXP					1,235				
CAPITAL OUTLAY									
Expenditure									
574-000.00-976.145	SNR021 capital outlay-976.002			20,000					900,000
574-000.00-976.146	SNR019 Ranch Upgrades								
574-000.00-976.170	SNR012 Fire Panel replacement								
574-000.00-976.171	COR006 Elevator Cab Replace (2)					64,900			
574-000.00-976.172	COR009 Hallway Furnace Replace (4)								
574-000.00-976.196	SNR017 Air Cond Units (98)-MC Mn Bldging			240,000					
574-000.00-976.197	SNR018 Aprtmnt Appliance Upgrades (114)					328,188			
574-000.00-976.203	Card Access System	3,850							
574-000.00-976.212	SNR022 Parlor, Library, Lobby, Mtg Rm Upgrades					69,400			
574-000.00-976.237	SRN027 Apt/ranch Upgrades (kitchen/bathroom)						890,538		
574-000.00-976.238	SNR029 Moderization elevator system								
574-000.00-976.239	SNR028 PERMANENT RESTROOM PICKLE CT							100,000	
574-000.00-976.246	Security Cameras			32,900					
574-000.00-986.062	COR050 MAC room restroom upgrade					8,000			
574-000.00-986.063	COR051 COMMUNITY BATHROOM UPGRADES					8,000			
TOTAL EXPENDITURE		3,850		373,200		478,488	890,538	100,000	900,000
CAPITAL OUTLAY		3,850		373,200					
DEBT SERVICE									
Expenditure									
574-000.00-991.000	Principal			1,020,000	1,020,000				
574-000.00-994.000	Interest expense	51,868	29,083	12,429	11,679				

TOTAL EXPENDITURE	51,868	29,083	1,032,429	1,031,679				
DEBT SERVICE	51,868	29,083	1,032,429	1,031,679				
Totals for dept 000.00 - TREASURY	1,481,340	1,598,507	2,388,820	1,549,961	1,956,817	1,629,939		3,205
TOTAL APPROPRIATIONS	1,481,340	1,598,507	2,388,820	1,549,961	1,956,817	1,629,939		3,205
NET OF REVENUES/APPROPRIATIONS - FUND 574	925,165	665,208	(119,200)	(981,003)	340,000	784,000		(3,205)
BEGINNING FUND BALANCE	8,274,905	9,200,068			(981,003)	(641,003)	142,997	142,997
ENDING FUND BALANCE	9,200,070	9,865,276	(119,200)	(981,003)	(641,003)	142,997	142,997	139,792

MANAGEMENT AGREEMENT

This Agreement shall be considered as made and entered into as of the date of the last signature ("Effective Date"), and is between the City of Novi, a Michigan municipal corporation, with address of 45175 Ten Mile Road, Novi, Michigan 48375 (the "Owner") and KMG Prestige, Inc (the "Agent"), with address 102 South Main Street, Mt. Pleasant, MI 48858.

1. Appointment and Acceptance. The Owner appoints the Agent as exclusive agent for the management of the property described in Section 2 of this Agreement, and the Agent accepts the appointment, subject to the terms and conditions set forth in this Agreement.

2. Description of Project. The property (the "Project") to be managed by the Agent under this Agreement is an older adult housing development consisting of the land, buildings, and other improvements described as follows:

   Name: **Meadowbrook Commons**

   Location: City: **Novi** County: **Oakland**

   State: Michigan No. of Dwelling Units: **175**

3. Basic Information. The Owner has previously furnished the Agent with a complete set of plans for specifications and copies of all guaranties and warranties pertinent to construction, fixtures, and equipment. The Agent has used this information and through inspection by competent personnel, thoroughly familiarized itself with the character, location, construction, layout, plan and operation of the Project, and especially the electrical, heating, plumbing, air conditioning and ventilating systems, the elevators, and all other mechanical equipment. The Agent has furnished a proposal in response to the Owner's request for proposals, and the terms of that proposal are hereby incorporated unless they conflict with the express terms herein.

4. Marketing. The Agent exercise its best effort to carry out marketing activities subject to the Owner's approval. Advertising and other marketing expenses will be considered Project expenses.

5. Rentals. The Agent will offer for rent and will rent the dwelling units, parking spaces, commercial space and other rental facilities and concessions in the Project in a form approved by Owner. Incident thereto, the following provisions will apply:

   a. The Agent will show the premises to the prospective tenants.

   b. The Agent will take and process applications for rentals. If an application is rejected, the applicant will be told the reason for rejection, and the rejected application, with reason for rejection noted thereon, will be kept on file for one year. A current list of prospective tenants will be maintained.

c. The Agent will prepare all dwelling leases and parking permits, and will execute the same in its name, identified thereon as Agent for the Owner. The dwelling leases will be in a form approved by the Owner, but individual dwelling leases and parking permits need not be submitted for the approval of the Owner.

d. The Agent, with Owner approval, will prepare rent schedules showing approved rents for dwelling units, and other charges for facilities and services. In no event will such rents and other charges be reduced without Owner approval.

e. The Agent will negotiate commercial leases and concession agreements, and will execute the same in its name, identified thereon as Agent for the Owner, subject to the Owner's prior approval of all items and conditions.

f. The Agent will collect, deposit, and disburse security deposits, if required, in accordance with the terms of each tenant's lease, and in accordance with all Michigan law pertaining to the collection, retention and disbursement of security deposits. The amount of each security deposit will be set by the Agent, with Owner approval. Security deposits will be deposited by the Agent in an interest bearing account, separate from all other accounts and funds, with a bank or other financial institution whose deposits are insured by an agency of the United States Government. This account will be carried in the Agent's name and designated as "Meadowbrook Commons Security Deposit Account." The City of Novi shall be added as an additional signatory to the security deposit account and the Bank shall be notified that the City of Novi shall not, under any circumstance be removed as a signatory. Additionally, all interest accrued in the account shall inure to the benefit of the project and/or shall be distributed as required by, and in accordance with, State of Michigan law pertaining to the collection, retention and disbursement of the security deposits. The Agent will notify the Owner if the Security Deposit Account cannot be maintained at a level required by law, and the Owner will be responsible for obtaining a Security Deposit Bond or remitting to the account sufficient funds to cover the deficiency.

6. Collection of Rents and Other Receipts. The Agent will collect, when due, all rents, charges and other accounts receivable on the Owner's account in connection with the management and operation of the Project. Such receipts (except for tenants' security deposits, which will be handled as specified in Subsection 5f above) will be deposited in an account, separate from all other accounts and funds, with a bank whose deposits are insured by the Federal Deposit Insurance Corporation. This account will be carried in the Agent's name and designated as "Meadowbrook Commons Operating Account." The City of Novi shall be added as an additional signatory to the accounts and the Bank shall be notified that the City of Novi shall not, under any circumstance, be removed as a signatory.

7. Enforcement of Leases. The Agent will utilize its best efforts to secure full compliance by each tenant with the terms of their lease. Voluntary compliance will be emphasized, and the Agent, utilizing the services of the Social Services Director when available, will counsel tenants and make referrals to community agencies in cases of financial hardship or under other circumstances deemed appropriate by the Agent, to the end that involuntary termination of tenancies may be avoided to a reasonable extent consistent with sound management of the Project. Nevertheless, the Agent may lawfully terminate any tenancy when, in the Agent's judgment, sufficient cause (including but not limited to nonpayment of rent) for such termination occurs under the terms of the tenant's lease. For those purposes, the Agent is authorized to consult with legal counsel to be designated by Owner, to bring actions for eviction and to execute notices to vacate and judicial pleadings incident to such actions and follow such instructions as the Owner may prescribe for the conduct of any such action. Subject to the Owner's approval, attorney fees and other necessary costs incurred in connection with such actions will be paid out of the Operating Account as Project expenses. If it is found that the Agent, its representatives, agents or employees, or any person for whose acts Agent may be liable, has committed any negligent or tortuous act, error or omission, or has engaged in a retaliatory eviction or discriminatory practice, violation of the State of Michigan Consumer Protection Act, and/or any other State or Federal law, the Agent shall be responsible for paying its own legal costs and fees, any damages awarded to the Complainant, and shall reimburse to the Owner any attorney fees and costs paid on behalf of the Owner or the Agent in defense of the matter.

8. Maintenance and Repair. The Agent will maintain the Project in good repair in accordance with state and local codes, and in conformity with “Section V Maintenance and Facilities” of the Agent’s proposal, and in a condition at all times acceptable to the Owner including but not limited to cleaning, painting, decorating, plumbing, carpentry, ground care, and such other maintenance and repair work as may be necessary, subject to any limitations imposed by the Owner in addition to those contained herein.

   Incident thereto, the following provisions will apply:

   a. Special attention will be given to preventive maintenance and, to the greatest extent feasible; the services of regular maintenance employees will be used.

   b. Subject to the Owner's prior approval, the Agent will contract with qualified independent contractors for the maintenance and repair of air conditioning systems, electrical systems, elevators, and for the extraordinary repairs beyond the capability of regular maintenance employees. The Owner will be notified if the Agent wishes to use a contractor owned or affiliated with the Agent.

   c. The Agent will systematically and promptly receive and investigate all service requests from tenants, take such action thereon as may be justified, and will keep records of the same.

d. The Agent is authorized to purchase all materials, equipment, tools, appliances, supplies and services necessary to properly maintain and repair the Project.

e. Notwithstanding any of the foregoing provisions, the prior approval of the Owner will be required for any expenditure which exceeds Two Thousand Dollars ($2,000.00) in any one instance for labor, materials, or otherwise in connection with the maintenance and repair of the Project, except for recurring expenses within the limits of the operating budget or emergency repairs involving manifest danger to persons or property, or required to avoid suspension of any necessary service to the Project. In the latter event, the Agent will inform the Owner of the facts as promptly as possible.

9. Utilities and Services. The Agent will make arrangements for water, electricity, gas fuel, oil, sewage and trash disposal, vermin extermination, decorating, laundry facilities and telephone services. Subject to the Owner's prior approval, the Agent will make such contracts as may be necessary to secure such utilities and services.

10. Employees. Subject to the Owner's approval, the Agent will designate the number, qualifications and duties of the personnel to be regularly employed in the management of the Project, including a Resident Manager, maintenance, bookkeeping, clerical and other managerial employees. All such on-site personnel will be employees of the Agent and not the Owner. Employees will be hired, paid, supervised, and discharged through the Agent, subject to the following conditions:

a. The Agent will prepare and maintain job descriptions which set forth the services to be provided by each employee of the Agent who will be working at the Project, or who will be providing off-site services in connection with the management of the Project.

b. Compensation, including fringe benefits, of on-site employees will be set by the Agent., The Project will reimburse the Agent for compensation, including fringe benefits, payable to personnel considered on-site employees, and for all local, state and federal taxes and assessments (including but not limited to FICA, MESC, FUTA, Workman's Compensation, and payroll/benefit processing). The rental value of any dwelling unit furnished rent-free to on-site employees will be treated as a cost to the Project.

c. Compensation of personnel classified as off-site employees will be set by the Agent, and will be treated as a cost to the Agent.

d. Liability Insurance in an amount of not less than $2,000,000.00 per incident shall be carried at all times by the Agent to cover any negligent or tortuous act, error or omission of the Agent, its representatives, agents, or employees or any person whose acts Agent may be liable, regardless of whether or not the damages or losses are caused by Owner.

11. Disbursements From Rental Agency Account.

a. From the funds collected and deposited by the Agent in the Operating Account pursuant to Section 6 above, the Agent will make the following disbursements promptly when payable.

(1) Reimbursement to the Agent for compensation payable to the employees specified in Subsection 10b above, and for the taxes and assessments payable to local, state, and federal governments in connection with the employment of such personnel.

(2) The amount required to be paid on a semi-annual basis to retire the City of Novi Building Authority Bonds (including the 1999, 2005 and 2010 issues), including all interest thereon.

(3) All sums otherwise due and payable by the Owner as expenses of the Project authorized to be incurred by the Agent under the terms of the Agreement, including compensation payable to the Agent, pursuant to Section 21 below, for its service hereunder.

b. Except for the disbursements mentioned in Subsection 11a above, funds will be disbursed or transferred from the Operating Account only as the Owner may from time to time direct in writing.

c. In the event the balance in the Operating Account is at any time insufficient to pay disbursements due and payable under Subsection 11a above, the Agent will inform the Owner of the fact and Owner will then remit to the Agent sufficient funds to cover the deficiency. In no event will the Agent be required to use its own funds to pay such disbursements.

12. Budgets. Annual operating budgets for the Property will be approved by the Owner, except as permitted under Subsection 8e above, annual disbursements for each type of operating expenses itemized in the budget will not exceed the amount authorized by the approved budget. In addition to preparation and submission of a recommended operating budget for the initial fiscal year, the Agent will prepare a recommended operating budget for each subsequent fiscal year beginning during the term of this Agreement, and will submit the same to the Owner at least 30 days before the beginning of the fiscal year. The Owner will promptly inform the Agent of any changes incorporated in the approved budget, and the Agent will keep the Owner informed of any anticipated deviation from the receipt or disbursements stated in the approved budget.

13. Records and Reports.

a. The Agent will establish and maintain a comprehensive system of records, books, and accounts in a manner satisfactory to the Owner. All records,

books, and accounts will be subject to explanation at reasonable hours by the authorized representative of the Owner. Agent shall, during regular business hours, make the books, accounts and records required to be maintained hereunder available to the Owner or the representatives of the Owner for examination and audit by appointment of no less than one (1) days' prior notice. All such audits shall be at the expense of the Owner.

b. With respect to each fiscal year end during the term of this Agreement, the Agent will arrange for the preparation of those annual financial reports and/or tax returns as required by the Owner, Mortgagee, and/or Regulatory Agencies by a Certified Public Accountant or other person(s) acceptable to the Owner, based upon the preparer's examination of the books and records of the Owner and the Project. Procedures and directives for the preparation of the report and/or tax return will be provided to the preparer, including the format and due dates required by the Owner, Mortgagee, and/or Regulatory Agencies. Compensation for the preparer's services will be paid out of the Operating Account as an expense of the Project.

c. The Agent will prepare a monthly report comparing actual and budgeted figures for receipts and disbursements, and will submit each such report to the Owner within 15 days after the end of the month covered. In addition, Agent shall furnish the original copy of all invoices, statements, purchase orders and billings received and paid as well as such other information upon request by the Owner.

d. The Agent will furnish such information (including occupancy reports) as may be requested by the Owner from time to time with respect to the financial, physical, or operational condition of the Project.

e. By the 15th day of each month, the Agent will furnish the Owner a statement of receipts and disbursements during the previous month, and with a schedule of accounts receivable, payable and general ledger activity. The Agent will reconcile bank statements for the Operating Account and Deposit Account as of the end of the previous month.

f. The responsibilities of the Agent will include meeting with the Novi City Council, the Novi Building Authority and the City of Novi officers, administrators and staff members as is appropriate to effectively manage the Project, to prepare necessary budgets, and to otherwise keep the Owner informed as to the continued status of the Project.

14. Fidelity Bond. The Agent will furnish, at the Agent's expenses, a fidelity bond which is at least equal to the gross potential income for two months and is conditioned to protect the Owner against misappropriation of Project funds by the Agent and its off-site employees. The Agent shall provide a bond of a like kind to cover the on-site personnel expressed in Section 10 and it shall be paid for from Project income.

15. Bids, Discounts, Rebates, Etc. The Agent will obtain contracts, materials, supplies, utilities, and services on the most advantageous terms of the Project, and is authorized to solicit bids, either formal or informal, for items that can be obtained from more than one source. The Agent will secure and credit to the Owner all discounts, rebates, or commissions obtainable with respect to purchases, service contracts, and all other transactions on the Owner's behalf.

16. Tenant-Management Relations. The Agent will encourage and assist residents of the Project in forming and maintaining such interests, and will maintain good faith communication with such organizations to the end that problems affecting the Project and its residents may be avoided or solved on the basis of mutual self-interest.

17. On-Site Management Facilities. Subject to the further agreement of the Owner and Agent as to more specific terms, the Agent will maintain a management office within the Project.

18. Insurance. The Owner will inform the Agent of insurance to be carried with respect to the Project and its operations, and the Agent, will cause such insurance to be placed and kept in effect at all times. The Agent will pay premiums out of the Operating Account, and premiums will be treated as operating expenses. All insurance will be placed with such companies, on such conditions, in such amounts, and with such beneficial interest appearing thereon as shall be acceptable to the Owner and shall be otherwise in conformity with the mortgage; provided that the same will include public liability coverage. The Agent will provide reports to the Owner as to all accidents, claims, or potential claims for damage relating to the Project, and will cooperate with the Owner’s insurers in connection therewith.

19. Compliance with Governmental Orders. The Agent will take such actions as may be necessary to comply promptly with any and all statutes, laws, ordinances, codes, regulations, and any and all governmental orders or other requirements affecting the Project, whether imposed by federal, state, county or municipal authority, subject, however, to the limitation stated in Subsection 8e with respect to repairs. Nevertheless, the Agent shall take no such action as long as the Owner is contesting, or has affirmed its intention to contest, any such order or requirement. The Agent will notify the Owner in writing of all notices of such orders or other requirements within 72 hours from the time of their receipt.

20. Nondiscrimination. In the performance of its obligations under this Agreement, the Agent will comply with the provisions of any federal, state or local law prohibiting discrimination in housing on the grounds of race, color, sex, creed, disability, national origin, religion, marital status, height, weight, and age (including Title VI of the Civil Rights Act of 1964 (Public Law 88-352, 78 Stat. 241), all requirements imposed by or pursuant to the Regulations of the Secretary (24 CFR, Subtitle A, Part 1) issued pursuant to that Title, regulations issued pursuant to Executive Order 11063, and Title VIII of the 1968 Civil Rights Act.

21. Agent's Compensation. The Agent will be compensated for its services under this Agreement by monthly fees to be paid out of the Operating Account and treated as Project expenses. Such fees will be accrued and credited to Agent in the following month. Each such monthly fee will be an amount as follows:

July 1, 2026 – June 30, 2027	$ 6,526 per month ($78,313 per year)
July 1, 2027 – June 30, 2028	$ 6,722 per month ($80,662 per year)

City Option for 3rd, 4th, and 5th Year Renewals

July 1, 2028 – June 30, 2029	$ 6,923 per month ($83,082 per year)
July 1, 2029 – June 30, 2030	$ 7,131 per month ($85,574 per year)
July 1, 2030 – June 30, 2031	$ 7,345 per month ($88,141 per year)

22. Term of Agreement. **This Agreement shall be in effect for a period of two (2) years beginning on July 1, 2026, and ending on June 30, 2028. Optional third, fourth and fifth year renewal options at the above noted rates are also available.** In the event of no other written modification to this contract at the expiration, the term will continue month to month, thereafter, subject, however, to the following conditions:

a. This Agreement may be terminated by either Party with cause and/or due to the breach of any of the provisions contained in this Agreement. Terminations of the Agreement under this Subsection will be immediate. Agent shall turn over all records, keys or other property belonging to Owner or the Project and vacate the Project upon termination under this Subsection.

b. In the event a petition in bankruptcy is filed by or against either of the Parties, or in the event either makes an assignment for the benefit of creditors or takes advantage of any insolvency act, the other Party may terminate this Agreement without notice to the other, provided prompt written notice of such termination is given.

c. Upon termination, the Agent will submit to the Owner any financial statements, records, and funds required within thirty (30) days, and after the Parties have accounted to each other with respect to all matters outstanding as of the date of termination.

This agreement may be terminated at any time by either Party without cause, provided at least sixty (60) days advance written notice there is given.

Upon termination or receipt of notice of the termination of this Agreement, whichever occurs first, the Agent shall immediately provide to the Owner the check register and all checks for all accounts. If the records are being stored electronically, a paper copy and a disk copy shall be given to the Owner. The Owner shall also be given a

copy of the program necessary to open and run the electronic disk copy, and if copyright laws prohibit the copying of the program, the Owner will be given the name and manufacture/creator of the program. It is agreed between the parties that upon termination of this Agreement or notice of termination, whichever occurs first, that Agent shall immediately cease, desist and otherwise refrain from making payment to any party and /or causing any withdrawals to be made from any of the bank accounts which are opened pursuant to this Agreement. At the time of termination, and any time before, it is agreed that all records being kept by the Agent, for or in relation to the project, are the property of the Owner and shall be provided to the Owner upon the Owner's request at any time.

23. Indemnification. To the fullest extent permitted by law, the Agent shall indemnify, defend, and hold harmless the Owner and all of its officials, employees, agents, or officers, from and against all claims, damages. Losses, and expenses, including but not limited to attorney's fees, arising out of or resulting from the performance or nonperformance of the Agent's duties, obligations, and responsibilities under this agreement.

    The Agent's indemnity obligation shall include:

    (1) Indemnify if the damages sought were caused in part by the negligence or fault of the Agent or any of its employees, agents, or officers;
    (2) Indemnity for all damages and judgment interest, all costs and fees, including all defense costs, expenses and actual attorney's fees, relating to or arising out of, resulting from or in any way connected with any claim, cause of action or lawsuit requiring indemnity by the Owner;
    (3) Indemnity for all expenses, including costs, expenses and actual attorney fees, incurred in securing indemnity from the Agent if the Agent fails to wrongfully refuses to fulfill any of the indemnity obligations specified and assumed under this Agreement;
    (4) The right of the Owner, at its option, to select counsel to defend any claim, cause of action or lawsuit brought against it without impairing any obligation to indemnify imposed upon the Agent hereunder.

24. The parties recognize that at all times the Agent is an independent contractor regarding the day-to-day operation of the project and as such has the responsibility and liabilities of an independent contractor.

25. Choice of Law This Agreement shall be subject to and interpreted under the laws of the state of Michigan.

26. Jurisdiction and Venue Any legal action arising out of this Agreement shall be filed in either the Oakland County 52nd District Court-Division 1- Novi, Oakland County Circuit Court, or the Federal District Court for the Eastern District of Michigan. The Parties consent to jurisdiction and venue in these forums.

25. Interpretative Provisions.

a. This Agreement constitutes the entire agreement between the Owner and Agent with respect to the management and operation of the Project, and no change will be valid unless made by supplemental written agreement, executed and approved by the Principal Parties.

b. This Agreement has been executed in several counterparts, each of which shall constitute and complete original Agreement, which may be introduced in evidence or use for any other purpose without production of any of the other counterparts.

IN WITNESS WHEREOF, the Parties set their hand as of the day and year first above written.

WITNESS AND DATES
OF SIGNATURES:

_____

Date: _____

CITY OF NOVI

_____
By: Justin Fischer
Its: Mayor

_____

Date: _____

_____
By: Cortney Hanson
Its: Clerk

WITNESS AND DATES
OF SIGNATURES:

_____

Date: _____

CONTRACTOR
KMG Prestige, Inc.

_____ April 1, 2026
By: Karen Mead
Its: Vice President

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of a Pawnbroker License renewal requested by Joseph Haddad owner of Gold Buy and Jewelry, Inc., located at 41490 Grand River Avenue.

SUBMITTING DEPARTMENT: City Clerk

KEY HIGHLIGHTS:

- Gold Buy and Jewelry has been in business in Novi since 2005.
- This is their annual renewal of their Pawnbroker License.

BACKGROUND INFORMATION:

This is the annual renewal of Gold Buy and Jewelry Pawnbroker License in accordance with Act 273 of 1917. Gold Buy and Jewelry has been in business in Novi since 2005, receiving their first Pawnbroker license in 2012.

The Police Department, Fire Department and Building Department have reviewed the request and have no objections to the conditional approval of this license.

RECOMMENDED ACTION: Approval of a Pawnbroker License renewal requested by Joseph Haddad owner of Gold Buy and Jewelry, Inc., located at 41490 Grand River Avenue.

NOVI CITY CLERK'S OFFICE
45175 TEN MILE ROAD
NOVI, MI 48375
(248) 347-0456
Fax (248) 347-0577

PAWNBROKER LICENSE APPLICATION
Act 273 of 1917

Business information:

Name of business: Gold Buy and Jewelry Inc.

Business address: 41490 Grand River Ave, suite D

City: Novi State: MI Zip: 48375 Phone number: 248-465-1118

Select the type of ownership: ☐ Individual ☐ Partnership ☒ Corporation ☐ Other: _____

Applicant information:

Name of applicant: Joseph S. Haddad

Applicant's home address: _____

City _____ State: _____ Zip: _____ Phone number: _____

Applicant's driver's license number (attach copy): _____

Applicant's: Height _____ Weight _____ Sex _____

Date of Birth _____ Hair Color _____ Eye Color _____

Two previous addresses prior to the present address:

Provide the names and addresses of three adult residents in Oakland County who will serve as character references, who must be persons other than relatives and business associates:

1) Name: Labieb Ansara - Diamond City Jewelers
   Address: _____
2) Name: Rick Fink - LNT Inc.
   Address: _____
3) Name: Stephen Barker - Attorney
   Address: _____

Employee information: (For all additional employees, please complete a separate "Pawnbroker Application for Additional Employee" form)

Name of employee: _____ Date of birth: _____

Employee's home address: _____

City: _____ State: _____ Zip: _____ Phone number: _____

Employee's driver's license number (attach copy): _____

Name of employee: _____ Date of birth: _____

Employee's home address: _____

City: _____ State: _____ Zip: _____ Phone number: _____

Employee's driver's license number (attach copy): _____

Provide a full accurate and complete business history detailing experience, including, but not limited, whether or not such person has previously had any ownership interest in, or worked at, in this or another city or state, the same or similar business, including whether any license or permit issued, whether any such license or permit was ever denied, revoked, or suspended, the reason thereof and business activities, or occupations including the full name and address of the business and the name and phone number of any contact persons. (Attach additional pages as necessary)

Here at Gold Buy and Jewelry, The Haddad family are established business owners dating from 1987, experienced in the jewelry and Precious Gem field. Doing business in NOVI since 2005. We obtained a Pawn Broker Licence in 2012, with the recent higher demand of Loans. We are reapplying for the Licence that we did not renew. We enjoy the city of Novi and all the support over the years. We would like to continue growth and success here. Also to provide excellent, safe, friendly services to our customers.

Provide a full and complete statement describing all criminal convictions other than misdemeanor traffic violations, fully disclosing the jurisdiction in which such conviction occurred, the offense for which conviction, or such conviction and the circumstances thereof. (Attach additional pages as necessary)

N/A
(No history to Business or Any Applicants)

Provide a statement indicating that proper equipment will be installed for the direct electronic entry into the City's computerized system, transaction information, or recording by electronic transmission pursuant to Chapter 27.5. (Attach additional pages as necessary)

We currently are registered on the state compliant website Leads online. We completely register any transaction that goes through our store. All our records are always available to the Local Police at any time. We are in full support to assist in stopping any crime around our city.

Applications without the following attachments will be considered incomplete and WILL NOT be accepted by the City Clerk's Office:

☐ A copy of the front and back of the applicant's current driver's license.

☐ Two front-faced portrait photographs taken within 30 days of the date of application, at least two inches by two inches in size.

☐ "Pawnbroker Application for Additional Employee" form for each employee and a copy of the employee's current driver's license.

☐ $250 non-refundable application fee

☐ Attach one of the following:
- Articles of Incorporation
- Partnership Agreement
- Articles of Incorporation

☐ Before issuance of the license, the applicant shall give a bond to the Treasurer's Office in its corporate name, in the penal sum of $3,000.00, with at least 2 sureties, conditioned for the faithful performance of the duties and obligations pertaining to the conduct of the business and for the payment of all costs and damages incurred by any violation of this act. The governmental unit shall approve the bond.

MERCHANTS BONDING COMPANY™
MERCHANTS BONDING COMPANY (MUTUAL) P.O. BOX 14498, DES MOINES, IA 50306-3498
PHONE: (800) 678-8171 FAX: (515) 243-3854

CONTINUATION CERTIFICATE

(to be filed with the obligee)

MI 7659	$3,000	Pawnbroker
BOND NO.	AMOUNT	DESCRIPTION

OBLIGEE City of Novi, City Clerk

Merchants Bonding Company (Mutual) hereby continues in force Bond for:

PRINCIPAL Gold Buy and Jewelry, Inc.

DBA

All liability under this Continuation Certificate is effective 10/16/2025 and terminates midnight 10/16/2026
This continuation is executed upon the express condition that the Company's liability under said Bond and this and all continuations thereof shall not be cumulative and shall in no event exceed in the aggregate the largest single amount named in the Bond, the endorsement attached thereto, or any continuation certificate.
Witness the signature of its President under the corporate seal on June 26, 2025

Attest:
Secretary

MERCHANTS BONDING COMPANY INCORPORATED -o- 1933 (MUTUAL)

Merchants Bonding Company (Mutual)
President

CERTIFICATION

I hereby certify the Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the By-Laws adopted by the Board of Directors of the Company, "The President, Secretary, or Treasurer or any Assistant Treasurer or any Assistant Secretary shall have power and authority to execute on behalf of the Company and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof," and "The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."
I further certify that the following are duly elected officers of the Company: Larry Taylor, President; and Elisabeth Sandersfeld, Secretary.

IN TESTIMONY WHEREOF, I have hereunto set my hand as President and affix the Corporate Seal of the Merchants Bonding Company (Mutual)

this 26th day of June 2025

Attest:
Secretary

MERCHANTS BONDING COMPANY INCORPORATED -o- 1933 (MUTUAL)

Merchants Bonding Company (Mutual)
President

On this 26th day of June 2025 before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of the Merchants Bonding Company (Mutual) , the corporation described in the foregoing instrument, and that the Seal affixed to the said instrument is the Corporate Seal of the said Corporation and that the said instrument was signed and sealed in behalf of said Corporation by authority of its Board of Directors.

Witnessed to and subscribed by me on June 26, 2025

Notary Public Penni Miller

NOTARIAL SEAL IOWA
Penni Miller
Commission Number 787952
My Commission Expires
January 20, 2027

SUP 0012 (6/25)

IRS DEPARTMENT OF THE TREASURY
INTERNAL REVENUE SERVICE
CINCINNATI OH 45999-0023

Date of this notice: 01-04-2012

Employer Identification Number:
45-4151720

Form: SS-4

Number of this notice: CP 575 A

GOLD BUY AND JEWELRY INC
% GOLD BUY
41490 GRAND RIVER AVE STE D
NOVI, MI 48375

For assistance you may call us at:
1-800-829-4933

248-465-1118

IF YOU WRITE, ATTACH THE
STUB AT THE END OF THIS NOTICE.

WE ASSIGNED YOU AN EMPLOYER IDENTIFICATION NUMBER

Thank you for applying for an Employer Identification Number (EIN). We assigned you EIN 45-4151720. This EIN will identify you, your business accounts, tax returns, and documents, even if you have no employees. Please keep this notice in your permanent records.

When filing tax documents, payments, and related correspondence, it is very important that you use your EIN and complete name and address exactly as shown above. Any variation may cause a delay in processing, result in incorrect information in your account, or even cause you to be assigned more than one EIN. If the information is not correct as shown above, please make the correction using the attached tear off stub and return it to us.

Based on the information received from you or your representative, you must file the following form(s) by the date(s) shown.

Form 1120 03/15/2013

If you have questions about the form(s) or the due date(s) shown, you can call us at the phone number or write to us at the address shown at the top of this notice. If you need help in determining your annual accounting period (tax year), see Publication 538, *Accounting Periods and Methods*.

We assigned you a tax classification based on information obtained from you or your representative. It is not a legal determination of your tax classification, and is not binding on the IRS. If you want a legal determination of your tax classification, you may request a private letter ruling from the IRS under the guidelines in Revenue Procedure 2004-1, 2004-1 I.R.B. 1 (or superseding Revenue Procedure for the year at issue). Note: Certain tax classification elections can be requested by filing Form 8832, *Entity Classification Election*. See Form 8832 and its instructions for additional information.

IMPORTANT INFORMATION FOR S CORPORATION ELECTION:

If you intend to elect to file your return as a small business corporation, an election to file a Form 1120-S must be made within certain timeframes and the corporation must meet certain tests. All of this information is included in the instructions for Form 2553, *Election by a Small Business Corporation*.

(IRS USE ONLY) 575A 01-04-2012 GOLD B 9999999999 SS-4

If you are required to deposit for employment taxes (Forms 941, 943, 940, 944, 945, CT-1, or 1042), excise taxes (Form 720), or income taxes (Form 1120), you will receive a Welcome Package shortly, which includes instructions for making your deposits electronically through the Electronic Federal Tax Payment System (EFTPS). A Personal Identification Number (PIN) for EFTPS will also be sent to you under separate cover. Please activate the PIN once you receive it, even if you have requested the services of a tax professional or representative. For more information about EFTPS, refer to Publication 966, *Electronic Choices to Pay All Your Federal Taxes.* If you need to make a deposit immediately, you will need to make arrangements with your Financial Institution to complete a wire transfer.

The IRS is committed to helping all taxpayers comply with their tax filing obligations. If you need help completing your returns or meeting your tax obligations, Authorized e-file Providers, such as Reporting Agents (payroll service providers) are available to assist you. Visit the IRS Web site at www.irs.gov for a list of companies that offer IRS e-file for business products and services. The list provides addresses, telephone numbers, and links to their Web sites.

To obtain tax forms and publications, including those referenced in this notice, visit our Web site at www.irs.gov. If you do not have access to the Internet, call 1-800-829-3676 (TTY/TDD 1-800-829-4059) or visit your local IRS office.

IMPORTANT REMINDERS:

* Keep a copy of this notice in your permanent records. **This notice is issued only one time and the IRS will not be able to generate a duplicate copy for you.**
* Use this EIN and your name exactly as they appear at the top of this notice on all your federal tax forms.
* Refer to this EIN on your tax-related correspondence and documents.

If you have questions about your EIN, you can call us at the phone number or write to us at the address shown at the top of this notice. If you write, please tear off the stub at the bottom of this notice and send it along with your letter. If you do not need to write us, do not complete and return the stub. Thank you for your cooperation.

Keep this part for your records. CP 575 A (Rev. 7-2007)

Return this part with any correspondence so we may identify your account. Please correct any errors in your name or address.

CP 575 A

9999999999

Your Telephone Number ( ) -

Best Time to Call

DATE OF THIS NOTICE: 01-04-2012
EMPLOYER IDENTIFICATION NUMBER: 45-4151720
FORM: SS-4 NOBOD

INTERNAL REVENUE SERVICE
CINCINNATI OH 45999-0023

GOLD BUY AND JEWELRY INC
% GOLD BUY
41490 GRAND RIVER AVE STE D
NOVI, MI 48375

Please initial that you have read and understand the following statements:

JH I understand that I may be asked to supply answers to any questions or information requested by the Director of Public Safety or his or her authorized representative.

JH I understand that a complete set of fingerprints will be taken by the Novi Police Department. Applicant will be contacted by the Novi Police Department to set-up an appointment date.

JH I hereby certify that the above information is true and accurate to the best of my knowledge and further understand and represent that if any changes to the above information are made, that said information will be supplied to the City immediately.

JH I hereby authorize the City of Novi to seek information and conduct an investigation into the truth of the statements set forth in this application and qualifications of the applicant.

JH I declare under penalty of perjury that the information contained in this application is true and correct.

Signature of applicant

Joseph S. Haddad
Printed name and title

Subscribed and sworn before me, this 13th day of Apr. 1, 2026

Notary public
Oakland County, Michigan

My commission expires: 04/10/2027

JOSHUA CLYDE SCHIESLER
Notary Public - State of Michigan
County of Oakland
My Commission Expires Apr 10, 2027
Acting in the County of Oakland

For office use only

Receipt number: _____

- ☐ Copy of applicant's driver's license
- ☐ Additional Employee Forms & Driver's Licenses
- ☐ Criminal History Statement
- ☐ Business History Statement
- ☐ Two Photographs
- ☐ Equipment Statement
- ☐ BOND
- Articles of Incorporation OR Partnership Agreement

CITY OF NOVI
cityofnovi.org

Receipt: 15210 04/13/26
Page

The sum of: $250.00

GOLD BUY AND JEWELRY INC.

41490 GRAND RIVER AVENUE, SUITE D
NOVI MI 48375

PAWNBKR				250.00
			Total	250.00
	TENDERED:	CHECKS	365	250.00

Signed: _____

April 13, 2026

TO: Cortney Hanson, City Clerk
Melissa Morris, Deputy City Clerk

FROM: Andrew Copeland, Fire Marshal

SUBJECT: -Renewal of Pawnbroker License –
Gold Buy and Jewelry Inc

A fire inspection was conducted on 4/10/26, at the above business located at 41490 Grand River, Novi MI 48375 and the business has been found to be in compliance with the adopted fire prevention code. Renewal of the Pawnbroker License for 2026 is recommended.

Sincerely,

Andrew Copeland – Fire Marshal
City of Novi Fire Department
cc: file

CITY COUNCIL

Mayor
Justin Fischer

Mayor Pro Tem
Laura Marie Casey

Dave Staudt

Brian Smith

Matt Heintz

Priya Gurumurthy

Aaron Martinez

City Manager
Victor Cardenas

Director of Public Safety
Chief of Police
Erick W. Zinser

Fire Chief
John B. Martin

Assistant Chief of Police
Scott R. Baetens

Assistant Fire Chief
Todd Seog

Novi Public Safety Administration
45125 Ten Mile Road
Novi, Michigan 48375
248.348.7100
248.347.0590 fax

cityofnovi.org

MEMORANDUM

cityofnovi.org

TO: Melissa Morris, Deputy City Clerk

FROM: Alan Hall, Deputy Director of Community Development ASH

SUBJECT: GOLD BUY AND JEWELRY

DATE: 04/28/26

The property located at **41490 GRAND RIVER AVE D** has received a Special Inspection permit **(PSI26-0050)** for the purpose of:

- ☐ Auctions
- ☐ Liquor license
- ☐ Arcade license
- ☐ Massage license
- ☐ Outdoor gathering
- ☐ Outdoor seating
- ☒ Other: Pawnbroker License

The Community Development Department has the following recommendation:

- ☒ Approved
- ☐ Approved with conditions (listed below)
- ☐ Not approved

Conditions:

If you have any questions, do not hesitate to contact me at (248) 347-0417.

Thank you!

MEMORANDUM

TO: CORTNEY HANSON, CITY CLERK

FROM: ERICK W. ZINSER
DIRECTOR OF PUBLIC SAFETY/CHIEF OF POLICE

INITIATED BY: MICHAEL BENDER, DETECTIVE MB

SUBJECT: PAWNBROKER / PRECIOUS METAL AND GEM DEALER APPLICATION-GOLD BUY AND JEWELRY

DATE: APRIL 15, 2026

ORGANIZATION:
Gold Buy and Jewelry Inc.

APPLICANT:
Joseph S. Haddad

INFORMATION:
The Novi Police Department received this request from the Novi City Clerk's Office to review a Pawnbroker, as well as a Precious Metal and Gem Dealer license application for Gold Buy and Jewelry Inc.

INVESTIGATION:
An ICHAT, Sex Offender Registry and CLEMIS check revealed nothing of concern that would disqualify any applicant from approval.

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of a Resolution Authorizing Outdoor Exposition Event to occur on the Vibe Credit Union Showplace property at 46100 Grand River Avenue on May 18, 2026 – June 2, 2026.

SUBMITTING DEPARTMENT: Community Development

KEY HIGHLIGHTS:

- Outdoor Tent Sale Event – Hot Tub Expo

BACKGROUND INFORMATION:

For the past couple years the City has allowed an outdoor tent sale, exhibit, and recreational event at the Suburban Collection Showplace (now Vibe Credit Union Showplace). This year's event will be similar to those previously permitted.

"Outside exhibits, fairs, entertainment and festivals" are permitted uses under Section 3.1.15 of the EXO District regulations. Section 3.25.2.I also discusses Council's authority to impose "reasonable conditions" in order to ensure that an outdoor recreation use is compatible with the surrounding area, including site improvements and features such as additional screening, landscaping and increased setbacks.

The attached resolution proposes a set of conditions for the applicant to meet for the activities proposed to take place on the Suburban Collection Showplace property.

RECOMMENDED ACTION: Approval of a Resolution Authorizing Outdoor Exposition Event to occur on the Vibe Credit Union Showplace property at 46100 Grand River Avenue on May 18, 2026 – June 2, 2026.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION AUTHORIZING OUTDOOR EXPO EVENT

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 May 4, 2025, at 7:00 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, Applicant Suburban Party Rental/Leisure Works proposes an outdoor exposition event and/or exhibit and recreation use including a temporary tent in connection with the Vibe Credit Union Showplace at 41600 Grand River Avenue; and

WHEREAS, the event is proposed to be a multi-day event from May 18, 2026 to June 2, 2026; and

WHEREAS, under the provisions of the EXO Overlay Zoning District, such event is permitted if determined to fall within the permitted uses of the district; and

WHEREAS, the provisions of Section 3.25.2.I appear to apply to the use and require a resolution of City Council to approve the conditions of the use; and

WHEREAS, with appropriate conditions in place the City Council finds the use to be acceptable under the intent of the EXO Overlay District.

NOW, THEREFORE, BE IT RESOLVED as follows: The proposed outdoor exhibit and tent sale and recreation use on the Vibe Credit Union Showplace property at 41600 Grand River Avenue is hereby approved by the City Council pursuant to Section 3.1.15.C of the City of Novi zoning ordinance, subject to the following conditions under Section 3.25.2.I, "Conditions for Outdoor Recreation Uses":

1. The applicant shall have in place, and shall provide to all of its appropriate agents and employees, an emergency evacuation plan to be reviewed and approved for the event by the City of Novi Department of Public Safety.

2. All tents and temporary structures shall be subject to permit application and inspection by the Department of Community Development and Department of Public Safety as appropriate, prior to commencement of the event. All tents and temporary structures shall comply with Chapter 24 of the 2015 International Fire Code. Code requirements for separation of tents and other temporary structures shall be observed. All water and sanitary facilities shall comply with City of Novi and Oakland County Health Department requirements.

3. All temporary power hook ups or connections, including generators and connections to the Vibe Credit Union Showplace exposition building, shall be approved by the Department of Community Development and Department of Public Safety.

4. The applicant shall have a sufficient number of restrooms/portable toilet facilities, in locations that comply with barrier free requirements. All portable toilet facilities shall be regularly cleaned, and shall remain in a sanitary condition throughout the entire event, with additional cleanings required depending on attendance at the event. Temporary water supplies shall be in accordance with Oakland County Health Department standards. Sewage waste tanks for occupied trailers/recreational vehicles and other temporary quarters shall be in place prior to arrival of any of these vehicles to the site(s). Provide temporary dishwashing stations per Oakland County Health Department requirements.

5. Use of Parcels 22-16-151-004, 22-16-151-005, 22-16-151-008, 22-16-300-050. 22-16-300-051 and 22-16-300-018 shall be in accordance with the Outdoor Gathering Permit issued by the Novi City Clerk's office for fair related vehicle storage, relocated dealership parking and possible attendee parking with shuttle service. The use shall be limited to the currently clear mowable portions of the property(s) and shall not impact the protected wetlands, buffers or woodlands located on the southern portion of the parcels. The use of Parcel 50-22-300-094 shall be in accordance with the current Soccer Fields agreement for relocated dealership parking. Parcels 50-22-15-152-007, and 50-22-15-301-008, shall be used for parking or fair vehicle storage. Parcels 50-22-301-010, 50-22-16-426-001 and 002 will be used for paid event parking only. Currently improved portions of parcels 50-22-16-176-017, 026, 028, 031and 036 accessed off Citygate Drive would be used for participant trailer parking and shall not impact the protected wetlands, buffers or woodlands located on portions of the parcels.

6. Placement of any temporary signs shall be approved by the Department of Community Development and must not obstruct visibility needed for safe passage of vehicle and pedestrian traffic.

7. Emergency access to all areas of the property shall be maintained throughout the entire event, including access to the midway, once the rides and booths are assembled.

8. The applicant shall secure from the Department of Community Development and Department of Public Safety the appropriate occupant load for the Vibe Credit Union Showplace exposition facility, as well as any temporary tent or structures areas. Such occupancy load shall not be exceeded during the event.

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 4th day of May 2026, 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

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Enter Executive Session immediately following the regular meeting of May 4, 2026, in the Council Annex for the purpose of discussing union negotiations.

SUBMITTING DEPARTMENT: City Clerk

BACKGROUND INFORMATION:

RECOMMENDED ACTION: Enter Executive Session immediately following the regular meeting of May 4, 2026, in the Council Annex for the purpose of discussing union negotiations.

CITY OF NOVI CITY COUNCIL
MAY 4, 2026

SUBJECT: Approval of claims and warrants – Warrant 1202

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 #1202 comes before City council for approval.

RECOMMENDED ACTION: Approval of claims and warrants – Warrant 1202

CITY OF NOVI
Warrant 1202
Monday, May 4, 2026

Check	Vendor Name	Description	Amount
203605	AT&T MOBILITY	INVOICE 830154504X04102026	315.99
203606	COMCAST BUSINESS	ACCOUNT 8529 10 205 0785285	761.38
203607	HAN, NATHANIEL	REIMBURSE DOOR RAM	667.75
203608	HAN, NATHANIEL	REIMBURSE STEEL HALLIGANS	475.58
203609	HAN, NATHANIEL	REIMBURSE BOLT CUTTERS	216.34
203610	OAKLAND COMMUNITY COLLEGE	INVOICE 011378659	620.00
203611	POINT BLANK ENTERPRISES INC	INVOICE 041626FBIHAN	8,214.35
203612	STATE OF MICHIGAN	INVOICE 551-673384	1,358.33
203613	TOLTZIS, BRYAN	REIMBURSE EQUIPMENT	3,920.94
203614	TRANSUNION RISK AND ALTERNATIVE	INVOICE ID: 2556421-202603-1	1,080.00
203615	VERIZON WIRELESS	ACCOUNT 242662063-00001	773.65
203616	WEST MICHIGAN ENFORCEMENT TEAM	MUSKEGON OFFICE LEASE APRIL 2026	14,699.67
203617	WEX BANK	INVOICE 111802652	85.00
203618	WEX BANK	ACCOUNT 0496-00-369029-4	558.20
203619 - 203646	CONSUMERS ENERGY	HEAT	20,503.40
203647	DTE ENERGY	ELECTRICITY	20.89
203648	123NET INC	BLDG. BOND REFUND (ESCROW)	1,500.00
203649	123NET INC	BLDG. BOND REFUND (ESCROW)	1,500.00
203650	123NET INC	BLDG. BOND REFUND (ESCROW)	1,500.00
203651	A AND R PLUMBING LLC	WATER LINE MAINTENANCE	1,334.22
203652	ACCUFORM PRINTING & GRAPHICS INC	PRINTING AND PUBLISHING	209.70
203653	ACTION TARGET	RETRIEVER UPGRADE PACKAGE - NOVI SHOOTING	15,495.00
203654	ADAMS ELECTRONICS COMPANY	VEHICLE MAINTENANCE	3,711.20
203655	ADVANCE AUTO PARTS	VEHICLE MAINTENANCE	127.57
203656	AFTERMATH SERVICES LLC	BIO HAZARD CLEANING OF JAIL CELLS	300.00
203657	AIRGAS USA, LLC	VEHICLE MAINTENANCE	1,413.06
203658	AIS CONSTRUCTION EQUIPMENT CORP	VEHICLE MAINTENANCE	5,931.86
203659	ALLIANCE HEALTH AND LIFE	EMPLOYEE INSURANCE	2,800.00
203660	ALLIED BUILDING SERVICE COMPANY	BUILDING MAINTENANCE	785.13
203661	ALTECH DOORS LLC	MISCELLANEOUS EQUIPMENT	7,367.06
203662	AMAZON	LIBRARY BOOKS	3,794.55
203663	AMERICAN GENERATORS SALES AND	LIFT STATION MAINTENANCE	886.50
203664	AMERICAN HEART ASSOCIATION INC.	CONFERENCE	445.25
203665	ANGLIN CIVIL, LLC	CONSTRUCT: ORCHARD HILLS PLACE & LEAVENW	93,201.97
203666	APEX CONCRETE SERVICES	BLDG. BOND REFUND (ESCROW)	500.00
203667	APEX CONCRETE SERVICES	BLDG. BOND REFUND (ESCROW)	500.00
203668	APEX CONCRETE SERVICES	BLDG. BOND REFUND (ESCROW)	500.00
203669	APPLIED INNOVATION	INTERNAL TECHNOLOGY COMM RELATIONS	205.44
203670	ARAMARK REFRESHMENT SERVICES	OPERATING SUPPLIES	316.09
203671	BALDRIDGE, TRENDA	CHORALAIRES	450.00
203672	BATTERIES PLUS BULBS	BUILDING MAINTENANCE	110.88
203673	BELLE TIRE	VEHICLE MAINTENANCE	1,290.90
203674	BENITO'S CAFE	WATER LINE MAINTENANCE	680.69
203675	BEST TECHNOLOGY SYSTEMS, INC.	ANNUAL RANGE CLEANOUT 2025-26	11,049.00
203676	BEYER, TODD A.	TENNIS LESSONS	2,994.60
203677	BLACKWELL FORD INC	VEHICLE MAINTENANCE	183.60
203678	BLUE CROSS BLUE SHIELD OF MICHIGAN	EMPLOYEE INSURANCE	107,275.55
203679	BLUE CROSS BLUE SHIELD OF MICHIGAN	EMPLOYEE INSURANCE	41,494.92
203680	BMW MOTORCYCLES OF SOUTHEAST	VEHICLE MAINTENANCE	2,310.79
203681	BOULARD, CHARLES	REIMBURSEMENT	40.00
203682	BOUND TREE MEDICAL LLC	SUPPLIES	3,110.45

203683	BRIGHTSOURCE LIGHTING SOLUTIONS LLC	TOWNSHIP HALL OPERATING COSTS	33.84
203684	BRODART CO.	LIBRARY BOOKS	8,545.20
203685	BRUSH, EMILY	REIMBURSEMENT	99.01
203686	BS & A SOFTWARE, INC.	INTERNAL TECHNOLOGY COMM DEVELOP	1,674.00
203687	BSN SPORTS INC.	TENNIS LESSONS	3,390.21
203688	C-MAR PRODUCTS INC	GROUNDS MAINTENANCE	460.00
203689	CANFIELD EQUIPMENT SERVICES INC.	FY 25-26 POLICE VEHICLE BUILDS 851, 853,	34,735.90
203690	CANON FINANCIAL SERVICES INC	EQUIPMENT RENTAL/LEASE	4,791.96
203691	CAVENDISH SQUARE PUBLISHING LLC	LIBRARY BOOKS	186.03
203692	CDW GOVERNMENT LLC	INTERNAL TECHNOLOGY	57,781.99
203693	CHARTER COMMUNICATIONS	BLDG. BOND REFUND (ESCROW)	1,500.00
203694	CHET'S RENT-ALL INC.	OPERATING SUPPLIES	64.62
203695	CHRISTENSEN, BEN	LIBRARY PROGRAMMING	300.00
203696	CINTAS CORP	SUPPLIES UNIFORMS	1,237.16
203697	CLARKE MOSQUITO CONTROL PROD. INC.	STORM SEWER MAINTENANCE	14,976.00
203698	CORRIGAN RECORD STORAGE LLC	RECORDS STORAGE	2,423.00
203699	COUNTRY CLUB LAWN LLC	GROUNDS MAINTENANCE	5,835.00
203700	CRANDALL-WORTHINGTON INC	CUSTODIAL SUPPLIES	2,349.56
203701	CRITTER CONTROL OF S.W. OAKLAND CTY	PARK BUILDING MAINTENANCE	798.00
203702	CUTMYTREEDOWN.COM	FORESTRY MAINTENANCE	16,028.75
203703	D AND D WATER AND SEWER INC	WATER SERVICE INSTALLATIONS	15,300.00
203704	DALTON COMMERCIAL CLEANING CORP	BUILDING MAINTENANCE	1,000.00
203705	DEMCO INC.	LIBRARY PROGRAMMING	200.96
203706	DETROIT HISTORICAL SOCIETY	HISTORICAL COMMISSION	275.00
203707	DINGES FIRE COMPANY	VEHICLE MAINTENANCE	80.74
203708	DITCH WITCH SALES OF MICHIGAN	VEHICLE MAINTENANCE	50.98
203709	DRAGON UNDERGOUND LLC	WATER LINE MAINTENANCE	500.00
203710	DUTKIEWICZ, KEITH M.	ADULT SOFTBALL	81.25
203711	ECT	BLDG. BOND REFUND (ESCROW)	500.00
203712	EGANIX, INC	FOG (FATS, OILS, & GREASE) PREVENTION	7,592.82
203713	ELITE TRAUMA CLEAN-UP, INC.	RUBBISH	67.00
203714	ELLSWORTH INDUSTRIES INC.	WATER LINE MAINTENANCE	5,441.01
203715	EMPIRE PRINTING, LLC	ADULT SOFTBALL	185.86
203716	EQUATURE	EMERGENCY COMMUNICATION SERVICE	7,911.89
203717	ETNA SUPPLY	WATER LINE MAINTENANCE	3,760.24
203718	FARKAS, JULIE	REIMBURSEMENT	138.94
203719	FELDMAN CHEVROLET OF NOVI	VEHICLE MAINTENANCE	93.34
203720	FIBERTECH NETWORKS LLC	BLDG. BOND REFUND (ESCROW)	1,500.00
203721	FIBERTECH NETWORKS LLC	BLDG. BOND REFUND (ESCROW)	1,000.00
203722	FIRE WRENCH OF MICHIGAN	VEHICLE MAINTENANCE	3,937.00
203723	FLEETPRIDE INC.	VEHICLE MAINTENANCE	38.66
203724	FLINT NEW HOLLAND INC.	LAWN MOWER MAINTENANCE	3,353.59
203725	FLOR DRI SUPPLY CO INC	BUILDING MAINTENANCE	677.40
203726	G2 CONSULTING GROUP, LLC.	MATERIAL TESTING: LEE BEGOLE/ PUBLIC SAFETY	19,800.00
203727	GALE/CENGAGE LEARNING	LIBRARY BOOKS	127.20
203728	GALLS, LLC	VEHICLE MAINTENANCE	576.99
203729	GARY'S CATERING INC	SUPPLIES PRISONER MEALS/LINEN	162.50
203730	GDI SERVICES INC	JANITORIAL CONTRACTS	21,812.00
203731	GLASS AMERICA	VEHICLE MAINTENANCE	1,142.50
203732	GRAINGER INC, W W	OPERATING SUPPLIES	469.36
203733	GREAT AMERICA FINANCIAL SERVICES	OPERATING SUPPLIES	76.00
203734	GREAT LAKES WATER AUTHORITY	IWC CHARGES	852,143.41
203735	GREEN OAK TIRE INC.	VEHICLE MAINTENANCE	1,633.59
203736	GRUBBS, AYANE	REIMBURSE CONFERENCE EXPENSES	759.70
203737	GUNNERS METERS & PARTS, INC.	WATER LINE MAINTENANCE	4,231.00
203738	HANSON RENAISSANCE COURT REPORTERS	PROFESSIONAL SERVICES	706.50
203739	HEADSETS DIRECT, INC	RADIO MAINTENANCE	362.85
203740	HEALTH ALLIANCE PLAN	EMPLOYEE INSURANCE	28,599.26
203741	HENRY FORD EMPLOYER SOLUTIONS	MEDICAL SERVICE	875.00

203742	HICKS MUNICIPAL & INDUSTRIAL LLC	VEHICLE MAINTENANCE	4,879.53
203743	HOME DEPOT CREDIT SERVICES	LIFT STATION MAINTENANCE	3,309.17
203744	HUTCH PAVING INC	BLDG. BOND REFUND (ESCROW)	500.00
203745	HUTCH PAVING INC	BLDG. BOND REFUND (ESCROW)	500.00
203746	HUTSON INC OF MICHIGAN	LAWN MOWER MAINTENANCE	132.41
203747	HYDROMAX USA LLC	VALVE EXERCISING, CONDITION ASSESSMENT	11,200.00
203748	IMPERIAL BAG & PAPER CO. LLC	BUILDING MAINTENANCE	1,140.41
203749	IN THE MITTEN PRODUCTIONS	THEATRE PROGRAMS	25,612.20
203750	INTRADO LIFE & SAFETY, INC	TELEPHONE MAINTENANCE	440.19
203751	JACK DOHENY SUPPLIES INC	SEWER LINE MAINTENANCE	65.03
203752	KHANNA, ABHINAV	SPORTS CAMPS	360.00
203753	KIMBALL MIDWEST	OPERATING SUPPLIES	2,308.81
203754	L&D TRANSPORT, INC	BLDG. BOND REFUND (ESCROW)	500.00
203755	LAFONTAINE FORD OF LANSING	VEHICLE MAINTENANCE	3,838.83
203756	LAKESHORE LEARNING MATERIALS	LIBRARY PROGRAMMING	319.90
203757	LANGUAGE LINE SERVICES	EMERGENCY COMMUNICATION SERVICE	212.18
203758	LECOM INC	BLDG. BOND REFUND (ESCROW)	1,500.00
203759	LEISURE UNLIMITED LLC	SPORTS CAMPS	576.00
203760	LEORTC	EDUCATION & TRAINING	390.00
203761	LESTER BROTHERS EXCAVATION INC	REFUND HYDRANT PERMIT SHEETZ GAS STATION	1,147.35
203762	LIBERTY, MARVIN	ADULT SOFTBALL	82.00
203763	LIMB WALKERS TREE & SNOW	FORESTRY MAINTENANCE	1,613.13
203764	LONG MECHANICAL, INC.	HVAC REPLACEMENT	108,383.25
203765	LOOMIS	ARMORED CAR SERVICES	780.36
203766	LOSSOS, TREVOR	PER DIEM TACTICAL TRAINING	448.00
203767	LOWERY, LAUREL	REIMBURSEMENT	126.07
203768	LYON MECHANICAL CONTRACTORS, INC.	BUILDING MAINTENANCE	10,023.73
203769	M-2 AUTO PARTS, INC.	VEHICLE MAINTENANCE	1,084.03
203770	MAJOR CONSTRUCTION	BLDG. BOND REFUND (ESCROW)	500.00
203771	MANELA, RACHEL	REIMBURSEMENT	311.88
203772	MANELA, RACHEL	REIMBURSEMENT	122.47
203773	MATRIX CONSULTING GROUP LTD	PROFESSIONAL SERVICES	5,300.00
203774	MCARDLE, JENNIFER	REIMBURSEMENT	64.97
203775	MCKENNA ASSOCIATES INC	HCD	551.25
203776	MEDLINE INDUSTRIES, LP	MEDICAL SUPPLIES	673.96
203777	MEDSTAR INC	OPERATING SUPPLIES	300.00
203778	MERRITT CIESLAK DESIGN, PLC	MAIN ENTRANCE DESIGN	5,390.00
203779	MICHIGAN.COM	OPERATING SUPPLIES	44.61
203780	MID-TOWN PETROLEUM ACQUISITION LLC	VEHICLE MAINTENANCE	237.35
203781	MIDWEST TAPE, LLC	AUDIO VISUAL MATERIALS	16,200.30
203782	MUNICIPAL WEB SERVICES, INC	COMMUNITY PROMOTION	535.00
203783	NAJERA BROTHERS CEMENT COMPANY	BLDG. BOND REFUND (ESCROW)	500.00
203784	NATIONAL SIGN BRANDING	OFFICE SUPPLIES	139.60
203785	NICE, KIM	REIMBURSEMENT	361.06
203786	NIRVANA BUILD	BLDG. BOND REFUND (ESCROW)	500.00
203787	NOVI ROTARY CLUB	MEMBERSHIP	180.00
203788	NOVI, CITY OF	CITY'S SHARE OF FEES COLLECTED	475.00
203789	O'LEARY, SHANNON	MILEAGE REIMBURSEMENT	90.19
203790	O'REILLY AUTO PARTS	VEHICLE MAINTENANCE	1,538.53
203791	OAKLAND COMMUNITY COLLEGE	MEDICAL SERVICE	100.00
203792	OAKLAND COUNTY REGISTER OF DEEDS	CULVERS WSE & SSSE	60.00
203793	OAKLAND COUNTY REGISTER OF DEEDS	WATER SYSTEM EASEMENT & LICENSE AGREEMENT	60.00
203794	OAKLAND COUNTY REGISTER OF DEEDS	CULVERS OFFSITE SAN SSE	30.00
203795	OAKLAND COUNTY TREASURERS	ANNUAL FMRS FEES 2025-26	14,770.75
203796	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	163.85
203797	OOMA INC	TELEPHONE	109.70
203798	ORCHARD, HILTZ & MC CLIMENT	PROFESSIONAL SERVICES	157,132.01
203799	ORKIN	BUILDING MAINTENANCE	125.00
203800	OTIS ELEVATOR COMPANY	BUILDING MAINTENANCE	1,717.59

203801	OVERDRIVE, INC.	ELECTRONIC MEDIA	5,688.78
203802	PARAGON LABORATORIES, INC.	MANDATORY EPA WATER TESTING	348.00
203803	PEOPLE DRIVEN TECHNOLOGY, INC	SECURITY CAMERAS	85,096.46
203804	PEPPER & SON INC, J.W.	NOVI CONCERT BAND	88.99
203805	PERFECT CLEANERS OF DETROIT, INC	2025-26 UNIFORM CLEANING	1,070.45
203806	PINE RIVER GROUP	SUPPLIES	3,788.80
203807	PIONEER MANUFACTURING CO.	EQUIPMENT MAINTENANCE	50.48
203808	PIPELOGIX INC.	INTERNAL TECHNOLOGY WATER SEWER	3,200.00
203809	PLAYAWAY PRODUCTS LLC	AUDIO VISUAL MATERIALS	3,376.49
203810	POWER CLEANING SYSTEMS	EQUIPMENT MAINTENANCE	128.40
203811	PRECISE MRM LLC	INTERNAL TECHNOLOGY ASSESSING	3,588.00
203812	PRINTING SYSTEMS	ELECTION SUPPLIES	1,255.38
203813	PROSCREENING, LLC	RECRUITMENT PARKS & RECREATION	156.00
203814	QUICK SILVER MARKETING SOLUTIONS	SPORTS CAMPS	5,115.00
203815	QUILL CORPORATION	OFFICE SUPPLIES	199.97
203816	REASON CONSULTING CORPORATION	PERSONAL PROPERTY AUDITOR	3,333.00
203817	RED WING SHOE STORE	SUPPLIES UNIFORMS	637.97
203818	REK EXCAVATING, LLC	BLDG. BOND REFUND (ESCROW)	1,500.00
203819	RELIANT FIRE APPARATUS OF MICHIGAN	VEHICLE MAINTENANCE	2,626.28
203820	RESOURCE RECOVERY AND RECYCLING	RECYCLING CENTER	3,432.00
203821	RHINO SEED & LANDSCAPE	WATER LINE MAINTENANCE	1,070.45
203822	RKA PETROLEUM COS., INC	GASOLINE AND OIL	26,367.26
203823	ROGUE INDUSTRIAL SERVICES LLC	SANITARY CLEANING & TELEVISING CONTRACT	16,189.04
203824	ROMANA CONSTRUCTION INC	BLDG. BOND REFUND (ESCROW)	500.00
203825	ROSATI, SCHULTZ, JOPPICH	LEGAL FEES	90,109.90
203826	ROYAL TRUCK & TRAILER SALES & SVC	VEHICLE MAINTENANCE	543.48
203827	SALTY JAKES LLC	VEHICLE MAINTENANCE	2,223.00
203828	SEILER INSTRUMENT AND MANUFACTURING	VEHICLE MAINTENANCE	1,728.00
203829	SEOG, TODD	TUITION REIMBURSEMENT	1,322.25
203830	SHEETZ, INC.	BLDG. BOND REFUND (ESCROW)	5,000.00
203831	SHOCKEY CONSULTING SERVICES	MISCELLANEOUS SPECIAL PROJECTS & EVENTS	34,775.92
203832	SIGNAL RESTORATION SERVICES	BIO HAZARD CLEANING OF JAIL CELLS	722.54
203833	SIGNARAMA TROY	BEAUTIFICATION COMMISSION	163.00
203834	SITEONE LANDSCAPE SUPPLY, LLC	GROUNDS MAINTENANCE	982.89
203835	SMART BUSINESS SOURCE LLC	SUPPLIES	830.51
203836	SNAP-ON INDUSTRIAL	OPERATING SUPPLIES TOOLS	315.00
203837	SOLUTION CONTROLS SERVICES, LLC	BUILDING MAINTENANCE	1,725.00
203838	SOUTHEASTERN CHAPTER	CONFERENCE	35.00
203839	SOVEL'S SERVICE CENTER	VEHICLE MAINTENANCE	1,432.98
203840 - 203842	SPALDING DE DECKER	PROFESSIONAL SERVICES	12,467.26
203843	SPT CONSTRUCTION LLC	BLDG. BOND REFUND (ESCROW)	500.00
203844	SQUEAKY SHINE CAR WASH	VEHICLE MAINTENANCE	675.00
203845	STAPLES BUSINESS ADVANTAGE	OFFICE SUPPLIES	87.40
203846	STATE OF MICHIGAN	LIVESCAN	742.00
203847	STRYKER	SUPPLIES CITY WIDE AED EXPENSES	1,528.00
203848	SUBURBAN LANDSCAPE SUPPLY	WATER LINE MAINTENANCE	351.00
203849	SYNATEK, LP	GROUNDS MAINTENANCE	2,572.65
203850	SYSTEMP CORPORATION	BUILDING MAINTENANCE	1,500.00
203851	SZELAP, CHRISTINE E. HEFFERNAN	KARATE	3,221.75
203852	TEIFKE, AUSTIN	REIMBURSEMENT GAS	25.00
203853	TEIFKE, AUSTIN	REIMBURSEMENT	20.34
203854	TEL SYSTEMS	COMPUTER SUPPLIES	630.00
203855	THOMSON REUTERS - WEST	OUTSIDE DATA PROCESSING	747.80
203856	TOBEY,ERIC	PER DIEM TACTICAL CONFERENCE	448.00
203857	TRADESMEN FASTNER & TOOL INC	VEHICLE MAINTENANCE	73.62
203858	TRI-COUNTY INTERNATIONAL	VEHICLE MAINTENANCE	45.35
203859	TRUCK & TRAILER SPECIALTIES, INC.	VEHICLE MAINTENANCE	4,162.85
203860	UNIFIRST FIRST AID & SAFETY	OPERATING SUPPLIES	1,097.05
203861	UNIVERSAL SIGN SYSTEMS	PARK SIGNAGE	2,660.00

203862	USA BLUEBOOK	WATER LINE MAINTENANCE	674.32
203863	USA TODAY MEDIA CORP	PRINTING AND PUBLISHING	1,260.85
203864	VARIPRO	FLEXIBLE SPENDING	1,584.65
203865	VARSITY LINCOLN, INC	VEHICLE MAINTENANCE	2,434.58
203866	VERIZON WIRELESS	TELEPHONE	508.00
203867	VESCO OIL CORPORATION	VEHICLE MAINTENANCE	250.80
203868	VOSS LIGHTING	BUILDING MAINTENANCE	559.40
203869	WASHINGTON ELEVATOR	GROUNDS MAINTENANCE	1,695.00
203870	WEINGARTZ SUPPLY CO INC	LAWN MOWER MAINTENANCE	378.90
203871	WIXOM COLLISION	VEHICLE MAINTENANCE	2,500.00
203872	WOODS, RACHEL	MILEAGE REIMBURSEMENT	78.30
203873	WORLDVIEW TECHNOLOGIES GROUP	GUN RANGE SHOOTING LANES	635.50
203874	YONO, JR JOSEPH	BLDG. PAYMENT REFUND (ESCROW)	130.00
		GRAND TOTAL	**$ 2,260,681.91**

GENERAL FUND	101	710,947.87
MAJOR STREET FUND	202	9,800.00
LOCAL STREET FUND	203	27,815.93
PARKS, REC & CULTURAL SVCS FUND	208	45,582.83
DRAIN FUND	211	108,823.97
TREE FUND	213	17,641.88
LIBRARY FUND	271	51,031.29
LIBRARY CONTRIBUTION FUND	272	5,717.40
COMMUNITY DVLPMNT BLOCK GRANT FUND	274	551.25
GUN RANGE FACILITY FUND	409	20,630.50
PUBLIC SAFETY BUILDING	464	67,512.01
ICE ARENA FUND	570	108,383.25
SENIOR HOUSING FUND	574	9,682.67
WATER AND SEWER FUND	592	1,005,176.62
SELF INSURANCE - HEALTH CARE FUND	677	2,800.00
AGENCY FUND	701	34,837.26
MI HIDTA	725	33,747.18
GRAND TOTAL		**$ 2,260,681.91**