CITY COUNCIL AGENDA

CITY OF NOVI
Regular City Council Meeting
March 18, 2024 | 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, Smith, Staudt, Thomas

APPROVAL OF AGENDA

PUBLIC HEARINGS

PRESENTATIONS

REPORTS

1. Manager/Staff

2. Attorney

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

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

MATTERS FOR COUNCIL ACTION

1. Consideration of approval to award engineering design services to OHM Advisors for the design of a Southwest Water Main Loop Connection in the amount of $368,054.

2. Consideration of a Resolution to Adopt the City of Novi 2023 Active Mobility Plan.

3. Consideration of a resolution requesting Oakland County amend its agreement with People's Express (PEX) to add transportation services to the City of Novi.

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. Older Adult Needs Committee

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:
March 4, 2024 - Regular Meeting

B. Approval to award design engineering services to AECOM for the 2024 Salt Dome Replacement Project, in the amount of $27,600.

C. Approval to award engineering design services to OHM Advisors for the assessment of operational improvements at the Island Lake Booster Station, in the amount of $35,250.00.

D. Approval to award a unit price debris removal services contract to Ellsworth Industries, Inc., the low bidder, in the estimated annual amount of $50,000. The contract term is one year with three one-year renewal options.

E. Consideration of approval to purchase three unmarked vehicles for the Novi Police Department, two from LaFontaine CDJR-Lansing and one from Lunghamer Ford of Owosso, through the MiDeal Cooperative purchasing contract, in the amount of $118,393, and amend the budget.

F. Consideration of approval to purchase three 2024 Ford Police Interceptor Explorers from Lunghamer Ford of Owosso, through the MiDeal Cooperative purchasing contract, in the amount of $128,970.

G. Adoption of a Resolution requesting the Michigan Department of Transportation (MDOT) include the existing bridge on Ashbury Drive over the Middle Branch of the Rouge River in the State Local Bridge Program List for Replacement. If MDOT selects the bridge, the City of Novi will accept 100% of the design engineering costs and 5% of the total construction cost.

H. Approval of the Beautification Commission's recommendation on the Neighborhood Entryway Enhancement Matching Grant Program to award the requested grant amount for the following neighborhoods upon successful

completion of the entryway work depicted in the applications: Village Oaks ($5,000.00) and Walden Woods ($2,526.50).

I. Approval of the request of Singh Development LLC for JSP 20-27, Griffin Novi, for a one-year extension under Section 3.31.4.F of the Zoning Ordinance for the Preliminary Site Plan with a PD-2 option. The subject property is located at the southeast corner of Twelve Mile Road and Twelve Oaks Mall east access drive, in Section 14. The applicant received approval from City Council on March 14, 2022, for the Planned Development 2 (PD-2) Option to develop 174 multi-family residential units on a vacant 7.5-acre parcel.

J. Approval of the request of DTN Management/Tricap Holdings for JSP 18-10, The Bond development, for a one-year extension of their Final Site Plan approval. The property is zoned TC-1 (Town Center One) and is approximately 7.74 acres. It is located on the southwest side of Bond Street, south of Grand River Avenue and west of Novi Road in Section 22. The applicant received Final Stamping Set approval for a mixed-use development with two four-story multi-family residential buildings with a total of 260 apartments on April 14, 2022.

K. Acceptance of a Woodland Conservation Easement from Catholic Central High School of Detroit, Inc, being offered as a part of JSP21-44, Catholic Central STEM, for property located west of Wixom Road and south of Twelve Mile Road, in Section 18 of the City.

L. Acceptance of a Woodland Conservation Easement from Novi Development Company, LLC, offered as a part of JSP22-48, Extra Space Self Storage, for property located on the east side of Novi Road, south of Nine Mile Road in Section 35 of the City.

M. Approval of Grant Agreement with the Michigan Economic Development Corporation (MEDC) in connection with a State of Michigan grant for Jessica's Splash Pad at Bosco Fields.

N. Approval to grant a 10-foot wide easement to the DTE Energy Company for the Jessica's Splash Pad at Bosco Fields project located near the southwest corner of 11 Mile and Beck Roads at 25802 Beck Road or parcels 22-20-200-011 and 22-20-200-022 and authorize the City Manager to sign the document.

O. Approval of claims and warrants – Warrant 1152

ADJOURNMENT

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

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

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Consideration of approval to award engineering design services to OHM Advisors for the design of a Southwest Water Main Loop Connection in the amount of $368,054.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

EXPENDITURE REQUIRED	**$ 368,054**
AMOUNT BUDGETED	**$ 632,471**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**592-536.00-976.214**

BACKGROUND INFORMATION:

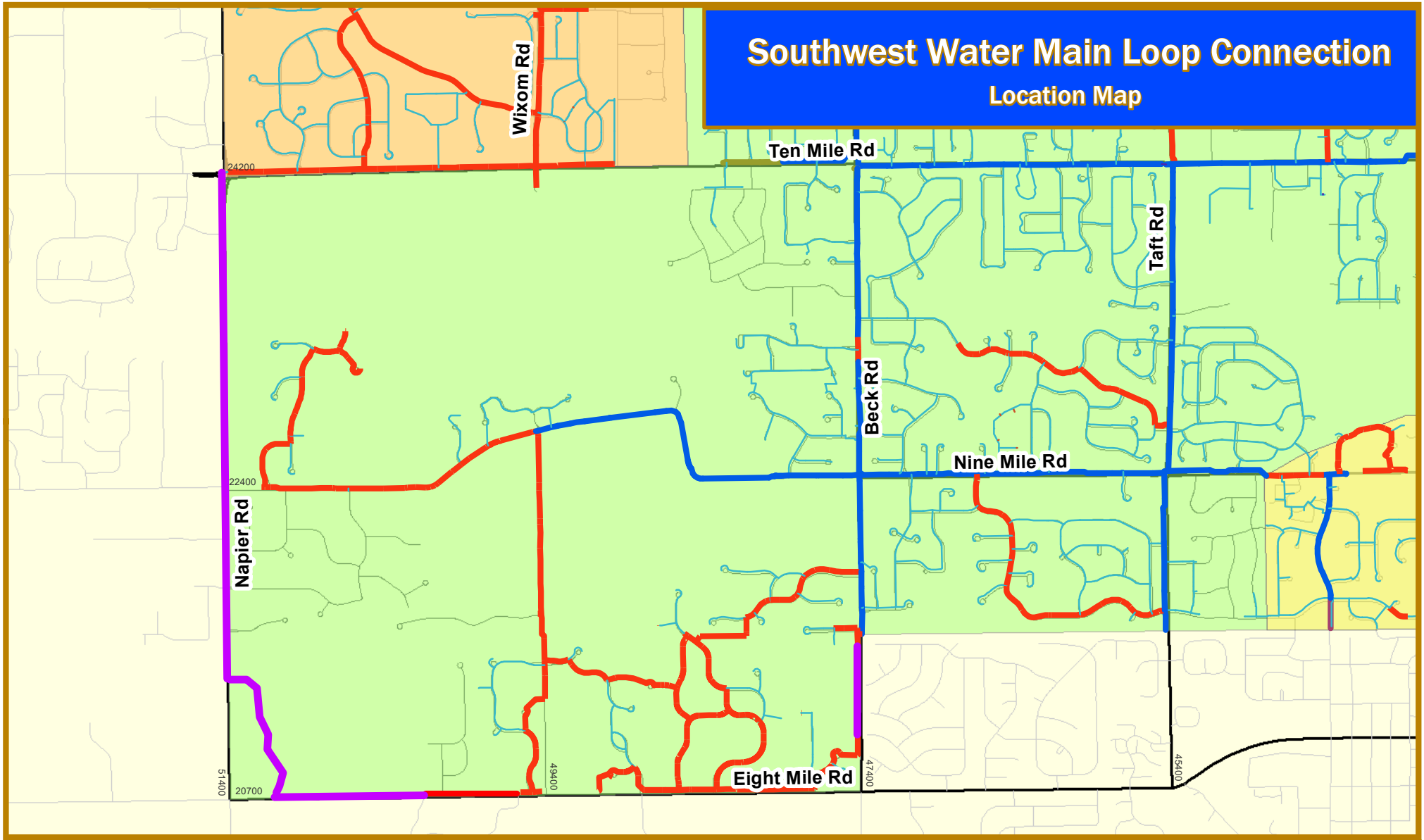
Expanding the Island Lake pressure district and providing a looped water main connection between 8 Mile Rd, Napier Rd, 10 Mile Rd and Beck Rd, was identified in the 2014 Water Master Plan Update as an option to improve water pressure and fire protection in the Intermediate pressure district. The project would involve constructing approximately 16,800 feet of 12-inch ductile iron water main between 8 Mile Rd and 10 Mile Rd through ITC Park, along Beck Rd and Napier Rd, within the Southwest pressure district.

City engineering consultant, OHM Advisors, prepared a scope of services for design of the water main connection. The attached design engineering services proposals outline the detailed scope of services. The design fee for the project will be $368,054 (6.25% of the estimated construction cost of $5,668,861 plus $13,750 for 110 hours of study/analysis at $125/hour). Design of this project would begin following award with a tentative construction start in fall 2024.

RECOMMENDED ACTION: Approval to award engineering design services to OHM Advisors for the design of a Southwest Water Main Loop Connection in the amount of $368,054.

Southwest Water Main Loop Connection

Location Map



Map Author: Rebecca Runkel
Date:3/6/24
Project: SW WM Loop
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

Proposed 12" Water Main

WaterMain Diameter

- 24"
- 12"
- 4"
- 16"
- 6"
- 8"
- 20"
- Data Not Available

- Intermediate
- Island Lake
- Lower

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

March 1, 2024

Mr. Ben Croy, P.E.
City Engineer
City of Novi, Department of Public Works
26300 Lee Begole Drive
Novi, MI 48375

RE: Scope of Design Services
Southwest District Watermain Loop

Dear Mr. Croy:

Per your request, the following outlines our proposed scope of services and fee to perform design services to prepare plans and specifications for the above referenced project. This summary includes our project understanding, proposed scope of work, assumptions, schedule, and fee.

PROJECT UNDERSTANDING

The project will consist of constructing a watermain loop between 8-Mile and 10-Mile Roads through ITC Park, Beck Road and along Napier Road, within Southwest district. The loop will allow for better pressures and fire flows, along with extending service to several new locations and prepare for future development. The project will include installation of approximately 16,800 feet of 12-inch ductile iron water main. Several alternate material types will be considered and bid as alternates if desired in order to obtain an accurate cost comparison between materials. Easements may be required along Beck Road for several properties depending on the desired watermain alignment.

The project will also include placement of new valves and hydrants, along with several actuated valves at key connection points to adjacent districts. The project will include the replacement of the pavement through the ITC park main access drive due to the anticipated watermain alignment. The project construction is anticipated to cost approximately $5,670,000.

SCOPE OF SERVICES

The following outlines our work plan to accomplish the scope of services for this project as noted above:

- Organize and attend a kickoff meeting with City staff and utility companies to review project objectives, prepare design criteria, and establish a specific delivery schedule.
- Perform analysis and water system modeling to assess the need to expand the Island Lake Pressure District to address low pressures and fire protection in the southwest portion of the City. The analysis will include various scenarios during peak hours with planned and potential growth. Results of the study/analysis will be summarized in a technical memorandum and used as basis for further design efforts.
- Implement existing utility information and record drawings for the project area.
- Perform a site review to identify elements that are sensitive including driveway locations, utility facilities, drainage features, access issues, etc.

OHM Advisors®
2365 PONTIAC RD, SUITE 201
AUBURN HILLS, MICHIGAN 48326
T 248.751.3100
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OHM-Advisors.com

- Perform surveys of the project areas where road replacement is anticipated and prepare existing conditions plans.
- Coordinate with the Geotechnical Engineer to assess subsurface soils and ground water conditions of the project area.
- Develop base plans utilizing GIS mapping and existing 1-foot contour grades to establish horizontal and vertical alignments of the water main and prepare typical details.
- Determine road impacts, grading limits, staging, utility conflicts, etc.
- Update construction cost estimate to the preliminary stage, based on this level of design.
- Meet with the City and discuss locations that may require easements and/or temporary grading permits for the project. Confirm staging considerations and traffic control/detours for road closures, utility impacts, etc.
- Prepare design plans and specifications for the project improvements for City review.
- Prepare PA 399 application and plans for the water main permit.
- Prepare a permit application to the Road Commission for Oakland County (RCOC) for installation in the Napier right-of-way.
- Prepare a permit application to the Wayne County Department of Public Services (WCDPS) for installation in the 8 Mile Road right-of-way.
- Prepare proposed preliminary schedule for work including the construction start, substantial completion, and final completion dates.
- Prepare SESC plan sheets and permit application.
- Attend one meeting with the City to review the plans and specifications and address any requested revisions.
- Prepare final bid set documents for the project.
- Assist the City with advertising and soliciting bids, printing and distributing bidding documents to interested bidders, tabulating and reviewing the bids, checking contractor references and providing a recommendation of the award of the project construction to a qualified contractor.

SCHEDULE

The following outlines our anticipated schedule milestones of main tasks related to this work:

- 50% plans – June 2024
- 100% plans – September 2024
- Prepare Bid Recommendation for Council Award – October 2024
- Tentative Construction Start – Fall 2024
- Tentative Construction Completion – August 2025

This schedule is based upon an authorization to proceed given by March 11, 2024.

ASSUMPTIONS

The following summarizes our assumptions associated with this proposal:

- The City will be responsible for all permit application fees and permit fees.
- The proposed work will be done within existing right-of-way. Additional right-of-way and/or easements are not anticipated, but if required, the City will acquire.
- We do not anticipate remediation or removal of contaminated or hazardous soils or materials.
- Development of plans for landscaping or ornamental features are not included.

- Geotechnical services are anticipated to be required for design and construction of this project but are not included in our scope of work. These services will be provided by the City's Geotechnical Consultant under a separate contract.
- Design for private utility relocation or repair is not included.
- In the event any additional services are required by OHM Advisors, an addendum to the supplemental engineering agreement will be submitted for your approval prior to performing said services.

FEE

Based on the fee schedule in the Civil Engineering Consulting Services Agreement between the City and OHM Advisors, the proposed fee for this project is established as follows:

- Study/Analysis Phase at 110 staff hours at $125/hour = $13,750
- Design Fee at 6.25% of construction cost ($5,668,861) = $354,304

Total = $368,054

Thank you for the opportunity to be of service. If you have any questions or require additional information, please contact us. We look forward to working with you on this project.

Sincerely,
OHM Advisors

Andrew Cousino, P.E.
Project Manager

Authorization to Proceed

Signature Date

Printed Name Title

Encl: Cost Estimate

cc: Jeff Herczeg, Director of Public Works
Rebecca Runkel, Project Engineer
Tim Juidici, OHM
File

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Consideration of a Resolution to Adopt the City of Novi 2023 Active Mobility Plan.

SUBMITTING DEPARTMENT: Community Development Department - Planning

BACKGROUND INFORMATION:

Encouraging health through active lifestyles has been a focus for the City of Novi for many years. The Non-Motorized Master Plan adopted in 2011 served as a foundation for the past 13 years for providing an interconnected and comprehensive system of pathways, sidewalks and other facilities. The implementation of that plan was tracked annually, and the prioritization of new investments in missing segments was built on that foundation. Many of the strategies recommended were implemented throughout the years, with a total of 16.25 miles of trails/sidewalks completed between 2011 and 2022 by public and private funding in Novi.

Recognizing the success of the 2011 plan, and the realization that standards continue to adapt to new technologies and awareness, the City Council contracted with The Greenway Collaborative in November 2022 to produce a comprehensive update to the Non-Motorized Plan. That process kicked off in December of 2022, and continued through 2023.

Work on the new plan, now updated with the name Active Mobility Plan (AMP), is near completion. Drafts of the Plan were reviewed by the Technical Advisory Committee and the Walkable Novi Committee. At the Walkable Novi Committee's December meeting, the members gave comments and offered some feedback. The Plan was also presented to the Parks, Recreation and Cultural Services Commission. The consultant has reviewed all staff and committee comments and addressed those in the latest draft.

The Active Mobility Plan is organized into different focus areas. The **Near-Term Network**, starting on page 99 of the plan, contains the recommended priority projects for the next five years, and is a set of projects within public areas, requiring minimal road changes, aimed at creating a continuous network for reaching key destinations and trails in the city. The recommended near-term projects are

summarized on the map on page 123 of the plan and listed in the spreadsheet on pages 124-127. This focus area emphasizes walking and cycling using existing facilities, and consists of three main components:

1. Neighborhood Greenway Network: A seamless walking and biking route with added features for a better experience.

2. Connecting to Transit: Making it safe and easy for pedestrians and cyclists to reach the new transit stops in the city.

3. Improved Access to Shopping and Dining: Creating a friendly environment that lets people easily walk or bike to businesses from the street or sidewalk.

The **Regional Trail Network** section focuses on strategies to connect Novi to the broader network of existing infrastructure in surrounding communities, potentially creating a 30-mile loop. These connections include creating a trail link across the I-96 interchange at Beck Road, closing sidepath gaps along 12 Mile Road and West Park Drive to Pontiac Trail, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for connections to Northville are emphasized. Such connections would provide not only an attractive amenity for Novi residents, but also an opportunity for economic development, health and wellness, and alternative transportation options.

The **Major Corridor Classifications** serve as a framework for applying current best practices to enhance safety and promote bicycle and pedestrian mobility. These classifications should be consulted when a road is undergoing reconstruction or widening to ensure that all road users are taken into account in the design of improvements, and result in a more efficient investment than if projects are implemented separately.

While the Active Mobility Plan provides the long-term vision for the network in Novi, individual projects would need to be designed and evaluated for costs of investment as they are proposed. The AMP includes a section on current resources for design best practices for various facilities, as well as funding strategies such as grant programs. Both seasonal and scheduled maintenance tasks are also provided in the plan.

As the various plan elements are implemented over time, it is anticipated that a greater number of individuals will have the option of walking and bicycling for local trips, or for health and enjoyment. Having these choices can lead to healthier lifestyles, improved air and water quality, contribute to a stronger sense of community, and a more energy efficient and sustainable transportation system.

The draft documents have been posted online at https://walkbike.info/novi/ for public review with a feedback form to receive comments since January 18, 2024. Following the review and feedback from the Walkable Novi Committee, the Planning Commission held a public hearing, received comments, and recommended adoption of the Plan.

In the interim, modifications that have been made to the Plan include the following:

- On page 41, questions have been raised about the validity of "Equity Focus" data presented, and what it means in the context of Novi. The explanation of this section has been rewritten to provide more clarity about the data, and the source of the data. The reported data from the Census has highlighted the northeast quadrant of the City largely based on having a high older adult population and relatively more households being "transit dependent," which is defined as having no vehicle or fewer vehicles than number of workers in a household.

- On page 50, the Sidewalk description has been edited to include a notation that providing sidewalks is a Federal Highway Administration (FHWA) Proven Safety Countermeasure, consistent with other facility descriptions.

- On pages 86-87, the text has been revised to add "wherever feasible" in a few locations in order to recognize that each road has its own character and constraints that will be taken into consideration during the design process. The "sidepaths" figure is revised to say, "Typically 8' to 10' wide." The widths in the legend on page 87 will also be removed since the recommended widths are discussed on the previous page. A reference to American Association of State Highway and Transportation Officials (AASHTO) guidelines will also be included. This change also corrects an inconsistency with the Crosstown Corridor improvements that are detailed on page 68.

- On page 87, the following statement has been added: On some road segments, limited ROW and the desire to preserve natural features will make the construction of a proposed facility with the recommend buffer unlikely even in the long-term. In such cases, the gap should be completed whenever possible with a narrower facility and/or a narrower buffer. If that proves to be not possible, mid-block crossings should be provided where a sidewalk dead-ends.

- On page 129, in the Specific Areas section, the following statement has been included to clarify the purpose: These areas are highlighted because additional coordination and further study are required."

The City Council is asked to consider approval of the Resolution to Adopt the Active Mobility Plan, as presented, or with any changes or additions identified.

RECOMMENDED ACTION: Approval of the Resolution to Adopt the City of Novi 2023 Active Mobility Plan.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION FOR ADOPTION OF THE 2023 ACTIVE MOBILITY PLAN FOR THE CITY OF NOVI

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 March 18, 2024, at 7 o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers_____

ABSENT: Councilmembers_____

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

WHEREAS, encouraging healthy, active lifestyles through pathway and sidewalk connectivity is a focus for the City of Novi, as evidenced by over 300 miles of existing public pedestrian and bicycle facilities within the City, and as shown by being a six-time winner of the *Promoting Active Communities Gold Award,* and *Promoting Active Communities Silver Award* from the Governor's Council on Physical Fitness; and

WHEREAS, the City Council took the opportunity to build on the implementation and prioritization reports of the Walkable Novi Committee prepared since 2006, and to recognize the successful implementation of a number of key goals of the 2011 Non-Motorized Master Plan, by approving funds to produce an updated plan now referred to as the 2023 Active Mobility Plan; and

WHEREAS, the resulting 2023 Active Mobility Plan includes a comprehensive study of the non-motorized facilities in the City of Novi, including an evaluation of existing facilities and recommendations for future sidewalks, sidepaths, in-road facilities, mid-block crossings, and connected regional trails, as well as design standards, an implementation plan, a maintenance and operations strategy, and potential funding opportunities; and

WHEREAS, the resulting 2023 Active Mobility Plan contains recommendations that are categorized into three sections: - the Near-Term Network, Long-Term Network, and Major Corridor Guidelines, that when taken together provide specific actions and guidelines to implement a comprehensive network that can support healthier lifestyles,

improved air and water quality, an improved quality of life for community members, and a more equitable, energy efficient and sustainable transportation system; and

WHEREAS, the Active Mobility Plan supports the City Council's goal to *Work with neighboring communities to complete connections through Novi to local trail systems (Airline/Huron Valley, Hines Drive, I-275 when complete) to make Novi businesses an appealing rest stop for cyclists using the trails;* and

WHEREAS, the Active Mobility Plan supports the City Council's goal to *Pursue partnership with Northville for a Trail connection from Novi to Northville, possibly near the railroad bridge on 8 Mile (e.g. presentation at the Walkable Novi Committee);* and

WHEREAS, a safer, accessible, and family-friendly Non-Motorized network provides far-reaching benefits to the community, including in the areas of public health, environmental sustainability, reduced traffic congestion, economic activity, quality of life, cost savings and community building; and

WHEREAS, public input on the Active Mobility Plan was received at two joint community open houses with the Master Plan for Land Use update, local events such as the *Superhero Showcase*, *Tuesday Tunes*, *Summer Songfest*, and a workshop at Lakeshore Park, through a web-based survey and input map, and a public hearing; and

WHEREAS, the Walkable Novi Committee reviewed the draft plan, provided comments, and offered feedback; and

WHEREAS, on February 7, 2024, the Planning Commission held a public hearing, received comments, and forwarded a favorable recommendation to the City Council for adoption of the Plan.

NOW THEREFORE, IT IS THEREFORE RESOLVED that the Mayor and City Council acknowledge the value of the information contained in the 2023 Active Mobility Plan and hereby adopt the 2023 Active Mobility Plan as a tool for short-term and long-term planning for the improvement of the City's non-motorized network, including sidewalks, pathways, trails, boardwalks, and bike lanes.

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 18 day of March, 2024, 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

PLANNING COMMISSION
EXCERPT FROM MINUTES
FEBRUARY 7, 2024

PLANNING COMMISSION
MINUTES

CITY OF NOVI
Regular Meeting
February 7, 2024 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:	Member Dismondy, Member Lynch, Chair Pehrson, Member Roney, Member Verma
Absent Excused:	Member Avdoulos, Member Becker
Staff:	Barb McBeth, City Planner; Beth Saarela, City Attorney; Lindsay Bell, Senior Planner; James Hill, Planner; 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 Lynch and seconded by Member Verma to approve the February 7, 2024 Planning Commission Agenda.

VOICE VOTE ON MOTION TO APPROVE THE FEBRUARY 7, 2024 PLANNING COMMISSION AGENDA MOVED BY MEMBER LYNCH AND SECONDED BY MEMBER VERMA. *Motion carried 5-0.*

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

City Planner Barb McBeth stated a reminder for the agenda that Planning Commissioners received the Grand River Veterinary Clinic revised motion sheet prior to the meeting, as the applicant is ready to move forward. The revised motion sheet is also included in the Planning Commissioner's packets.

CONSENT AGENDA - REMOVALS AND APPROVALS

There were no Consent Agenda – Removals and Approvals.

PUBLIC HEARINGS

1. **DRAFT 2023 ACTIVE MOBILITY PLAN**

   Receive public comment and input on the draft 2023 Active Mobility Plan.
   - Executive Summary
   - Network Map
   - Full Report

Senior Planner Lindsay Bell stated encouraging health through active lifestyles has been a focus for the City of Novi for many years. The Non-Motorized Master Plan adopted in 2011 served as a foundation for the past 12 years for providing an interconnected and comprehensive system of pathways, sidewalks, and other facilities. The implementation of that plan was tracked annually, and the prioritization of new investments in missing segments was built on that foundation. Many of the strategies recommended were implemented throughout the years, with over 16 miles of trails and sidewalks completed between 2011 and 2022 by public and private funding in Novi.

Recognizing the success of the 2011 plan, and the realization that standards continue to adapt to new technologies and awareness, City Council contracted with The Greenway Collaborative to produce a comprehensive update to the Non-Motorized Plan. That process kicked off in December of 2022, and continued through 2023.

The public input process included two public open houses, which were held last winter, a survey to get initial feedback and another after draft preliminary plans were shared, as well as several pop-up events attended by James Hill and the consultant team to share information and get feedback from the community. There was also a session held at Lakeshore Park to hear from community members near Walled Lake about options to consider for South Lake Drive and East Lake Drive. During the process, several meetings with a Technical Advisory Committee consisting of staff from various departments in the City and the Walkable Novi Committee were held, both provided valuable feedback. Thank you to Members Becker and Roney for their involvement as members of the Walkable Novi Committee.

Work on the latest update, now named the Active Mobility Plan (AMP), is now near completion. At the Walkable Novi Committee's December meeting, the members gave comments on the draft final Active Mobility Plan. The latest draft presented tonight reflects all edits made since then.

Norm Cox from The Greenway Collaborative will provide a more in-depth presentation on the various components of the plan.

The draft documents have been posted online for public review with a feedback form to receive comments since January18, 2024. Comments received as of today have been included in the printouts in the Planning Commission packet. As the draft report continues through the process further edits may be made as appropriate.

Tonight, the Planning Commission is asked to hold a public hearing, offer any recommendations for improvements, and make a recommendation for adoption to City Council.

Norm Cox thanked the Planning Commission for the opportunity to present and talk about the Active Mobility project. Mr. Cox reiterated the importance of the people that have contributed to the project. The core team from Community Development – City Planner Barb McBeth, Senior Planner Lindsay Bell, and Planner James Hill, have been critical. Regular meetings with them have been held every other week throughout the course of the project and the guidance and the support they provided was invaluable. The same applies to the multiple meetings with the Technical Advisory Committee and the Walkable Novi Committee, their input was very much appreciated as well.

Mr. Cox relayed his colleague Carolyn Prudhomme is not present tonight, but TJ Likens with Fishbeck Engineering is present and will speak as well.

The name change from the 2011 Non-Motorized plan to Active Mobility really is the idea of integrating physical activity into everyday transportation. This has given us a wealth of benefits not just to the individual, but the community. Mr. Cox underscored that in the last 12 years, the world of non-motorized transportation planning has changed dramatically. This was an opportunity to revisit and get the latest best practices put into the plan and set up the City for the next 12 years. The City has done an outstanding job implementing the first plan. Mr. Cox hopes the 2023 plan will provide good guidance to continue forward.

Mr. Cox introduced TJ Likens from Fishbeck to speak about his role in the project.

TJ Likens, Traffic Engineer with Fishbeck, relayed as a subconsultant on the project he is working through various questions that might relate to not only non-motorized but vehicular traffic as well. Clearly, those have to work together in order for this plan to be effective. His role has been to ask questions, to try and solve problems. As Mr. Cox said, the best practices are continuing to evolve at a much more rapid pace than they had in the past in terms of non-motorized. How we deal with non-motorized traffic is not a secondary thought, but as primary objective, so Mr. Likens supported the team when those types of questions came up.

Mr. Cox relayed that Mr. Likens has been great to work with and Greenway Collaborative has worked with him on numerous projects in the past and some coming up in the future.

Some of the key elements of the plan as outlined are the report, the executive summary, and the large network map. An overview of the process included evaluating existing conditions, the facility types and guides, guidelines for the major corridors, a long-term vision, what could be accomplished in the near term, thoughts on some specific areas, then how to implement the plan and take care of it. The process had a lot of community input including ideas, identifying issues, and getting feedback on major concepts. Continuing through this, we try to get this in front of the Community as often as possible as well as go to group meetings to try to get a good cross section of community input.

The existing conditions really inform quite a bit. Time was spent trying to understand what was happening from traffic mobility standpoint, what is happening with Community demographics, what facilities are existing or proposed, safety concerns, looking at existing policies and programs, and where deficiencies or gaps are in the system. Then a prioritization of corridors where the facilities are needed the most and will have the greatest impact was put together.

A lot of pictures and diagrams were included that explain these different types of facilities and what they look like to help convey, for example a crossing island, that can be referenced to see what it is and how it relates to some best practices and additional resources.

All the ideas presented in the plan are based on national best practices and resources are outlined for reference. These are constantly being updated, but best practices from the various resources were combined and applied to the City of Novi. A part of that was looking at major road systems, breaking them into three types of roads and how they operate currently with the overlay of new transit corridors.

For each different road type, the team looked at the buffer along the right of way, the crossing or trail crossing, the stop, the different types of intersections, the best practice for pedestrians, bicycles and micro mobility, and other kinds of features there should be around the corridor. What the corridors are now and ideally what they are changing to in the future was discussed. This is the outline of how to apply best practices and those guides that were discussed for the different corridors. Mr. Cox will be the first to say these are fairly ambitious, but they reflect current best practices and really what we should be aiming for.

The team took that information for the three different corridor types and tried to outline the long-term network. Different elements go into that, where sidewalks and side paths are now, where new ones should go in, what width they should be. The team spent a lot of time on the mid-block crosswalks, how to improve what is there, and where to put new crosswalks in to make sure it's easy to get across busy mile roads and especially to build better connections between the neighborhoods.

Bike lanes, and these are not just painted bike lanes but protected facilities, were looked at to determine where they should be located, the degree of buffer and separation from motorized traffic based on the road characteristics, and how to fit them into the big regional trail Greenway network. There is an opportunity to have an established 30-mile loop that goes through the City and ties into the regional trail system with some fairly minor connections. That's pretty exciting for someone to be able to bike this loop through the City and the surrounding area. The team also looked at local road routes for those who don't want to bike along major roads, even if it's on a side path, to get to connections using the neighborhood roadways and some of the connecting pathways to get to things like their schools and the ITC trail, etc.

The team outlined some of the ways to expand on that system and the key to this is the near-term network. If that's the grand vision, this is the focus for the foreseeable future. As this was taken forward for public engagement, three main elements kind of came to the top. This neighborhood greenway network, the idea of a very comfortable system along roads and the ITC trail to get people to key destinations, connecting to transit, and also improving shopping or improving access to shopping and dining.

The neighborhood greenway network is building on all the work that has been done for the past number of years. With a few key side paths, a few key connections, and crosswalks, the outline of a foundation network can connect to all the key elements in the City. This is kind of the core network, and it should be made a high quality experience, not just solely functional but a beautiful corridor that people really would enjoy biking and walking along. In addition to facilities, all the policies, programs and metrics that go along with that greenway network were outlined that will really make it function.

In terms of connecting the transit, seizing on the new transit routes that Smart has defined and the stops that they have located, how do we make the best of that? There are a lot of corridors where the transit is, but there are large gaps in the sidewalk and side path system, so there is not a good way to cross the road. When someone gets on or off the bus, they need a way to get across a busy five lane road. There are a number of isolated neighborhoods that need to be linked into the transit.

Another thing heard from public engagement was access to shopping and dining. The City is doing a great job providing facilities along the road right of way, but how do you get from that path into the commercial areas and the restaurants, enhancing that to make sure everything works together?

The Greenway Collaborative has worked with the City to try to make sure the plan is integrated into the capital improvement plan, building on what is already being done.

Some of the near-term infrastructure projects that will make that greenway neighborhood network are three miles of sidewalks, five miles of shared use pathways, and 17 crosswalk improvements. With those types of improvements, it will complete the network.

In looking at the specific areas of East Lake Drive and South Lake Drive, a final solution was not determined. Mr. Cox met with the neighborhoods and heard a lot of the concerns that have been outlined here. There is good potential up there, but to really take the next step a meeting needs to be held to focus on these two roadways with all the residents who live up and down the road. Residents are interested in making a change, they're interested in considering some pretty radical changes. It will take a whole other study of traffic elements that are outside the scope of this project, but there are some good opportunities up there.

The team has also been considering how this relates to the City West project, and that it could be kind of a showpiece of how this gets integrated into new development.

Mr. Cox has also been working with the City of Northville on how the Riverwalk vision they are developing ties into the City of Novi and how the systems work together.

In addition, how the plan is implemented and funded was looked at. A fair amount of time was spent on the maintenance resources in terms of what is needed in four different seasons for the different types of facilities, then looking out every two years, every five years, every 10 years, every 20 to 25 years, and what

different regiments are needed to make sure the system is maintained and cared for.

Mr. Cox referenced the network map, admittedly rather busy, but it tries to put everything on one piece of paper to have a summary of how it all fits together. Public input was received on this, and all comments were discussed yesterday with the city staff as to how best to respond. Most of the comments that came up were able to be addressed with fairly minor amendments to the plan as outlined in the framework.

A new two-page spread will be added that will address communications from the City to the residents in general, and how progress is being made on the system. Once feedback is heard today, info will be posted online regarding what was heard and specifically how it's being responded to so people can see what changes are being made.

Mr. Cox concluded by stating he would like to hear from the Planning Commission and the public tonight to see what other plan elements need to be addressed prior to this being presented to City Council and requested that a recommendation be made for City Council to approve it with some final amendments that will be worked out with City staff based on the comments heard this evening. Mr. Cox and Mr. Likens are happy to answer any questions.

Chair Pehrson opened the Public Hearing and invited members of the audience who wished to participate to approach the podium.

Mike Duchesneau, 1191 South Lake Drive, relayed that quite often when groups are hired to put together a presentation and do a study we end up with a lot of fluff. In this case, this is very detailed, very interesting information, and Mr. Duchesneau would like to commend the group that did this study.

Seeing no other audience members who wished to speak, and confirming no written correspondence was received, Chair Pehrson closed the Public Hearing and turned the matter over to the Planning Commission for consideration.

Member Lynch said he agreed with the gentleman who just spoke, this is very well done. He likes the idea that safety was included in the overall plan, it's family friendly, and thought was put into people going across busy highways. Member Lynch thinks this is important for Novi's brand of being family friendly. This is something that makes Novi a little bit different than other cities and might attract people. Member Lynch has heard feedback that some people didn't know Novi had these trails and networks until they came here, they thought it was just about a shopping mall. People are exploring and learning they can walk just about everywhere with this active network, which should be publicized more.

Member Lynch thinks this is an appropriate use of taxpayer funds, mainly because it falls into one of the major legs of the Novi brand, which is the family friendly portion. He thinks the team did a great job. The City Council may have some comments, but from a planning standpoint, it looks like a very thorough analysis, and he has no issues.

Member Dismondy relayed we are lucky to have the resources to do such a detailed study and have a plan. He inquired as to where it was left around the lake area. Mr. Cox responded that there is very limited real estate there from both a right of way standpoint and physical constraints with the road. Top concerns heard were speeding and solving the traffic issue. There were objections to expanding the road, and attaining additional right of way is going to be next to impossible in many of these areas, so analysis using the framework of the existing asphalt path needs to be done.

One of the things considered was to make the roads one way, so space could be allocated towards more bicycle and pedestrian paths. From a quick thumbnail sketch, this could work, but fire vehicle access needs to be considered. There are so many difficult points with curves and the topography around the park near the tunnel, that something dramatic needs to be done to solve the problem.

Residents did not have an endorsement of one idea over another but are willing to look and consider something dramatic. The next step is to continue that discussion. The neighborhoods seem to be open to

ideas, and reasonable solutions exist, but it can't be determined yet what will work.

Member Verma inquired if Walled Lake, South Lyon, and other surrounding cities were contacted in addition to Northville. Mr. Cox relayed that a meeting was held with all the different surrounding communities to discuss regional trail connections and how to link up to the trail, and there was a lot of interest in that. There was a unified interest in a joint kind of wayfinding and promotion of all the systems in the area, not just within the City, but for example how to get down to the State Park and how to get up to the different trails in the area. Another next step could be joint wayfinding in the promotion of all the resources in the area. Member Verma stated the plan is very well done, it's a good design.

Member Roney relayed he has been on the Walkable Novi Committee for almost three years now, and there's a lot of good work that went into this and a lot of good discussion. Mr. Cox has done an excellent job. This is well thought out, it's certainly an expansion of what we have, little tweaks could be made here and there but there always is. Member Roney would really like to see this go forward to City Council.

Chair Pehrson added that this is not just a flash in the pan. It is not something that came out of nowhere. This has been in the works for years, maybe decades, and as we've noticed things like this that the address needs for the citizenry, or to improve the brand, it should be noted how Novi leads the way. It's also important to know if you pay attention to the CIP, what the City Council spends money on, and where they allocate the money from year to year, you'll see quite a change over the past decade or so relative to this entire topic. Just recently, many of the CIP items were added or bumped up to address some of these shortcomings, to make this kind of plan more realistic.

Chair Pehrson appreciates the work that went into the plan and noted that this is an actionable item that Novi will take, it's not just a report that is going to collect dust.

Motion to recommend the draft 2023 Active Mobility Plan to City Council moved by Member Roney and seconded by Member Lynch.

In the matter of the draft 2023 Active Mobility Plan, motion to recommend to the City Council approval of the update to the 2011 Non-Motorized Master Plan, titled the 2023 Active Mobility Plan, including the attached documents:

a. **Executive Summary.**
b. **2023 Active Mobility Plan full report**
c. **Active Mobility Network Map**

This motion is made for the reasons stated in the Planning Memo, as well as the following:

- **The AMP supports the City Council goal to "Work with neighboring communities to complete connections through Novi to local trail systems. Make Novi businesses an appealing rest stop for cyclists using the trails."**
- **The AMP supports the City Council goal to "Pursue partnership with Northville for a Trail connection from Novi-Northville…."**
- **Since 2011, significant advancements in non-motorized transportation have occurred at the national, regional and local levels prompting the need to adopt an updated plan.**
- **The 2023 AMP builds on the success of the 2011 Non-Motorized Plan, and promotes opportunities to refine the system.**
- **A safer, accessible and family-friendly network provides far-reaching benefits to the community, including in the areas of public health, environmental sustainability, reduced traffic congestion, economic activity, quality of life, cost savings, and community building.**

ROLL CALL VOTE ON MOTION TO RECOMMEND THE DRAFT 2023 ACTIVE MOBILITY PLAN TO CITY COUNCIL MADE BY MEMBER RONEY AND SECONDED BY MEMBER LYNCH. *Motion carried 5-0.*

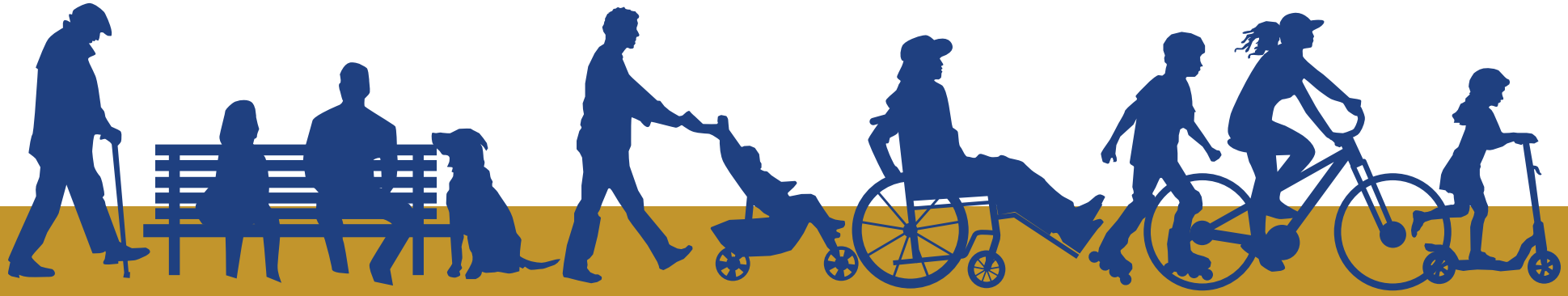
2. **JSP23-43 GRAND RIVER VETERINARY CLINIC SPECIAL LAND USE**

   Consideration of Grand River Veterinary Clinic for Special Land Use approval. The subject property is approximately 0.73 acres and is located at 40245 Grand River Avenue, on the south side of

DRAFT ACTIVE MOBILITY PLAN
EXECUTIVE SUMMARY

Active Mobility Plan 2023

Draft: 03/14/24



EXECUTIVE SUMMARY

Overview & Process

The Novi Active Mobility Plan is an inclusive and comprehensive initiative aimed at improving active transportation options within the community. The plan focuses on enhancing the safety, accessibility, and connectivity for people who walk, bike and roll. By prioritizing the needs of these users, the plan aims to create a more sustainable, healthy, and vibrant community.

The development of the plan involved a collaborative process that included data analysis, public input, and expert consultation. Through community engagement and careful analysis, the plan identifies key priorities, challenges, and opportunities for enhancing the non-motorized network.

The plan was developed over the year in 2023. The Technical Advisory Committee and Walkable Novi Committee guided the process and the public was engaged throughout via community open house events, meetings, pop-up stations at local events and parks and through surveys. The Technical Advisory Committee and Walkable Novi Committee completed a final review of the Plan prior to the Plan being recommended for adoption.



Why Update the 2011 Plan?

Over the last decade, significant changes in non-motorized transportation have occurred at the national, regional, and local levels prompting a reexamination of the plan.

- Numerous new national guides for non-motorized transportation have been published by the Federal Highway Administration that reinforce the improvements that have been made, and provide guidance on new types of facilities.
- Considerable headway has been achieved in closing sidewalk and pathway gaps along major roads. The construction of the new ITC Trail, Meadowbrook pathway and the Novi Road overpass connection have been implemented, positioning the city to advance the network to the next level.
- Emerging regional trails like the M-5 Metro Trail and Air Line Trail are creating new opportunities for connections to regional trails and statewide Great-Lake-to-Lake Trail.
- SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. New Routes servicing Novi include SMART 740, SMART 305 and SMART 805.

While some non-motorized facilities are currently in place, this plan identifies numerous opportunities to refine the system. The plan's update will concentrate on propelling the bicycle and pedestrian network to a higher level, offering recommendations for a more family-friendly system that fosters improved connections to parks and regional trails.



What is in the Plan?

The Novi Active Mobility Plan builds upon the foundation set by its predecessor, the 2011 Non-motorized Plan, with the aim of further advancing the community's non-motorized transportation options. The updated plan incorporates recent best practices and sets new priorities for near-term implementation. This new approach ensures a more tailored response to the evolving needs of the community.

The document presents a comprehensive framework designed to enhance non-motorized transportation options, promote safe mobility, and encourage active lifestyles within the community. It outlines a strategic approach to improve pedestrian and bicycle infrastructure, align with existing policies, and incorporate input from various stakeholders. The plan's development process involved conducting a thorough inventory and analysis of land use, traffic patterns, and pedestrian and bicycle conditions. Throughout this process, community engagement played a vital role in ensuring that the plan accurately represents the aspirations and needs of the local residents.

Document Organization

Overview & Process

Introduces plan objectives and development process, emphasizing community and stakeholder involvement to ensure a comprehensive and inclusive plan.

Existing Conditions

Provides a thorough assessment of current non-motorized conditions, including land use, traffic generators, and mobility patterns. Evaluates pedestrian and bicycle conditions, identifies improvement areas, coordination strategies, and potential safety enhancements.

Facility Types & Guides

Simplifies non-motorized terminology using images and explanations and promotes safety and efficiency through readily available design guidelines for new facilities.

Major Corridor Guides

Outlines the long-term vision for the major roadway network by showing how current best practices may be applied to prioritize safety and enhance bicycle and pedestrian mobility.

Long-Term Network

Outlines the city's goals for the next two decades and beyond, including sidewalks, mid-block crosswalks, bike lanes, greenways, and local road routes.

Near-Term Network

Includes three components: Neighborhood Greenway Network, Transit Connections, and Improved Access. It primarily focuses on leveraging existing facilities to create a city-wide network connecting key destinations.

Specific Areas

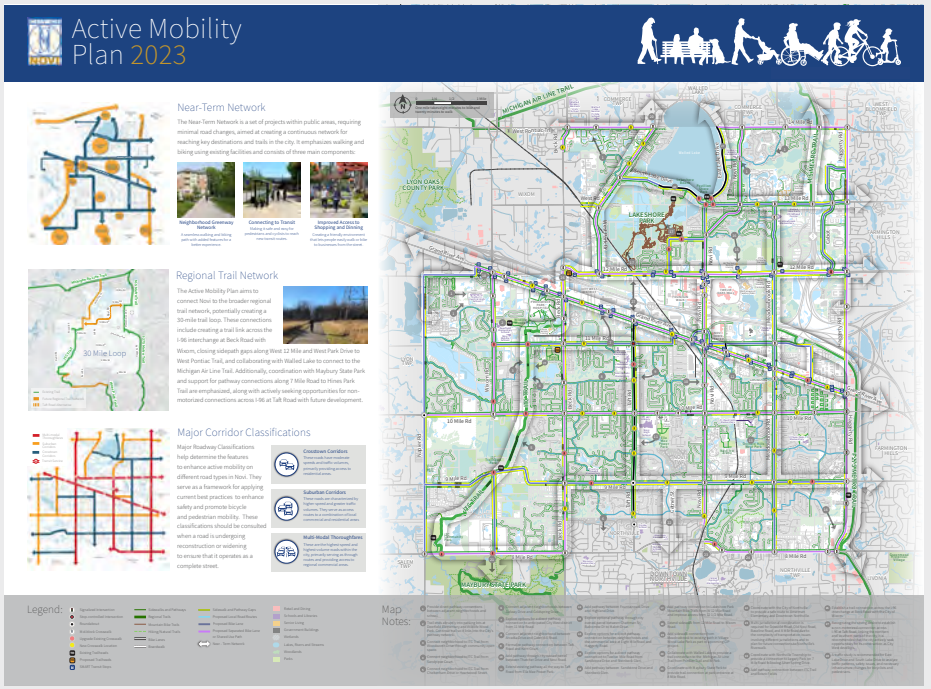
Highlights key areas that hold significant potential for transformation, emphasizing the creation of a vibrant and pedestrian-friendly community. These areas encompass East Lake Drive and South Lake Drive, City West, and Northville's Riverwalk Vision.

Implementation

Addresses the diverse avenues of funding, construction and maintenance strategies that can be harnessed to support the implementation of the plan.

Active Mobility Network Map

Supplemental to the Active Mobility Plan Report, the large format Network Map provides a comprehensive visual depiction of the plan's components.



Appendix Materials

The project website, walkbike.info/novi, hosts an extensive digital appendix containing a wealth of information regarding the development of the plan and its supporting materials.

Non-motorized Recommendations

Non-motorized recommendations are categorized into three sections: Near-Term Network, Long-Term Network, and Major Corridor Guidelines. Each section outlines specific recommendations for infrastructure, policies, programs, and metrics. The Near-Term Network addresses the immediate future, the Long-Term Network presents a visionary aspiration for the city, and the Major Corridor Guidelines aid in determining elements to consider during major road construction projects. The three sections of the plan are illustrated below.

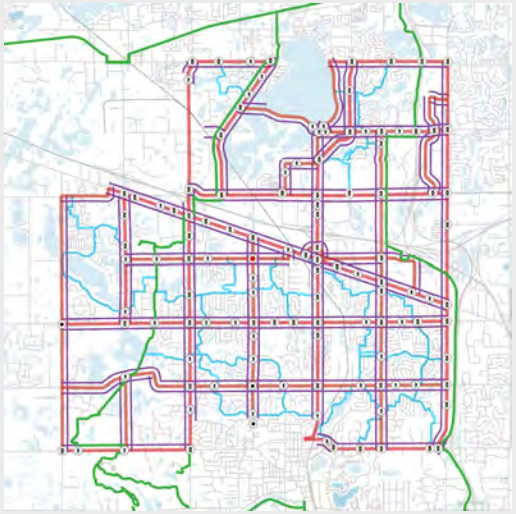
Immediate focus on stand-alone projects aimed at establishing a core network

NEAR-TERM NETWORK



Long-term vision the City should aspire to achieve

LONG-TERM NETWORK



Guidelines to reference when implementing road reconstruction projects

MAJOR CORRIDOR GUIDELINES



MAJOR CORRIDOR GUIDELINES

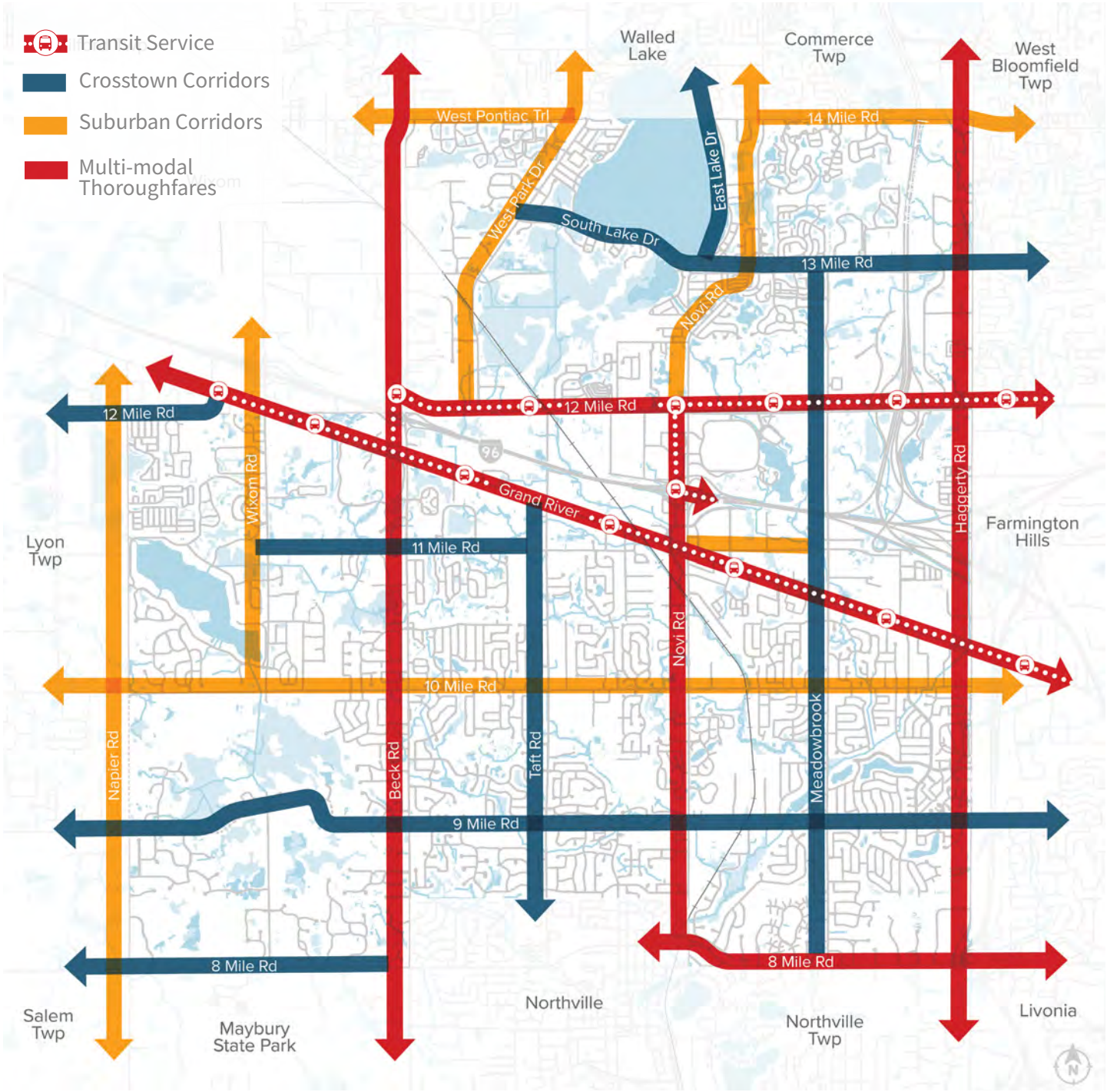
Classification

The Guidelines for Major corridors are intended to define what active mobility elements should be incorporated for the various types of roadways found in Novi. They serve as a framework for applying current best practices to enhance safety and promote bicycle and pedestrian mobility. These classifications should be consulted when a road is undergoing reconstruction or widening to ensure that it operates as a complete street.

Crosstown Corridors : These roads have moderate speeds and traffic volumes, primarily providing access to residential areas.

Suburban Corridors: These roads are characterized by higher-speed and greater traffic volumes. They serve as access routes to a combination of local commercial and residential areas

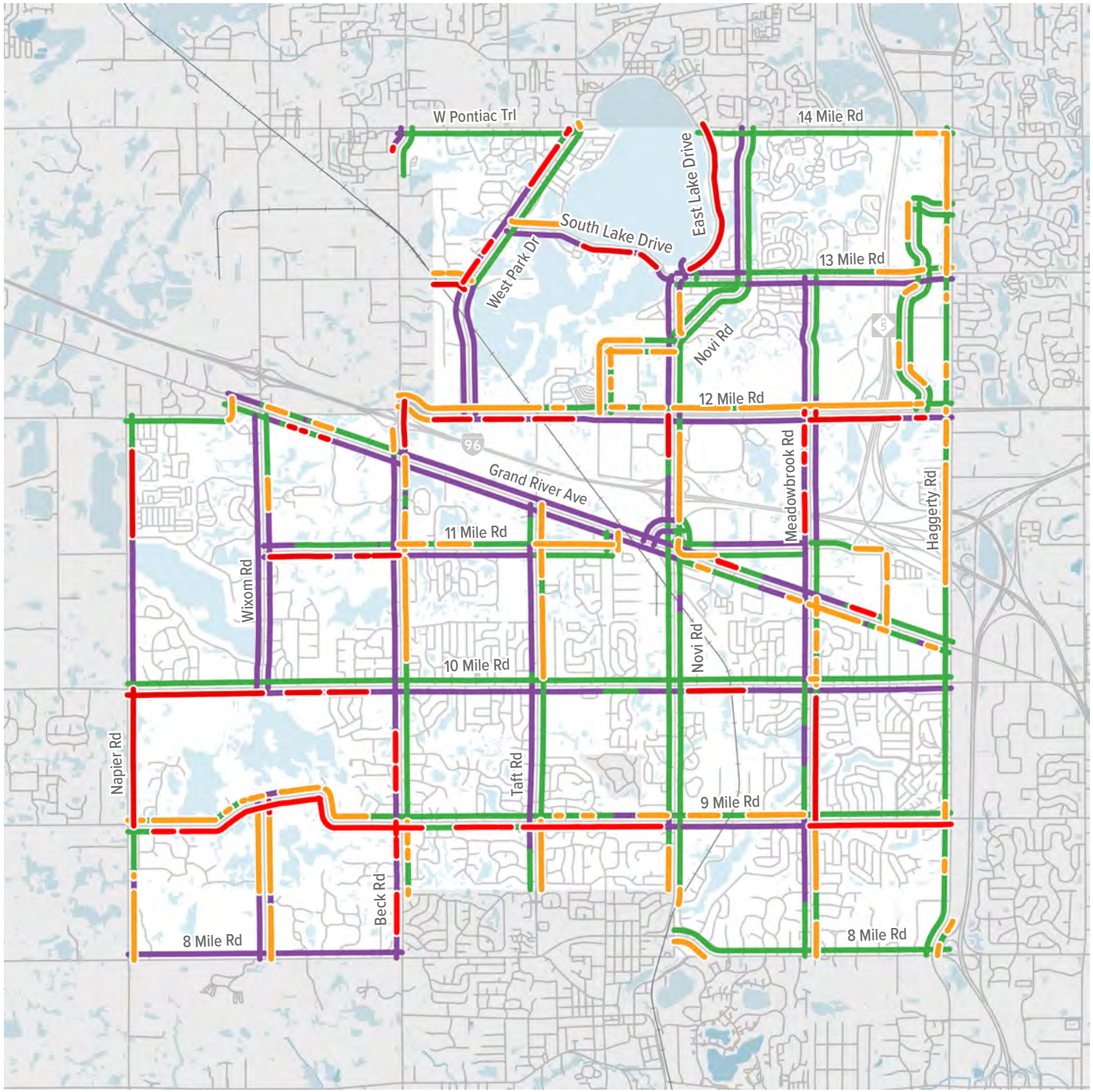
Multi-Modal Thoroughfares: These are the highest-speed and highest-volume roads within the city, primarily serving as through routes and providing access to regional commercial areas.



LONG-TERM NETWORK

Sidewalks & Sidepaths

Ideally, all roads should feature sidewalks on both sides of the street. As work is conducted within the road rights-of-way, or as development on adjacent parcels occurs, opportunities to close gaps in the sidewalk network should be actively pursued. Sidewalks along major collector and arterial roads should maintain a minimum width of 6 feet, with a buffer zone and vertical elements like trees between the sidewalk and the road whenever possible. Additionally, on one side of the corridor, the sidewalk should expand to a minimum 10 feet wide where feasible to accommodate shared uses on busier roads, especially where on-road bike lanes are absent. The following map identifies key locations where gaps exist and should be addressed.



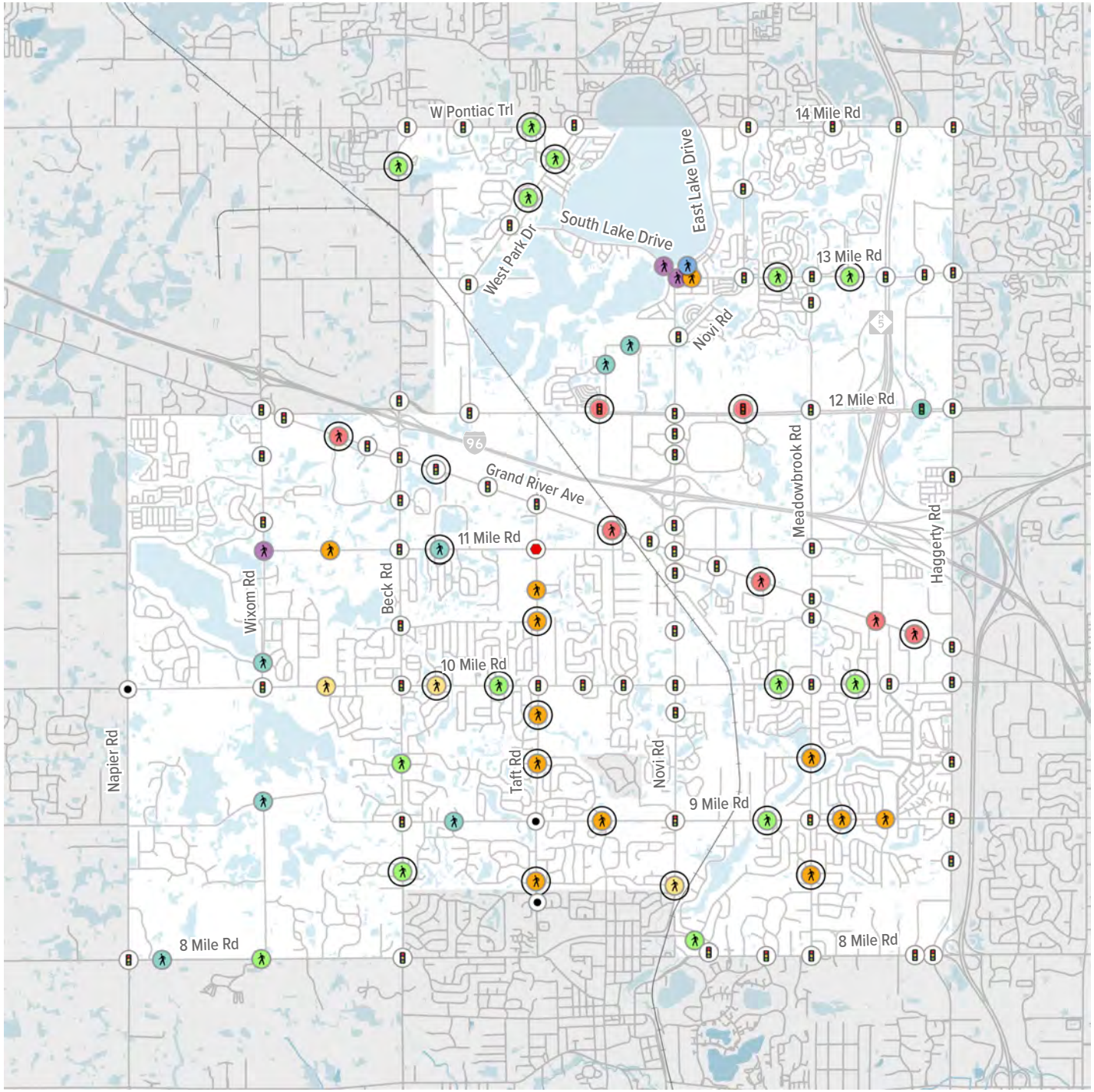
- Existing Sidewalks
- Proposed Sidewalk
- Existing Sidepaths
- Proposed Sidepath

LONG-TERM NETWORK

Mid-block Crosswalk

This map showcases proposed locations for crosswalk treatments at mid-block locations. Many of these treatments can be implemented within the existing cross-section of roadway and should actively be pursued to improve bicycle and pedestrian safety. The crosswalk measures shown are based on a master plan level assessment of anticipated speeds, number of lanes, and presence of a crossing island. Each crosswalk requires a separate engineering study and may necessitate a higher or lesser order of treatment based on a more detailed assessment.

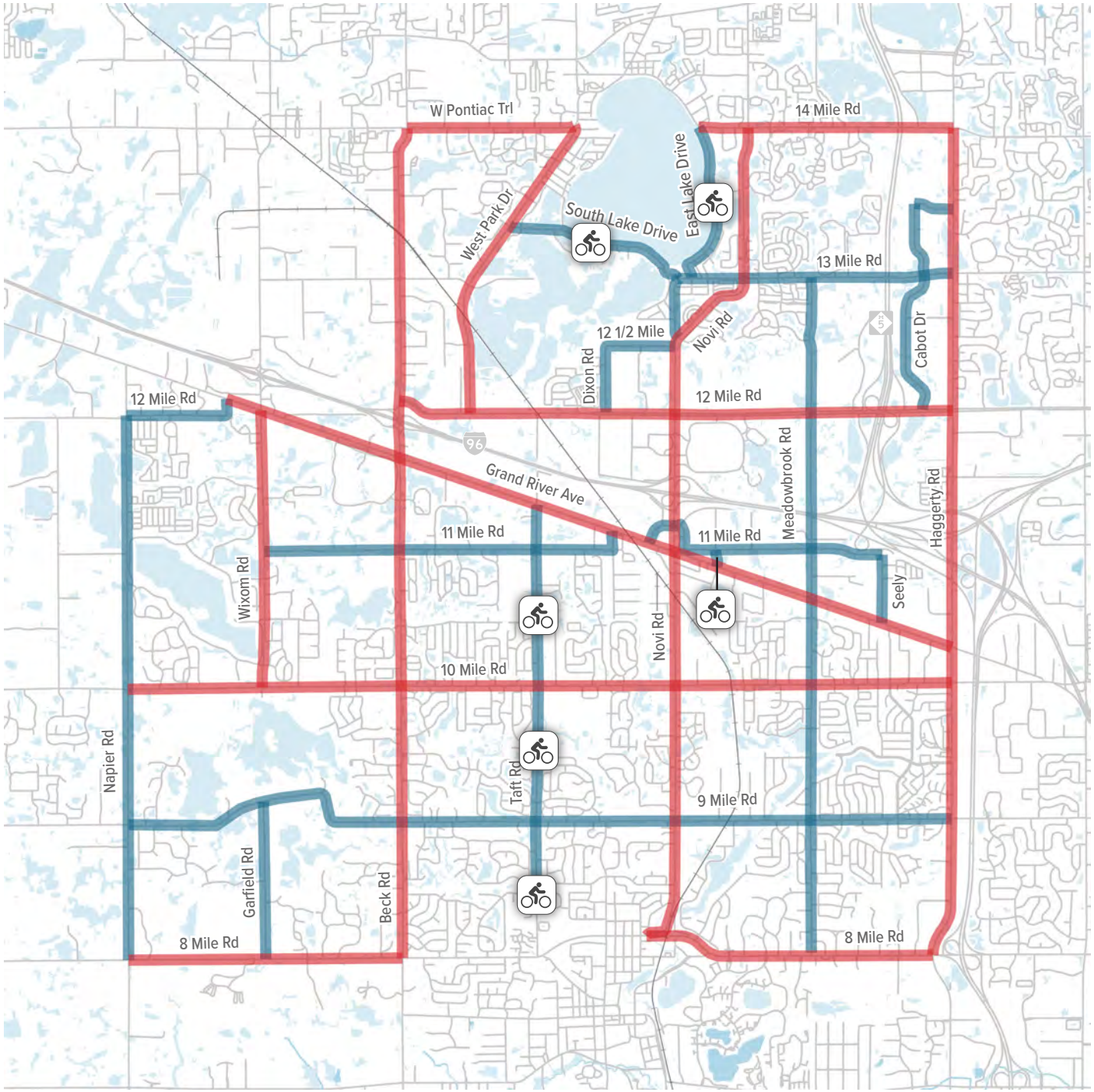
- Signalized Intersection
- Stop-controlled Intersection
- Roundabout
- Mid-block Crosswalk
- Pedestrian Hybrid Beacon with Island
- Pedestrian Hybrid Beacon
- High Visibility Crosswalk
- Crossing Island
- Rectangular Rapid Flash Beacon
- Rectangular Rapid Flash Beacon with Island
- Speed Table
- New Crosswalk Location



LONG-TERM NETWORK

Bike Lanes

This map identifies the appropriate on-road bicycle facilities based on the Major Corridors Classifications outlined in this plan. To ensure the safety of bicyclists, physical buffers between bike lanes and motor vehicle lanes are recommended. As roadway speeds and volumes increase, it becomes increasingly important to provide these buffers to enhance bicycle safety and comfort. Additionally, the growing popularity of micromobility devices necessitates their consideration in future bike lane design.



Bike Lane

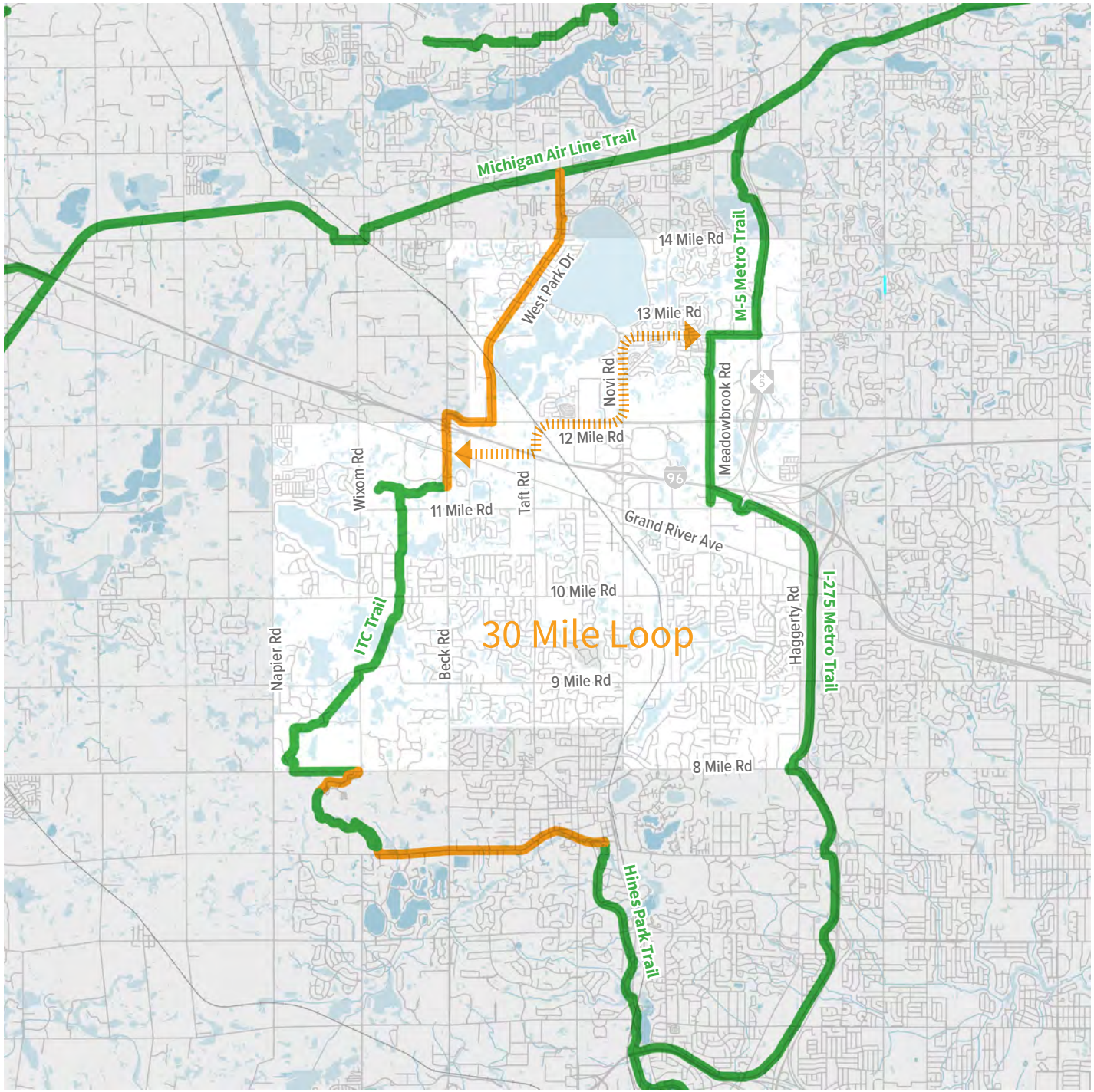
Separated Bike Lane or Sidepaths

Existing Bike Lanes

LONG-TERM NETWORK

Greenways

The Active Mobility Plan aims to connect Novi to the broader regional trail network, potentially creating a 30 mile trail loop. These connections include creating a trail link across the I-96 interchange at Beck Road with Wixom, closing sidepath gaps along 12 Mile Road and West Park Drive to West Pontiac Lake, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for pathway connections along 7 Mile Road to Hines Park Trail are emphasized, along with actively seeking opportunities for non-motorized connections across I-96 at Taft Road with future development.



Existing Trail

Future Regional Trail Network

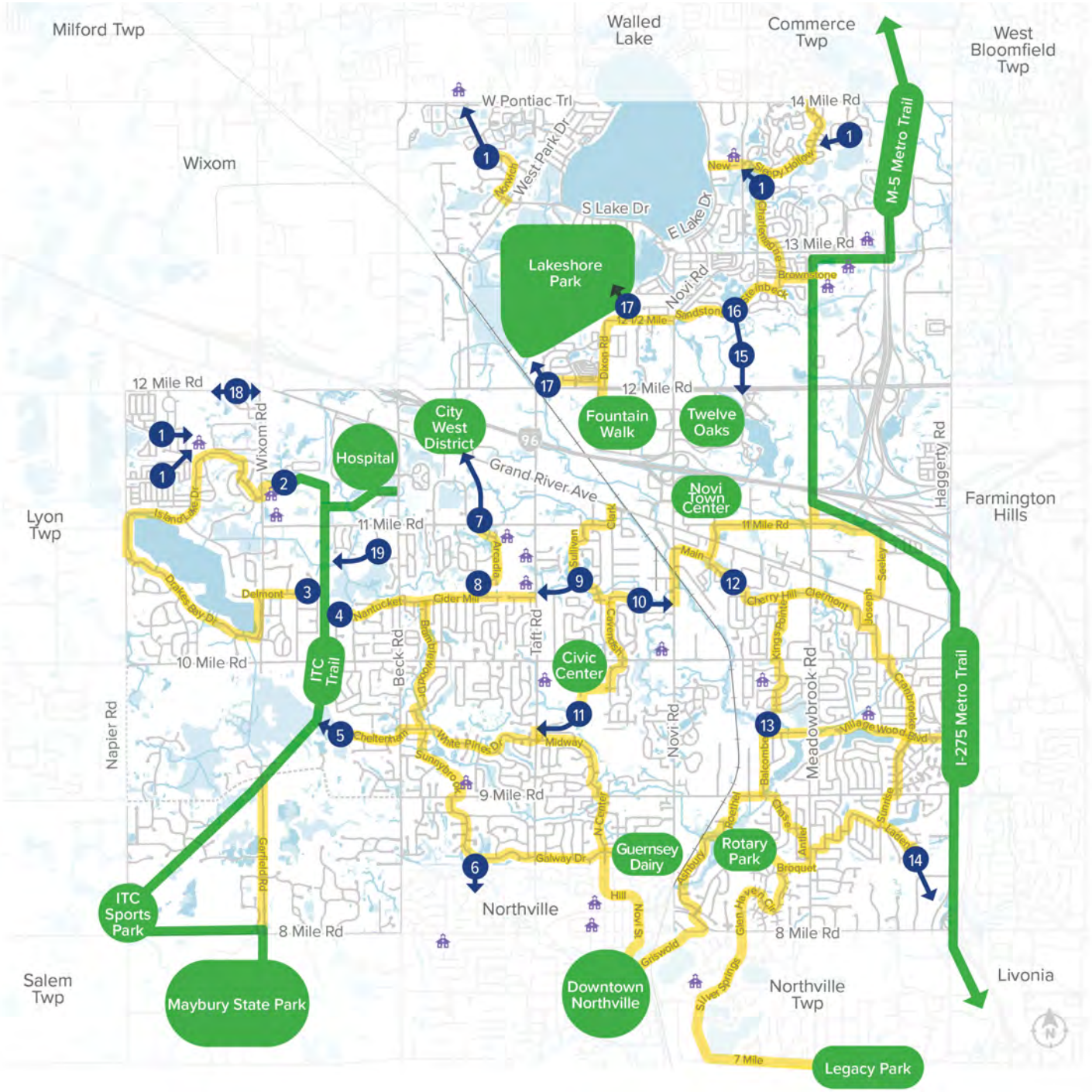
Taft Road Alternative

LONG-TERM NETWORK

Local Road Routes

The proposed connections focus on creating family-friendly routes that connect neighborhoods to each other and to local destinations such as schools, parks and trails. This network prioritizes the utilization of low-stress bike routes that traverse neighborhood roads while also emphasizing the creation of crucial sidewalk and pathway connections within subdivisions. These measures enhance mobility and strengthen connectivity to nearby destinations and trails, fostering a more accessible and cohesive urban environment.

- Local Road Bike Routes
  Examples of low-stress bicycle route following neighborhood roads.
- Opportunity for Short Pathway Links
  Short pathway links that connect neighborhoods away from major road corridors. Surface may vary and easements may be required. See map notes for details.
- Destinations and Existing Regional Trails
- Schools
- Map Notes (See Full Report)

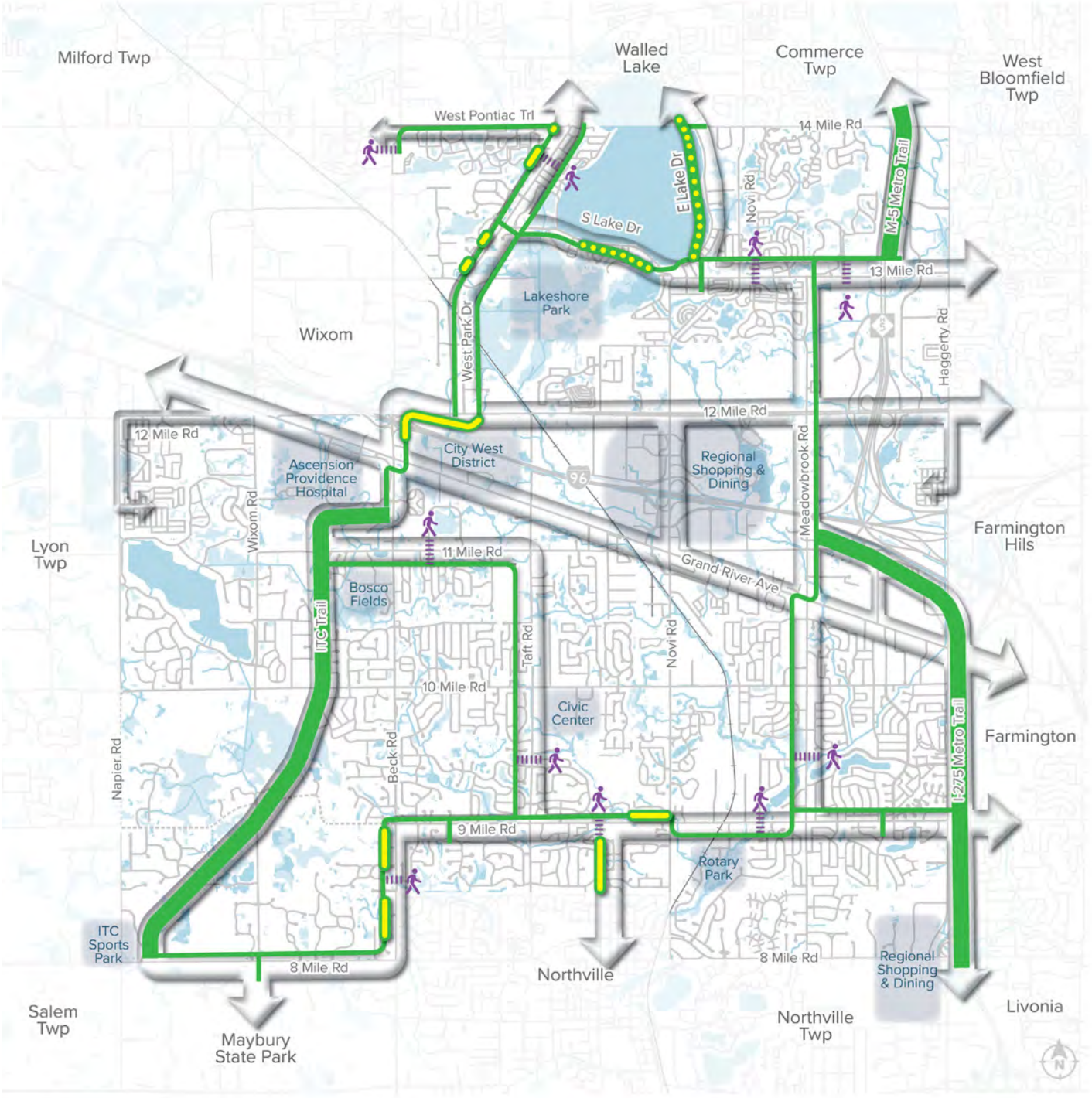


NEAR-TERM NETWORK

Neighborhood Greenway Network

The Neighborhood Greenway Network prioritizes the implementation of modest yet highly impactful interventions, including the completion of key sidewalk gaps and crosswalks. These small-scale enhancements play a pivotal role in establishing a continuous route across the city, providing a framework for linking neighborhoods to essential destinations.

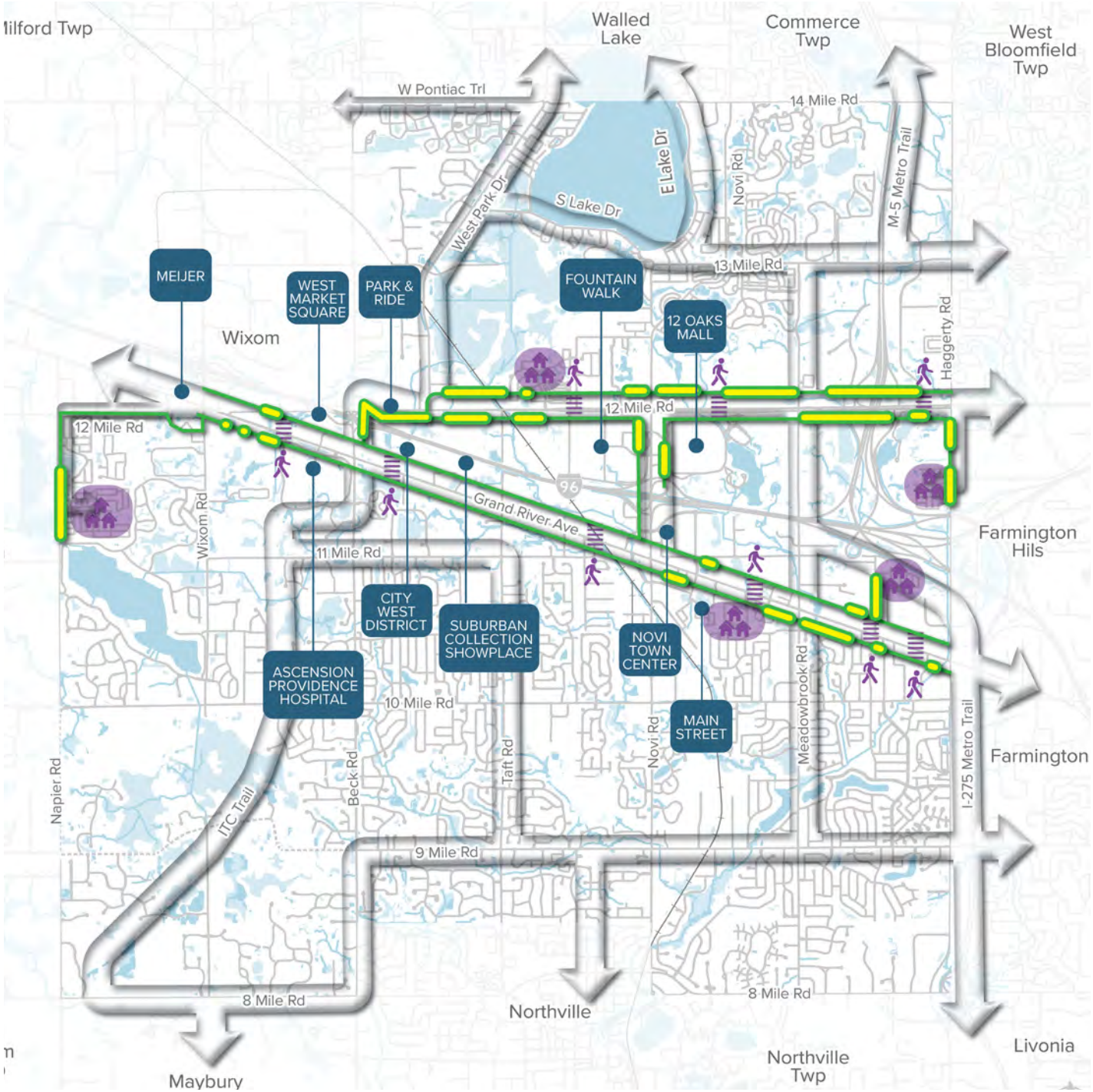
A near-term priority involves establishing a connection across the Beck Road overpass, a critical undertaking given the limited opportunities to cross the expressway. This connection assumes even greater significance in light of the anticipated City West district and new transit routes along Grand River Avenue and 12 Mile Road. Notably, the existing bridge deck provides ample width to facilitate a retrofit for a pathway connection.



NEAR-TERM NETWORK

Preparing for Transit

In 2023, SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. This section outlines strategies designed to address gaps in the pedestrian network and create a support system, ensuring the creation of safe and convenient access to the newly established transit stops.



Existing Sidewalks/Pathways

Pathway/Sidewalk Gap

Proposed Crosswalk

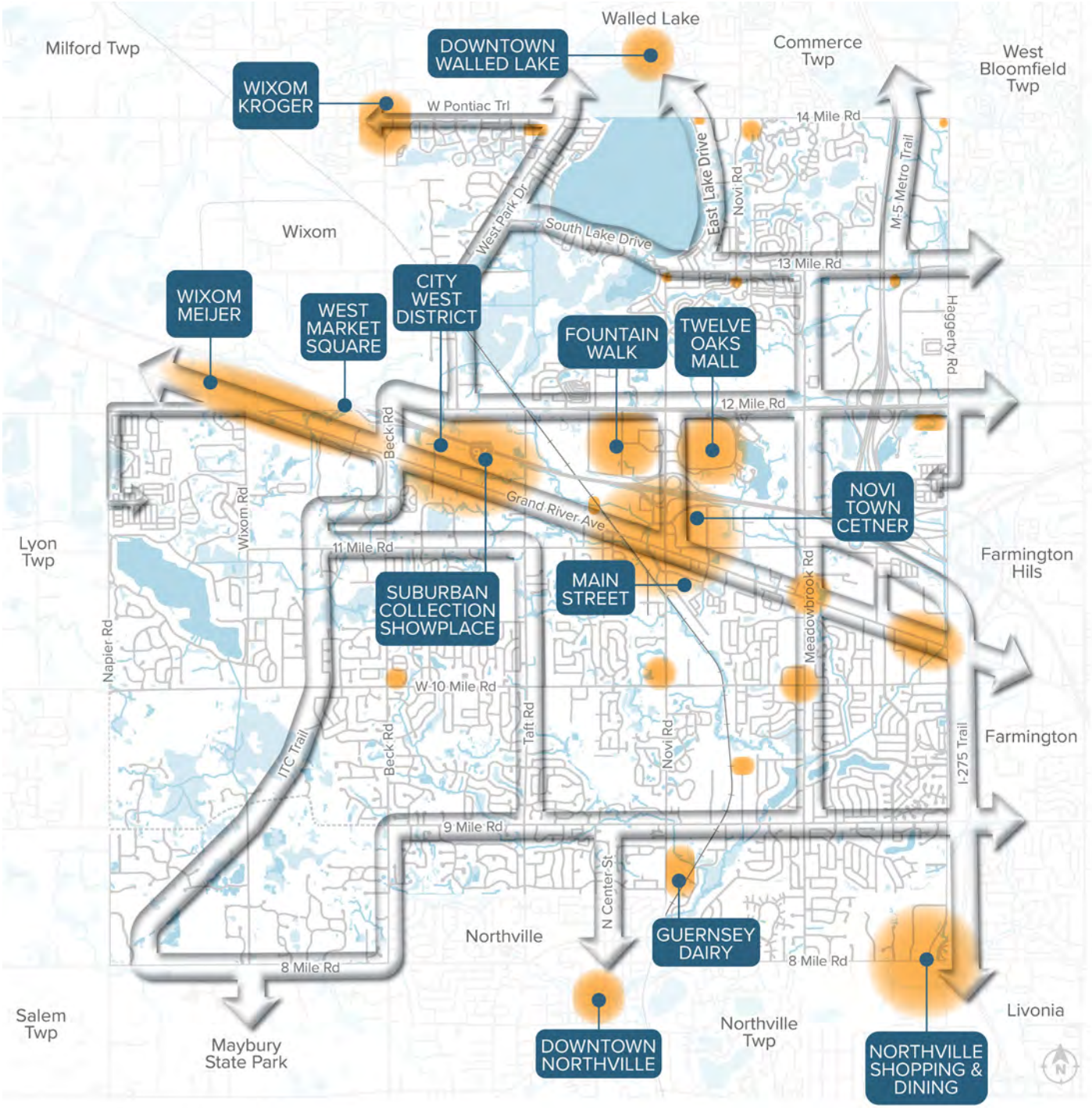
Connect Isolated Neighborhoods to Transit

Near-Term Network

NEAR-TERM NETWORK

Improved Access to Shopping and Dining

Novi has long been known for its regional shopping opportunities, but until recently, the landscape has been predominantly car-centric. The city boasts a wide range of retail destinations and dining establishments, making it an attractive hub for shoppers from across the region. However, the arrival of new transit routes to the area is poised to usher in a significant shift. With the potential for increased pedestrian traffic, there's a growing recognition of the need to transform Novi into a more welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street. This transformation is not only essential for the convenience and enjoyment of both visitors and residents but also aligns with the broader goal of creating a sustainable and vibrant urban landscape that embraces diverse modes of transportation.



Shopping and Dining Areas

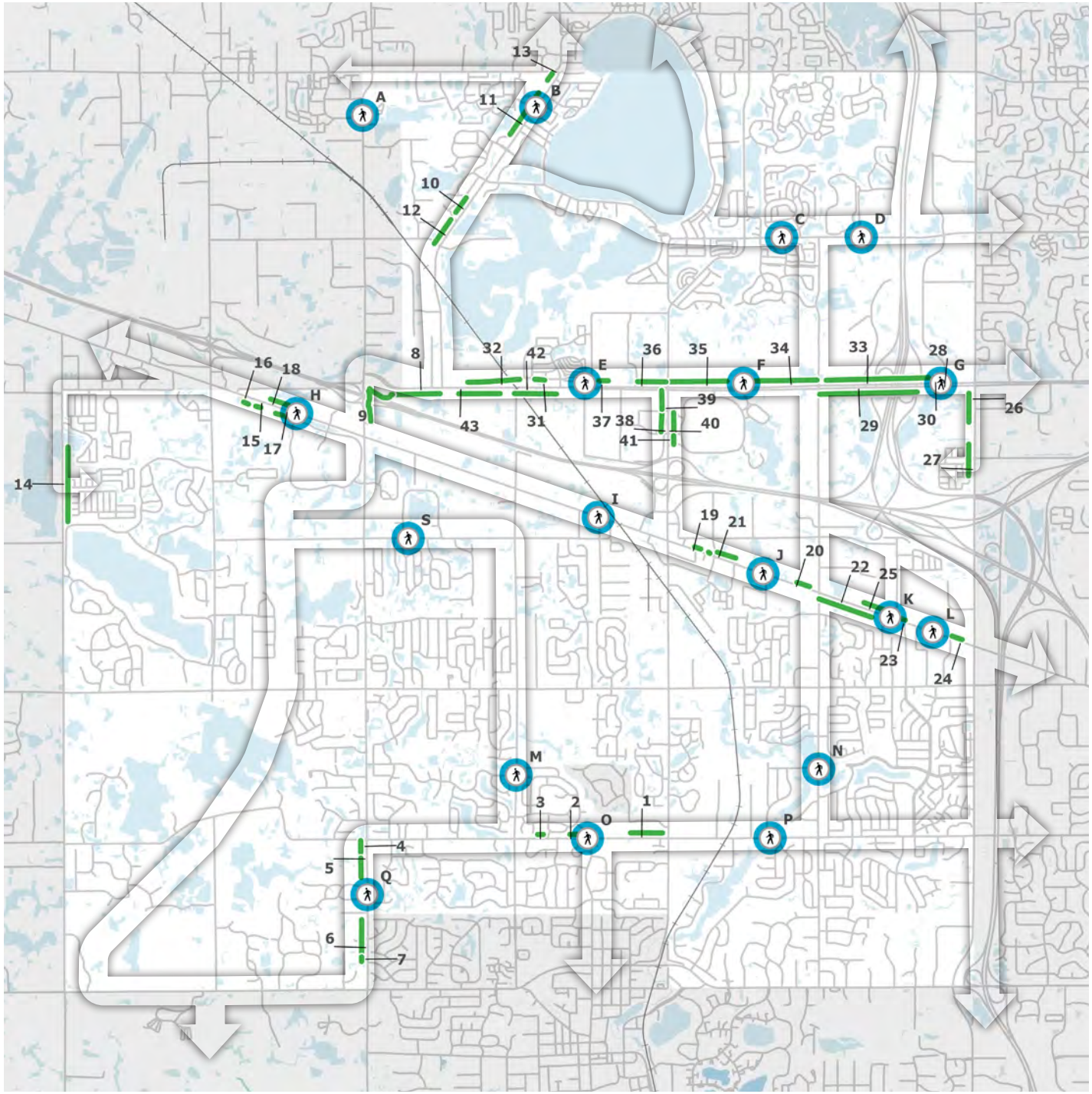
Near-Term Network

NEAR-TERM NETWORK

Infrastructure Projects

The Near-Term Plan illustrates projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands. Inventory and analysis, along with public input, helped identify the near-term infrastructure projects. These projects focus on completing key gaps in the sidewalk and pathway network, identifying priority crosswalk locations, and featuring a new expressway crossing at Beck Road.

The selection of priority projects was influenced by their capacity to provide access to transit, shopping and dining districts, and their role in connecting residential neighborhoods with essential destinations. Equity, demand, and safety considerations were pivotal factors in the selection process.



Locations for Crosswalk Improvements

Sidewalks and Pathways

Near-Term Network

\# Map Notes (See Full Report)









View the Full Plan and Visit the Project Website at
WalkBike.Info/Novi

DRAFT 2023 ACTIVE MOBILITY PLAN

Active Mobility Plan 2023

Draft: 03/14/24



Acknowledgments

The successful development of the Active Mobility Plan would not have been possible without the dedication, expertise, and support of various individuals and staff leaders.

City Council

- Justin Fischer, Mayor
- Laura Marie Casey, Mayor Pro-tem
- David Staudt, Council Member
- Brian Smith, Council Member
- Ericka Thomas, Council Member
- Matt Heintz, Council Member
- Priya Gurumurthy, Council Member

Technical Advisory Committee

- Barbara McBeth, Community Development
- Lindsay Bell, Community Development
- James Hill, Community Development
- Jeff Muck, Parks, Recreation and Cultural Services
- Rebecca Runkel, Public Works
- Matt Wiktorowski, Public Works
- Erick Zinser, Public Safety/Police
- Dean Reid, Public Works

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- Justin Fischer, Council Member
- Edward Roney, Planning Commission Member
- Joe Tolkacz, Parks, Recreation and Cultural Services Commission Member

Other Thanks

The City of Novi extends its gratitude to the citizens who actively participated in events and surveys. Additional appreciation is extended to the City of Novi staff for their guidance and support, notably:

- Victor Cardenas, City Manager
- Sheryl Walsh-Molloy and her team in Community Relations

Consulting Partners

This plan was facilitated by The Greenway Collaborative and Fishbeck and is intended for planning purposes only



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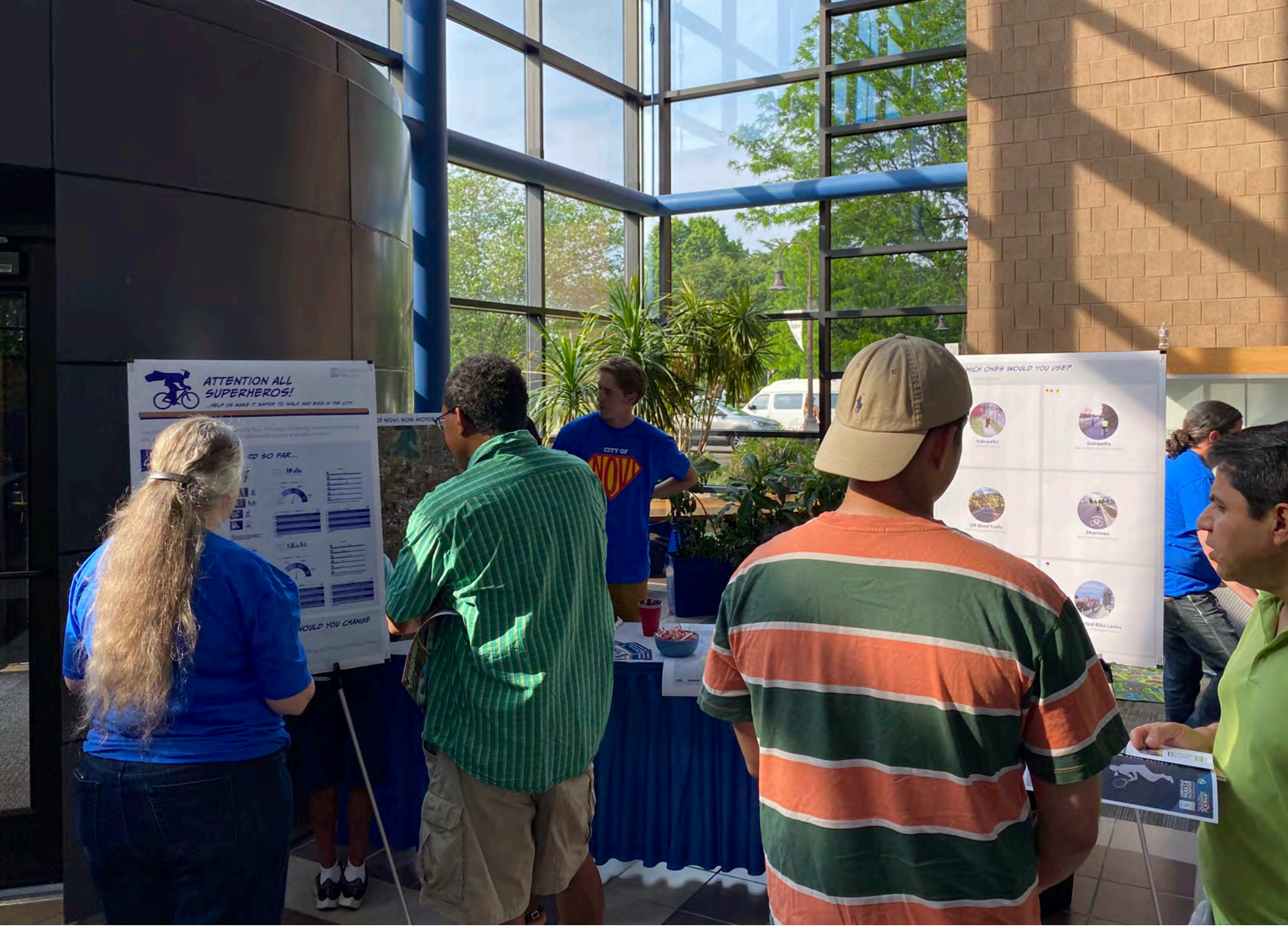
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ATTENTION ALL SUPERHEROS!
Sidewalks
Sidepaths
Off Road Trails
Sharrows

Overview & Process

The Novi Active Mobility Plan is an inclusive and comprehensive initiative aimed at improving active transportation options within the community. The plan focuses on enhancing the safety, accessibility, and connectivity for people who walk, bike and roll. By prioritizing the needs of these users, the plan aims to create a more sustainable, healthy, and vibrant community.

The development of the plan involved a collaborative process that included data analysis, public input, and expert consultation. Through community engagement and careful analysis, the plan identifies key priorities, challenges, and opportunities for enhancing the non-motorized network.

- Introduction
- Process
- Community Engagement

Introduction

Purpose of the Active Mobility Plan

The creation of an Active Mobility Plan stems from the City's recognition of the increasing demand for alternative forms of travel and the need to promote safe, comfortable, and convenient transportation options within the community. This plan serves as a strategic framework that will guide the City's response to this growing demand while ensuring connectivity within both the City and with the larger regional transportation network.

An Active Mobility plan aims to provide residents and visitors with viable alternatives to traditional motorized transportation, promoting healthier lifestyles, reducing traffic congestion, and improving overall accessibility and quality of life within the City. The plan will serve as a blueprint for future developments, infrastructure enhancements, and policies that prioritize active transportation that foster a more sustainable and connected community.



What is Active Mobility?

Active Mobility is simply engaging in physical activity while moving about freely and easily. From a community's perspective it promotes wellness, reduces transportation related injuries, deaths, and pollution. From an individual's perspective it integrates exercise into daily activities and eliminates barriers preventing people from leading a more active lifestyle. While focused on conditions for pedestrians and bicyclists, it is inclusive of all forms of non-motorized transportation as well as what is termed micromobility, compact, lightweight, clean-energy devices that leverage the power of the human body. An e-bike is the most common type of micromobility.

Community Benefits

An Active Mobility Plan is crucial for a variety of reasons that contribute to the well-being of communities and individuals. By prioritizing the development of non-motorized infrastructure through a comprehensive plan, communities can unlock a host of benefits that extend far beyond transportation. This approach not only promotes sustainability but also fosters healthier lifestyles, safer neighborhoods, and more vibrant communities. The following page highlights some of these benefits.

Improve Public Health

Encouraging walking and biking promotes physical activity, reducing the risk of chronic diseases and improving overall health.

Environmental Sustainability

Promoting non-motorized transportation reduces greenhouse gas emissions, contributing to cleaner air and a healthier planet.

Reduced Traffic Congestion

Fewer cars on the road can alleviate traffic congestion, leading to quicker and more efficient commutes for everyone.

Economic Benefits

Non-motorized infrastructure can attract residents and visitors, boost local businesses, and create jobs in construction and related industries.

Quality of Life

Walking and biking improve the overall quality of life by reducing stress, enhancing mental well-being, and promoting an active lifestyle.

Cost Savings

Less reliance on cars means lower transportation costs for individuals and reduced maintenance costs for municipalities.

Accessibility

Non-motorized transportation options make communities more accessible to people of all abilities, including those who cannot drive and rely on transit.

Community Building

Encouraging walking and biking fosters community interaction and a sense of belonging.

Future Transportation

Non-motorized plans prepare communities for future transportation trends and can help reduce dependence on fossil fuels.

Safety

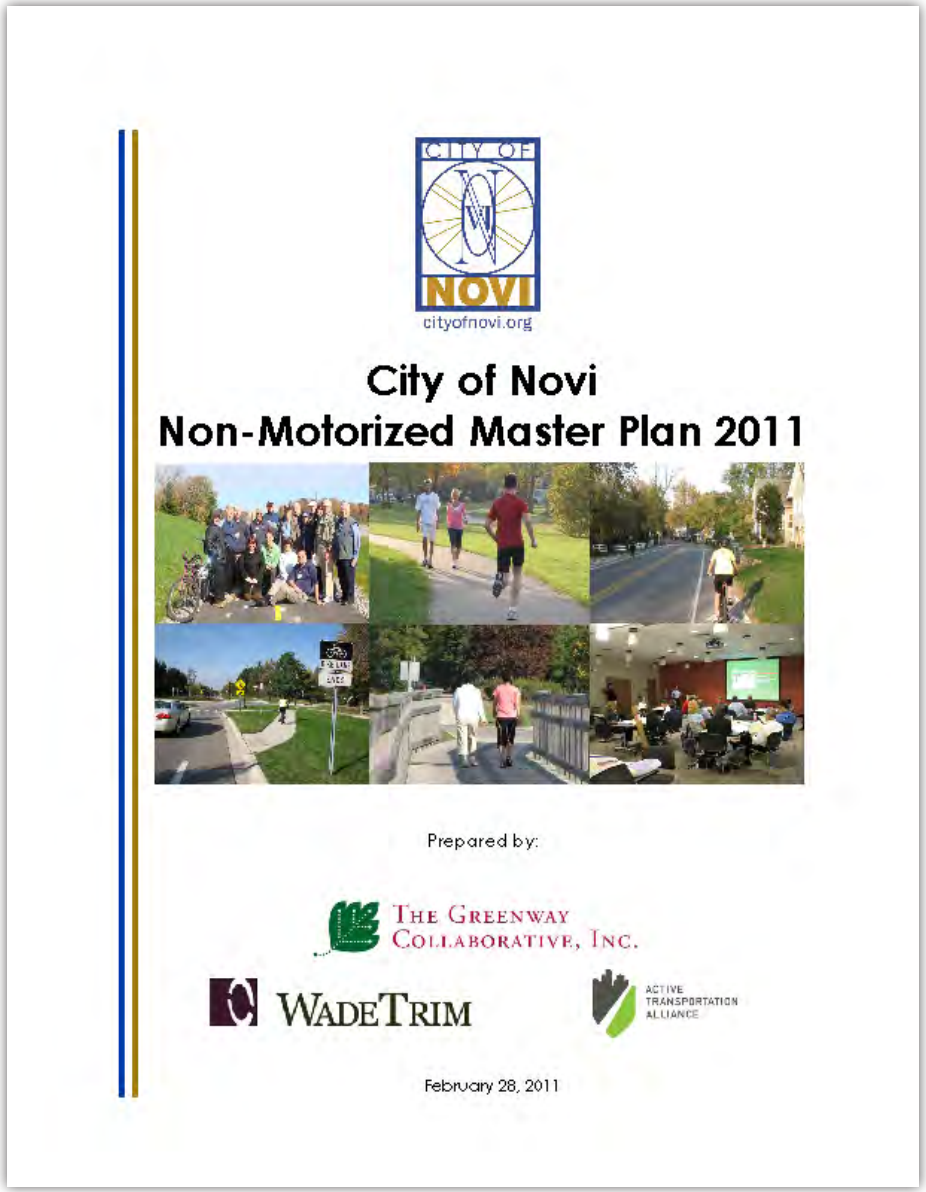
Well-designed pedestrian and bike facilities enhance road safety for all users, reducing accidents and injuries.

Why Update the 2011 Plan?

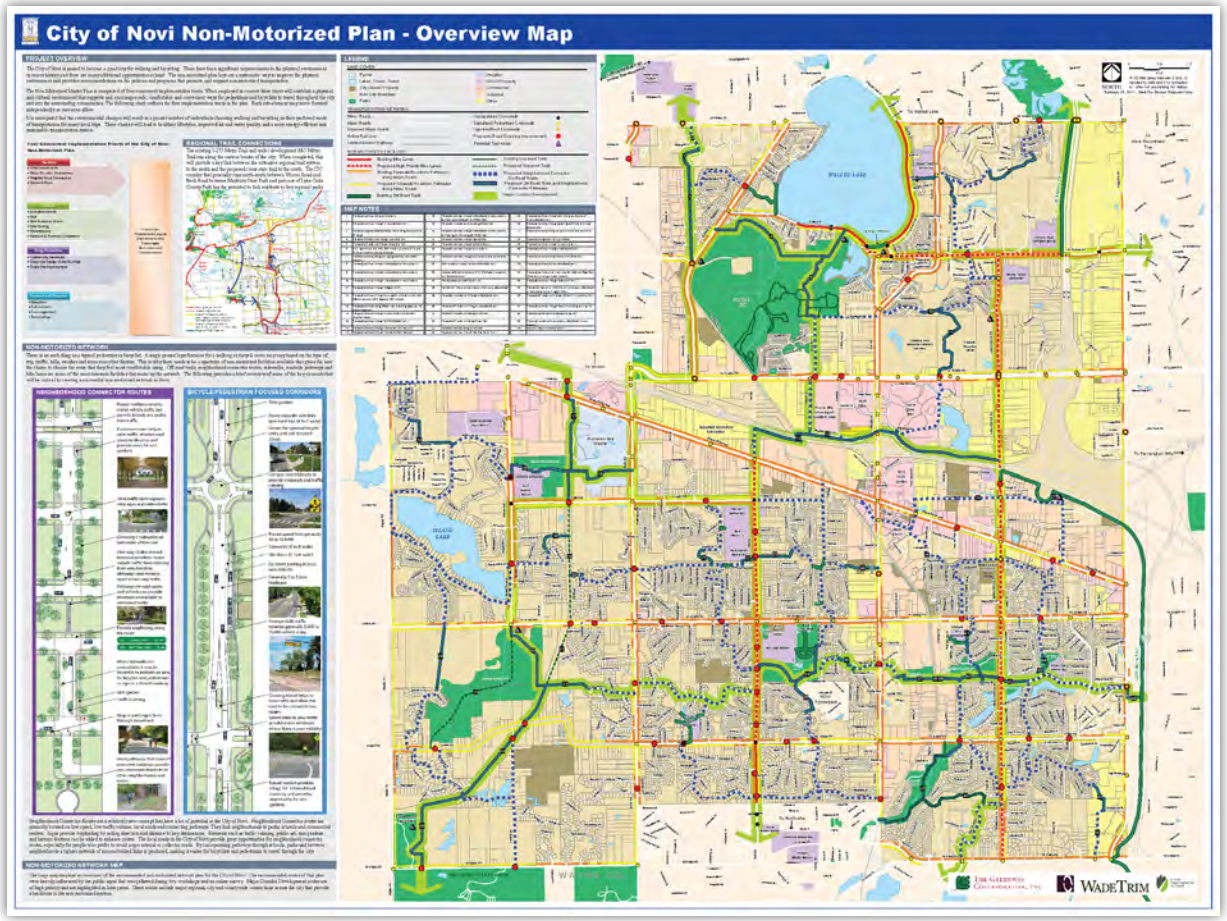
Over the last decade, significant changes in non-motorized transportation have occurred at the national, regional, and local levels prompting a reexamination of the plan.

- Numerous new national guides for non-motorized transportation have been published by the Federal Highway Administration that reinforce the improvements that have been made, and provide guidance on new types of facilities.
- Considerable headway has been achieved in closing sidewalk and pathway gaps along major roads. The construction of the new ITC Trail, Meadowbrook pathway and the Novi Road overpass connection have been implemented, positioning the city to advance the network to the next level.
- Emerging regional trails like the M-5 Metro Trail and the Air Line Trail are creating new opportunities for connections to regional trails and the cross-state Great-Lake-to-Lake Trail.
- SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. New Routes servicing Novi include SMART 740, SMART 305 and SMART 805.

While some non-motorized facilities are currently in place, this plan identifies numerous opportunities to refine the system. The plan's update will concentrate on propelling the bicycle and pedestrian network to a higher level, offering recommendations for a more family-friendly system that fosters improved connections to parks and regional trails.



City of Novi Non-motorized Master Plan 2011



City of Novi Non-motorized Master Plan 2011 - Overview Map

The Intention of This Plan

This plan aims to provide an overview of non-motorized transportation issues and suggests ways to address them through policies, programs, design guidelines, and facility improvements. It's important to note that this isn't meant to replace various official guides such as from AASHTO or FHWA, rather it focuses on how those and other resources may be applied to typical situations encountered in the City of Novi. Since non-motorized transportation planning is always changing, these guidelines should be reviewed periodically. The facility suggestions in this plan are a big-picture assessment of how proposed facilities fit current conditions. However, before acting on a specific recommendation, a more detailed study should be carried out to fully explore the suitability of proposed changes and facilities.

How to Use This Plan

Non-motorized recommendations are categorized into three sections: Near-Term Network, Long-Term Network, and Major Corridor Guidelines. Each section outlines specific recommendations for infrastructure, policies, programs, and metrics. The Near-Term Network addresses the immediate future, the Long-Term Network presents a visionary aspiration for the city, and the Major Corridor Guidelines aid in determining elements to consider during major road construction projects. The three sections of the plan are illustrated below.

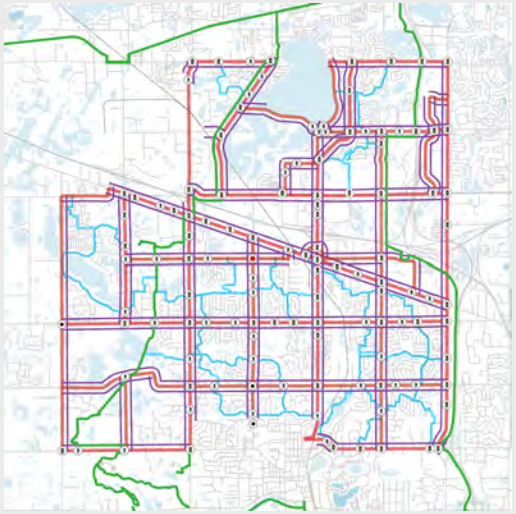
Immediate focus on stand-alone projects aimed at establishing a core network

NEAR-TERM NETWORK



Long-term vision the City should aspire to achieve

LONG-TERM NETWORK



Guidelines to reference when implementing road reconstruction projects

MAJOR CORRIDOR GUIDELINES



Document Organization

Overview & Process

Introduces plan objectives and development process, emphasizing community and stakeholder involvement to ensure a comprehensive and inclusive plan.

Existing Conditions

Provides a thorough assessment of current non-motorized conditions, including land use, traffic generators, and mobility patterns. Evaluates pedestrian and bicycle conditions, identifies improvement areas, coordination strategies, and potential safety enhancements.

Facility Types & Guides

Simplifies non-motorized terminology using images and explanations and promotes safety and efficiency through readily available design guidelines for new facilities.

Major Corridor Guides

Outline the long-term vision for the major roadway network by showing how current best practices may be applied to prioritize safety and enhance bicycle and pedestrian mobility.

Long-Term Network

Outlines the city's goals for the next two decades and beyond, including sidewalks, mid-block crosswalks, bike lanes, greenways, and local road routes.

Near-Term Network

Includes three components: Neighborhood Greenway Network, Transit Connections, and Improved Access. It primarily focuses on leveraging existing facilities to create a city-wide network connecting key destinations.

Specific Areas

Highlights key areas that hold significant potential for transformation, emphasizing the creation of a vibrant and pedestrian-friendly community. These areas encompass East Lake Drive and South Lake Drive, City West, and Northville's Riverwalk Vision.

Implementation

Addresses the diverse avenues of funding, construction and maintenance strategies that can be harnessed to support the implementation of the plan.

Active Mobility Network Map

Supplemental to the Active Mobility Plan Report, the large format Network Map provides a comprehensive visual depiction of the plan's components.

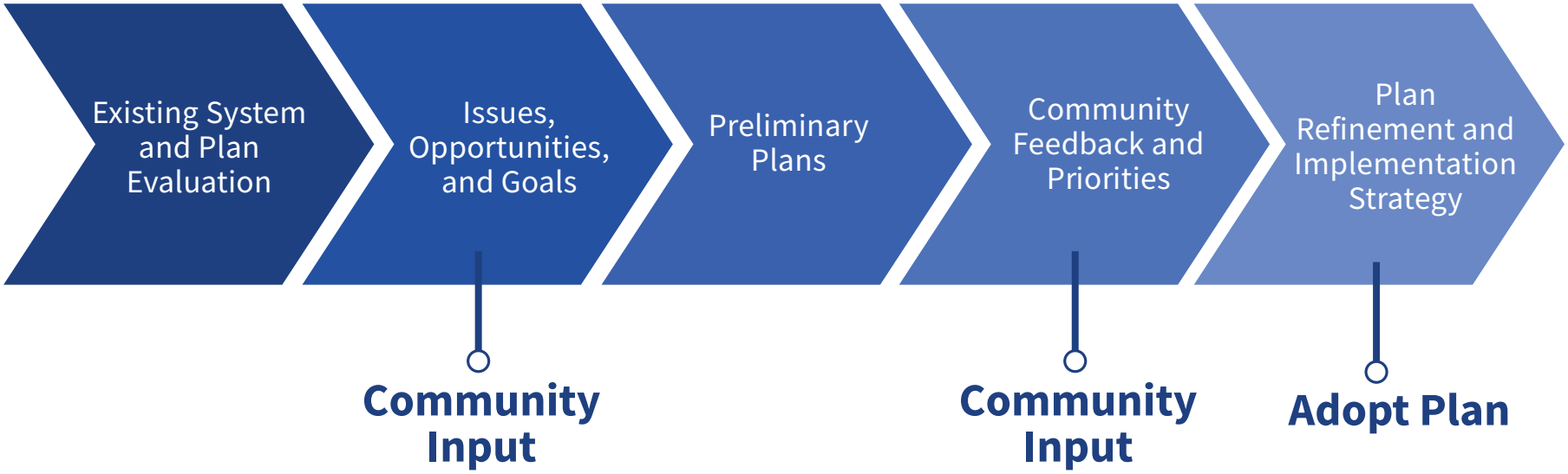
Appendix Materials

The project website, walkbike.info/novi, hosts an extensive digital appendix containing a wealth of information regarding the development of the plan and its supporting materials.

Process

Process & Timeline

The plan was developed over the year in 2023. The Technical Advisory Committee and Walkable Novi Committee guided the process and the public was engaged throughout via community open house events, meetings, pop-up stations at local events and parks and surveys. The Technical Advisory Committee and Walkable Novi Committee completed a final review of the Plan prior to the Plan being recommended for adoption.



Technical Advisory Committee

- Barbara McBeth, Community Development
- Lindsay Bell, Community Development
- James Hill, Community Development
- Jeff Muck, Parks, Recreation and Cultural Services
- Rebecca Runkel, Public Works
- Matt Wiktorowski, Public Works

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- Edward Roney, Planning Commission Member
- Joe Tolkacz, Parks, Recreation and Cultural Services Commission Member

Community Engagement

Community Outreach

A public engagement plan was developed to gather input from potential users and ensure representation from a diverse and representational range of the community. The initial sessions occurred during the months of February, March, and April in 2023, concentrating on addressing issues, identifying opportunities, and establishing goals. Subsequently, the second series of sessions were held in July and August of 2023 to assess the draft preliminary plan elements. The following pages provide an overview of the process and tools employed to engage the community.



Focus Group Meeting

A virtual meeting was conducted with a focus on regional connections both within and around the city. The session included a brief presentation and a discussion that explored coordination prospects with neighboring communities. Meeting notes were compiled to record the discourse and highlight the key takeaways.

Local Events and Pop-up Displays

Handouts, yard signs, and display boards promoting project awareness, gathering basic input, and advertising online surveys and input maps were showcased at local events and key locations, such as parks and trailheads throughout the city. Local events included Tuesday Tunes at the Library, Summer Songfest, Superhero Showcase, and the Eggstravaganza.

Community Open House

An online crowdsourcing map was established to gather location-specific input, which was categorized into three groups: Issue/Concern, Idea/Suggestion, and Other. This map was hosted on the project web page and was promoted in conjunction with the online surveys. Additionally, input collected from in-person events was consolidated into this map.

Surveys

To gain input from as many community members as possible, online and paper surveys were developed and distributed. The surveys were colorful and easy to fill out. Surveys were hosted on the project web page, **www.WalkBike.Info/Novi** and focused on questions that would have a direct impact on the plan. Handouts and posters with the website link and QR code were distributed at the community open house, pop-up events, posted at key locations around the City, and promoted on social media.

Crowdsourcing Map

An online crowdsourcing map was established to gather location-specific input, which was categorized into three groups: Issue/Concern, Idea/Suggestion, and Other. This map was hosted on the project web page and was promoted in conjunction with the online surveys. Additionally, input collected from in-person events was consolidated into this map.

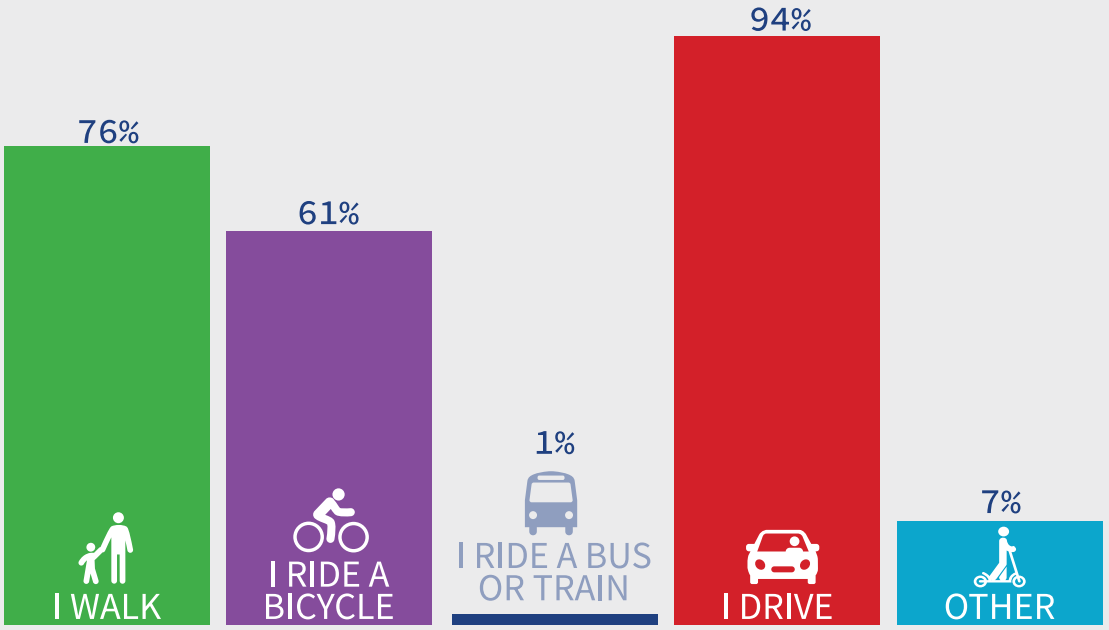
Public Input Summary

Throughout the months of February, March, and April 2023, public engagement for the plan was promoted through various social media platforms and in-person events. The input during this period was centered on identifying issues and opportunities for non-motorized transportation. Community members participated by attending local events, completing surveys, and offering location-specific comments on a map. This valuable input was instrumental in shaping the project's goals and laying out the foundation for guiding the non-motorized recommendations. The following pages provide a summary of the gathered input.

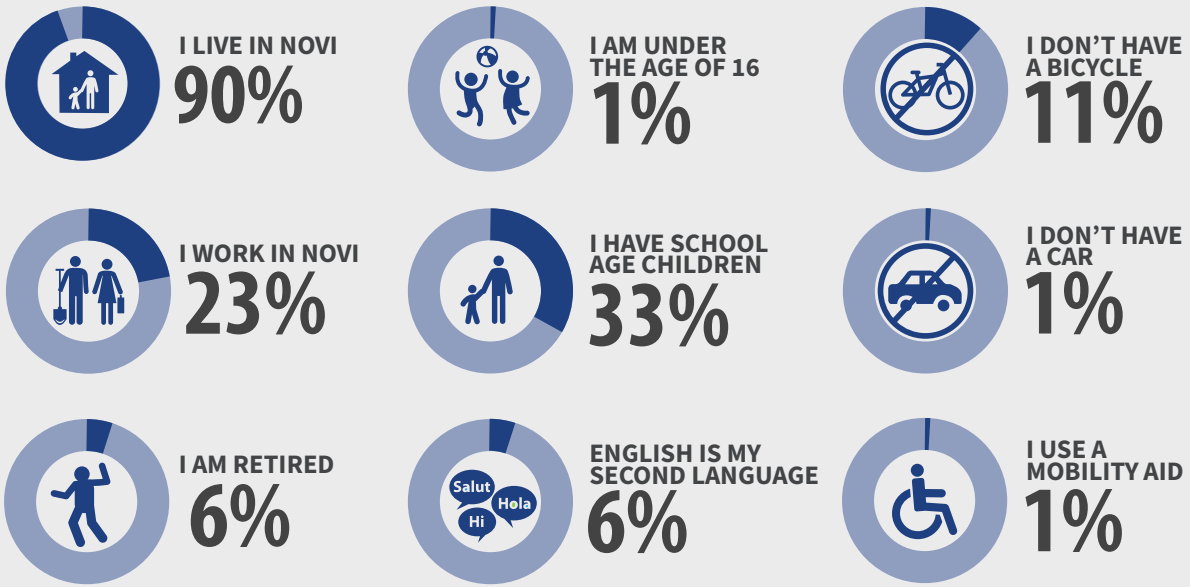
120+
Online Map Comments

175+
Surveys Completed

Please note that this survey was not conducted as a scientific study, and participants had the option to skip any questions they chose not to answer. Percentages are calculated based on the total number of respondents who answered each specific question.



How Do You Get Around Novi?

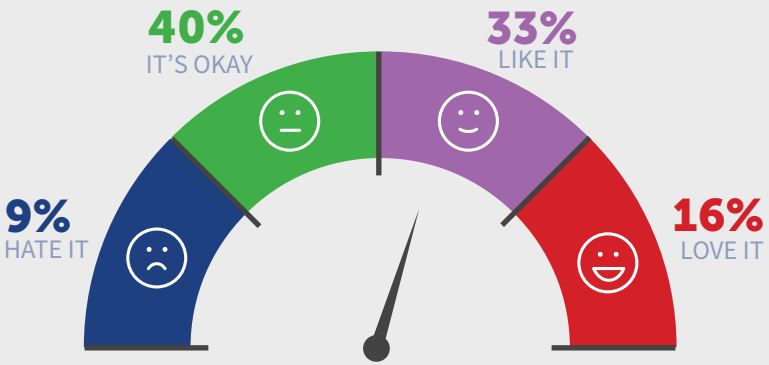


People Walking...

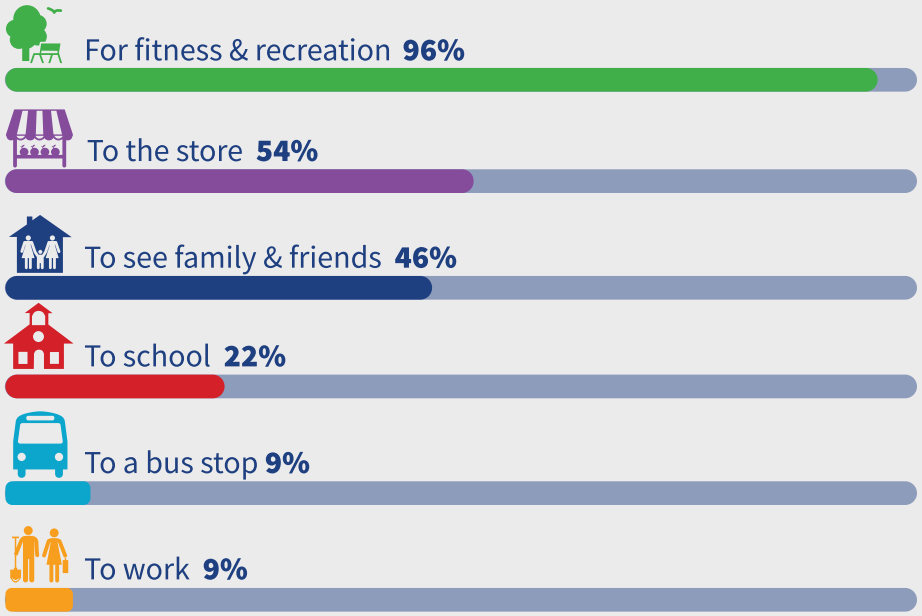


running, in a wheelchair, pushing stroller, etc.

Rate your **Satisfaction** with **Walking** in Novi right now



I am Interested in **Walking...**



OTHER: LIBRARY, RESTAURANT, CIVIC CENTER, PLACE OF WORSHIP

Is Anything **Preventing** You from **Walking** to those Destinations Right Now?

1. Incomplete Sidewalks (along major roads, in neighborhoods, abrupt stops)
2. Snow and Ice (sidewalks, ITC trail, bridges, intersections)
3. Safety (personal safety, traffic, road crossings, aggressive dogs, lighting)
4. Crosswalk Locations (mid-block, along major roads, where sidewalks ends, freeway)
5. Sidewalk Conditions (disrepair, cracked surface, drainage)
6. Crosswalk Safety (motorist yielding, running red lights, walk signal at intersections)

TOP 6 ANSWERS

What Would You **Like** to See **Changed**?

1. More Sidewalks (continuous, safe, wider, to destinations)
2. Connect to Destinations (parks, retail, resturants, shopping, library, transit)
3. Crosswalks (across freeway, mid-block, safety improvements)
4. Snow and Ice Removal (sidewalks, ITC trail, bridges, enforce ordinance)
5. Improve Maintenance (bumpy pavement, flooding, dog waste, mowing)
6. Enforcement (traffic violations and speeding, police presence)

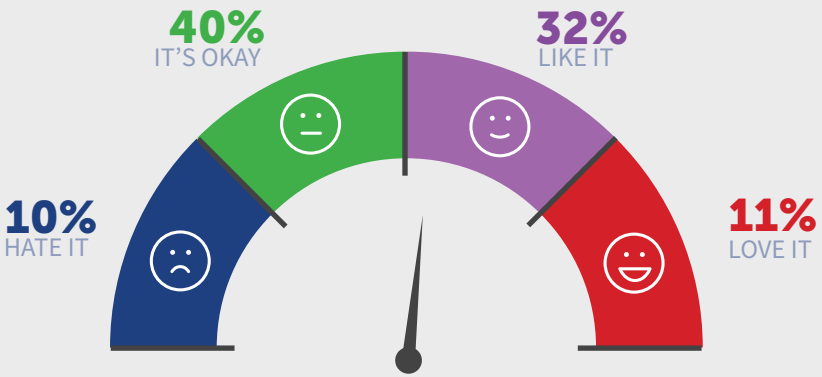
TOP 6 ANSWERS

People Riding...

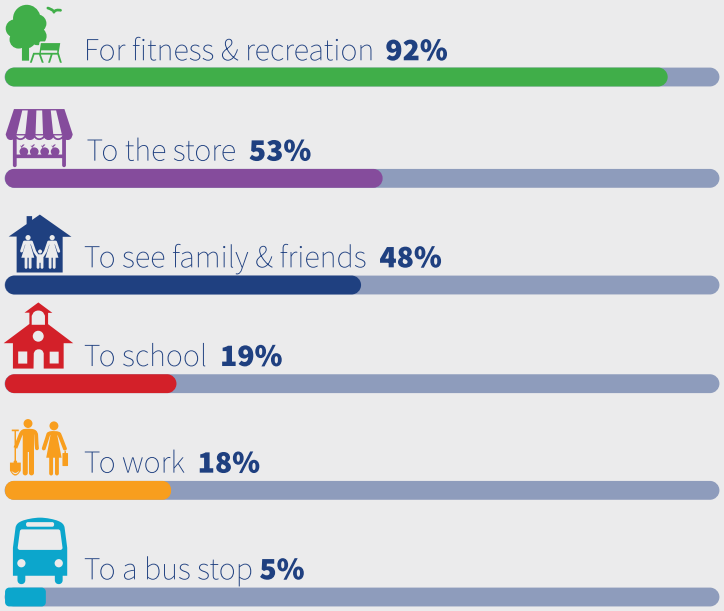


bike, scooter, skate, etc.

Rate your **Satisfaction** with **Riding** in Novi right now



I am Interested in **Riding**...



OTHER: LIBRARY, RESTAURANT, CIVIC CENTER, PLACE OF WORSHIP

Is Anything **Preventing** You from **Riding** to those Destinations Right Now?

1. **Lack of Bikeways (trails, bike lanes, pathways, family friendly options)**
2. **Safety (high speeds and traffic, gaps in system)**
3. **Pavement Condition (bumpy, cracked/unleveled, pathways and roadway)**
4. **Poor Connectivity (network gaps, limited freeway crossings)**
5. **Crossing Busy Roads (intersection traffic, trail crosswalks, personal safety)**
6. **Availability of Bike Parking**

TOP 6 ANSWERS

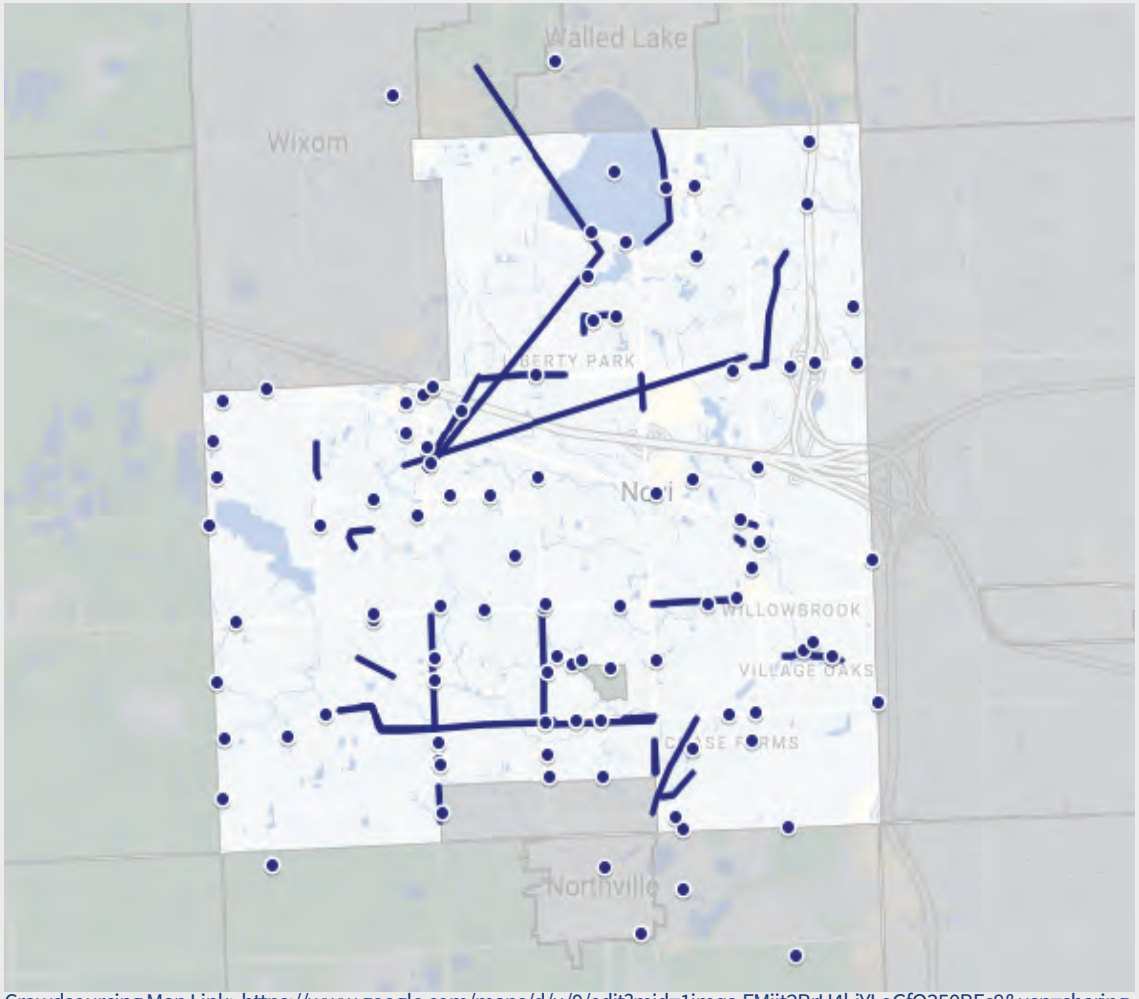
What Would You **Like** to See **Changed**?

1. **More Pathways and Sidewalks (wide enough for bikes and peds to use)**
2. **More Bike Lanes/Paved Shoulders**
3. **Crosswalk Improvements (signalized and mid-block locations)**
4. **Maintenance (snow removal, pavement condition of pathways and roads)**
5. **Connectivity (connect trails and destinations, complete gaps)**
6. **More Parking (motor vehicle parking at trail heads, bike parking around town)**

TOP 6 ANSWERS

Specific Places

A crowdsourcing map was used to collect over 120 comments on specific places. Input was distributed across the community with a majority of comments on the major corridors. The input data is very specific to individual places and should be referenced as specific area and corridor plans are developed. Overall, the main themes revolve around improving pedestrian and cycling infrastructure, connecting popular destinations, and addressing safety concerns.



Crowdsourcing Map Link: https://www.google.com/maps/d/u/0/edit?mid=1jmqs-FMjjt2BrU4l-jYLoGfO350BFc8&usp=sharing

Input Map Themes

Improve Connectivity and Access Through Sidewalks and Bike Lane Connections

Many people have requested new or improved connections between neighborhoods, parks, lodging, and shopping areas. Several comments mention the need for sidewalks and bike lanes in various areas of Novi such as on Beck Rd, 9 Mile Rd, and 10 Mile Rd. Others mention the need for crosswalks or mid-block crossings to connect residents on both sides of busy roads.

Provide Trail Connections to Parks and Popular Destinations

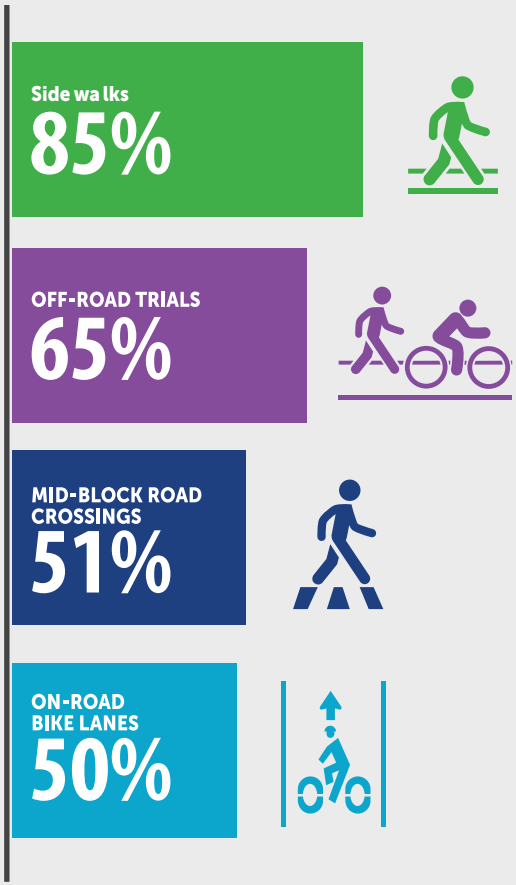
Many people have suggested adding connections between existing trails or creating new trails altogether. Some specific locations mentioned include Maybury State Park, the ITC Trail, the Air Line Trail, Lakeshore Park and the School/Civic Center complex.

Address Safety Concerns

Some comments express concerns about the safety of pedestrians and cyclists, particularly at busy intersections or areas without sidewalks or bike lanes. There are concerns regarding children, due to heavy school traffic and speeding vehicles. Suggestions include better signage and enforcement, adding guard rails to protect pedestrians from cars, and creating pedestrian-friendly streets with speed humps, protected bike lanes, and attractive street lighting.

Walking and Biking Facilities

I would like to see more...



Other: Physical separation from vehicles, green paint on bike lanes, Raised Crosswalks, freeway crossings, ADA accessibility, bus routes, high visibility crosswalks, Wider pathways, traffic calming

Other Suggestions

Tell us anything else you feel is important...

- Development of more park trails and natural areas.
- Better maintenance of sidewalks and pathways.
- Crosswalks and continuous sidewalks on major roads.
- More funding for walking and bicycling facilities
- Speeding enforcement on roads with heavy pedestrian usage.
- Increase awareness for people to clean up after their dogs.
- Community events involving walking and biking.
- Safe routes for families walking and biking.
- More activities at the library.
- Add skate parks, bike parks and pickle ball courts at parks.
- Concerns about aggressive dog breeds, broken curbs and power lines.
- Opportunities for city to transition to more electrification, such as solar and underground transmission.
- Complaints about poor road conditions.












Active Mobility Plan 2023
Review the Preliminary Plan and Provide Feedback!
WALKBIKE.INFO/NOVI
SCAN FOR SURVEY


1109

Existing Conditions

The recommendations set forth in this plan are anchored in findings made during an extensive analysis of existing conditions. The inventory and analysis process provides an assessment of the existing multi-modal environment and helps to identify what multi-modal improvements are possible and appropriate. The analysis begins with a general system overview looking at how land use and demographics influence transportation choices and patterns. It then takes a more specific view of the pedestrian and bicycle environments.

- Inventory & Analysis Process
- Land Use, Traffic Generators, & Mobility Patterns
- Pedestrian Conditions
- Bicycle Conditions
- Transportation Network Summary
- Composite Analysis
- Regional Connections

See Appendix: This chapter outlines some of the key findings from the inventory and analysis. Refer to the Appendix for the complete inventory and analysis document.

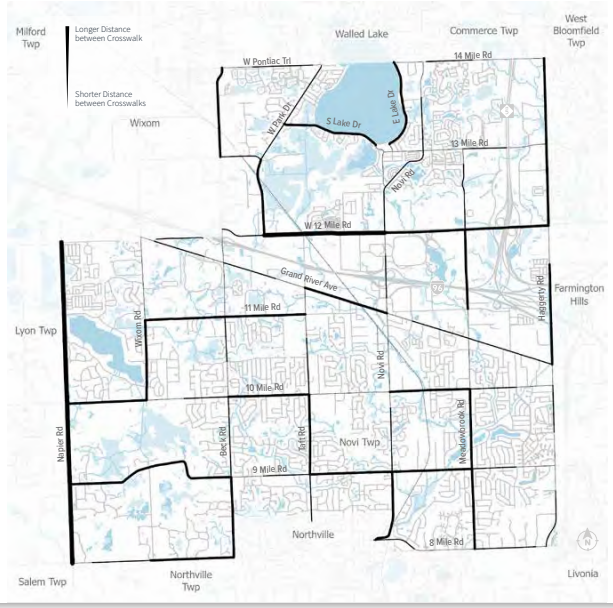
Inventory & Analysis Process

A comprehensive inventory and analysis of existing conditions has been conducted and is available as a 65-page report in the Appendix. Key findings and relevant maps are presented throughout this section to enhance the understanding of the assessment's results.

The following list outlines the major themes integrated into the non-motorized plan inventory and analysis.

- **Traffic and Mobility:** Studying where people travel, traffic patterns and key destinations.
- **Community Demographic:** Examining populations, commuting habits, and underserved areas.
- **Facilities and Improvements:** Assessing current paths, sidewalks, and planned enhancements.
- **Safety:** Looking into bicycle and pedestrian crashes and identifying high-risk areas.
- **Policy and Program Evaluation:** Reviewing existing non-motorized initiatives.
- **Deficiencies:** Highlighting areas with travel gaps and higher dependency on non-motorized transportation.
- **Corridor Prioritization:** Identifying priority areas for improvements based on equity, demand, and safety.

Nonmotorized Network Deficiencies

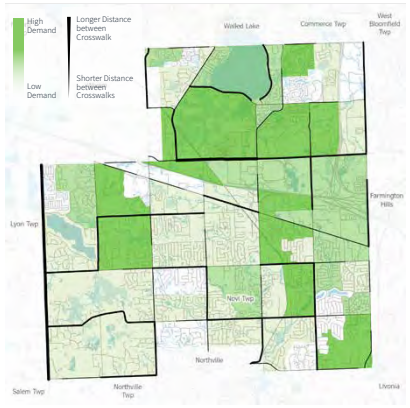


Distance between Crosswalks

This map highlights major road corridors with long distances between signalized and midblock crosswalks.

Crosswalk spacing is a key factor in directness of travel. Most pedestrian trips for personal business (like walking to the store) are about ½ mile long. Where there is demand to cross the road and crosswalk spacing is over ⅛-mile apart, midblock crossings are likely to occur.

It is important to note that although there may be an existing pedestrian crossing or signalized intersection, they do not always provide an easy and safe way to get across the street. Many times additional improvements are needed at those locations to make them accessible to everyone.

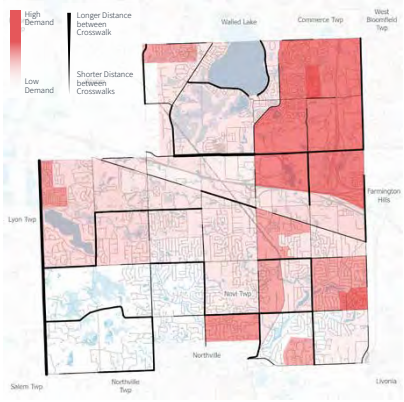


This map highlights areas where there is potential for nonmotorized travel and long distances between existing crosswalks



Distance Between Crosswalks

Latent Demand Composite

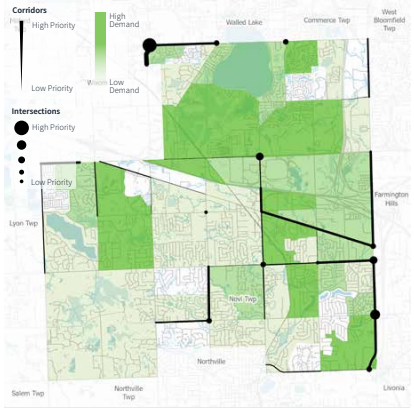


This map highlights areas where there is a higher probability for people to be dependent on nonmotorized transportation and long distances between existing crosswalks



Distance Between Crosswalks

Equity Focus Composite

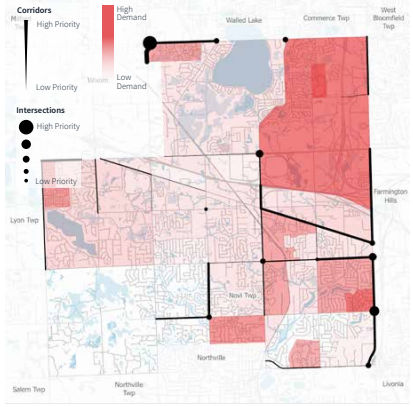


This map highlights areas where there is potential for nonmotorized travel and gaps in the sidewalk and high priority areas for pedestrian safety



High Priority Locations for Pedestrain Safety

Latent Demand Composite

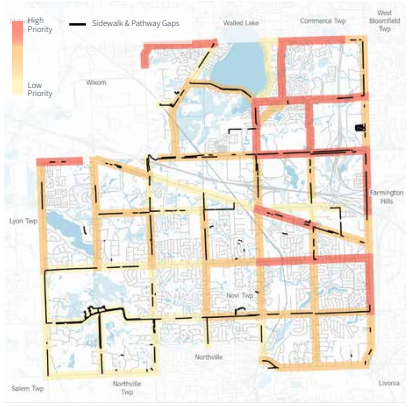


This map highlights areas there is a higher probability for people to be dependent on nonmotorized transportation and gaps in the sidewalk and high priorty locations for pedestrian safety



High Priority Locations for Pedestrain Safety

Equity Focus Composite

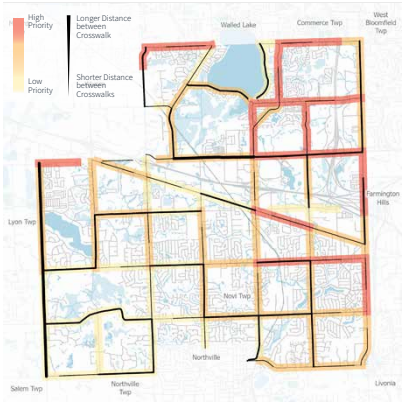


This map highlights areas where there is high priority for nonmotorized improvements and gaps in the sidewalk and pathway network along major corridors



Major Corridor Sidewalk and Pathway Gaps

Priority Corridors



This map highlights areas there is there is a high priority for nonmotorized improvements and long distances between existing crosswalks



Distance Between Crosswalks

Priority Corridors

For the complete 65-page report, please refer to the Appendix.

Land Use, Traffic Generators & Mobility Patterns

The City of Novi, situated in Michigan's Oakland County, covers approximately 30 square miles and has a population of around 66,560 residents. The City's layout is characterized by dispersed land uses that primarily cater to automobile transportation. Typical of the region, Novi employs a main road grid system with commercial hubs concentrated along busy roads, frequently clustered at intersections, and in proximity to freeway interchanges.

Bicycle and pedestrian travel beyond neighborhood streets typically occurs along the primary road system, using sidewalks and roadside pathways. Opportunities to cross busy roads are limited making it challenging for pedestrians and bicyclists to travel between neighborhoods on opposite sides of major roadways.

In coordination with the 2011 non-motorized plan, the City of Novi has systematically been adding sidewalks and pathways along the primary road system. Despite these efforts, there are still notable gaps in the system, resulting in routes often leading to dead ends without obvious alternatives or advance warning signage.

The ITC Trail, I-275 Metro Trail, and M-5 Metro Trail offer off-road pathways and provide regional connectivity. However, barriers such as multi-lane arterial roads, railroads, and expressways tend to fragment the community in terms of non-motorized travel. Moreover, the presence of wetlands across the city adds to the complexity and cost of the construction of non-motorized facilities.

Schools and parks function as community focal points, yet some lack adequate pedestrian and bicyclist access. High-speed roads in these areas necessitate safer crosswalks, with special attention needed to ensure the safety of families walking to school.

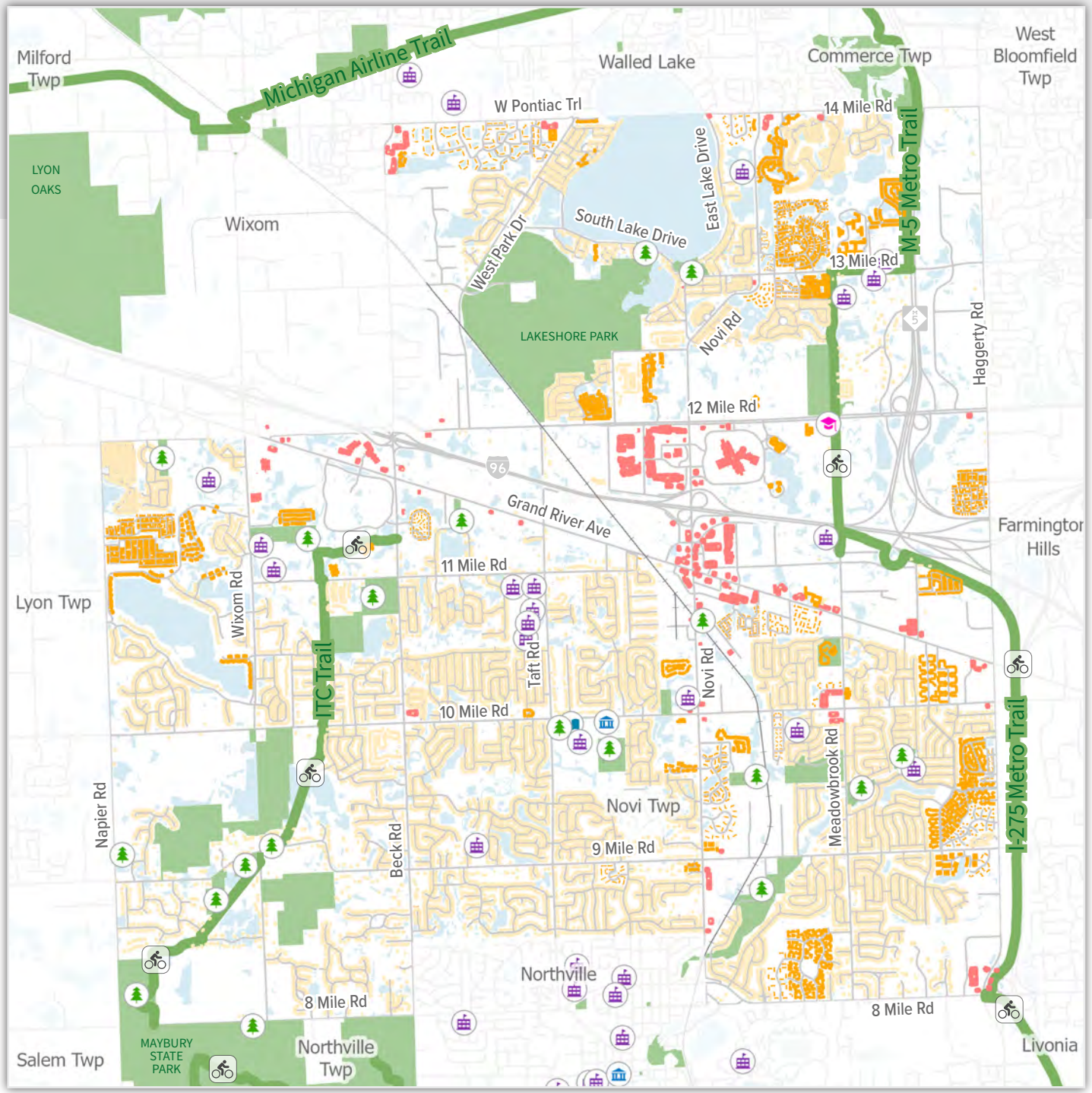
Commercial and shopping centers are hubs for pedestrian and bicycle activity. However, the challenge lies in establishing safe connections to these destinations amid substantial automobile traffic. The introduction of the anticipated City West district and SMART Transit routes underscores the significance of creating reliable bicycle and pedestrian links along the 12 Mile Road, Novi Road and Grand River Avenue corridors.

Key Destinations

Source: City of Novi & SEMCOG

The map highlights key destinations. The dispersed nature of residential areas in relationship to shopping, dining, recreation, educational and civic destinations pose a challenge for creating a walkable and bikeable community.

- Civic Center
- College/University
- Park
- Library
- School
- Regional Trails
- Shopping/Dining
- Single Family Residential
- Multi-family Residential, Manufactured Home Park, and Condominiums

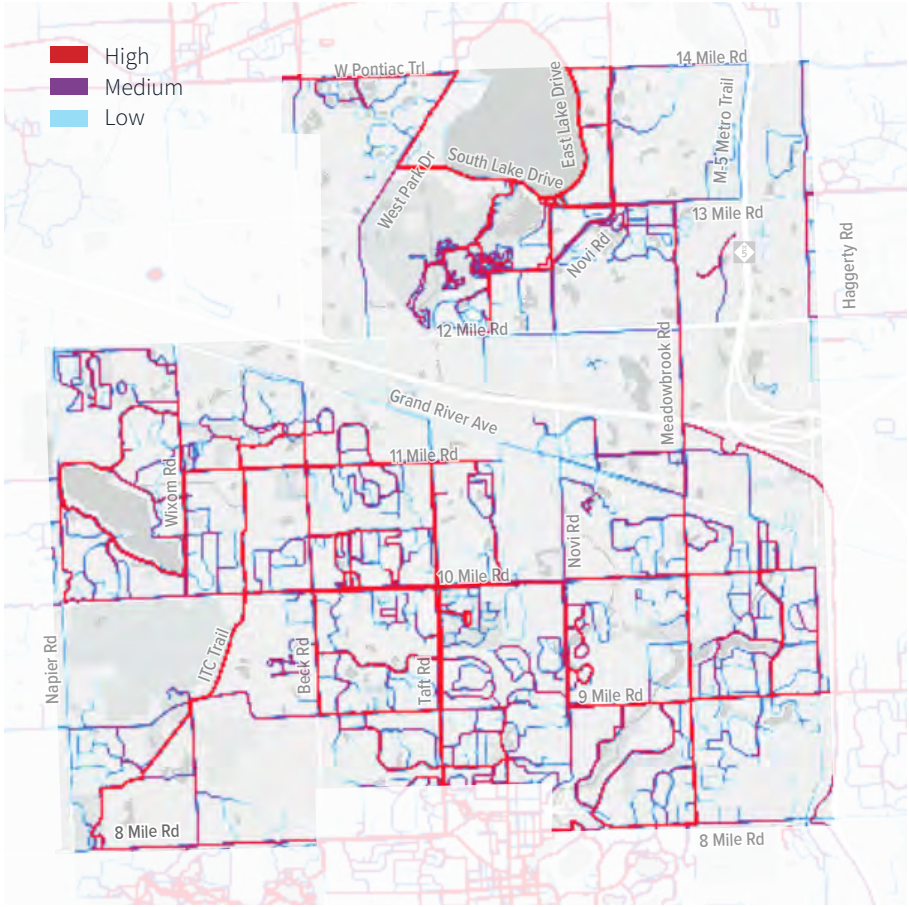


Pedestrian Conditions

The City of Novi has over 300 miles of existing sidewalks and pathways. Pedestrian travel in the city generally follows the primary road system with a partially complete sidewalk system along the major roadways. Many neighborhoods have sidewalks, however there are a few neighborhoods that lack sidewalk connection all together.

The quality of the pedestrian experience on these sidewalks varies greatly throughout the City. Most of the sidewalks have a buffer, such as a row of trees or parked cars, between the sidewalk and roadway. This type of buffer has been shown to have a significant impact on the quality of the walking experience. This buffer not only provides a sense of separation from traffic but also enhances safety and comfort for both drivers and pedestrians.

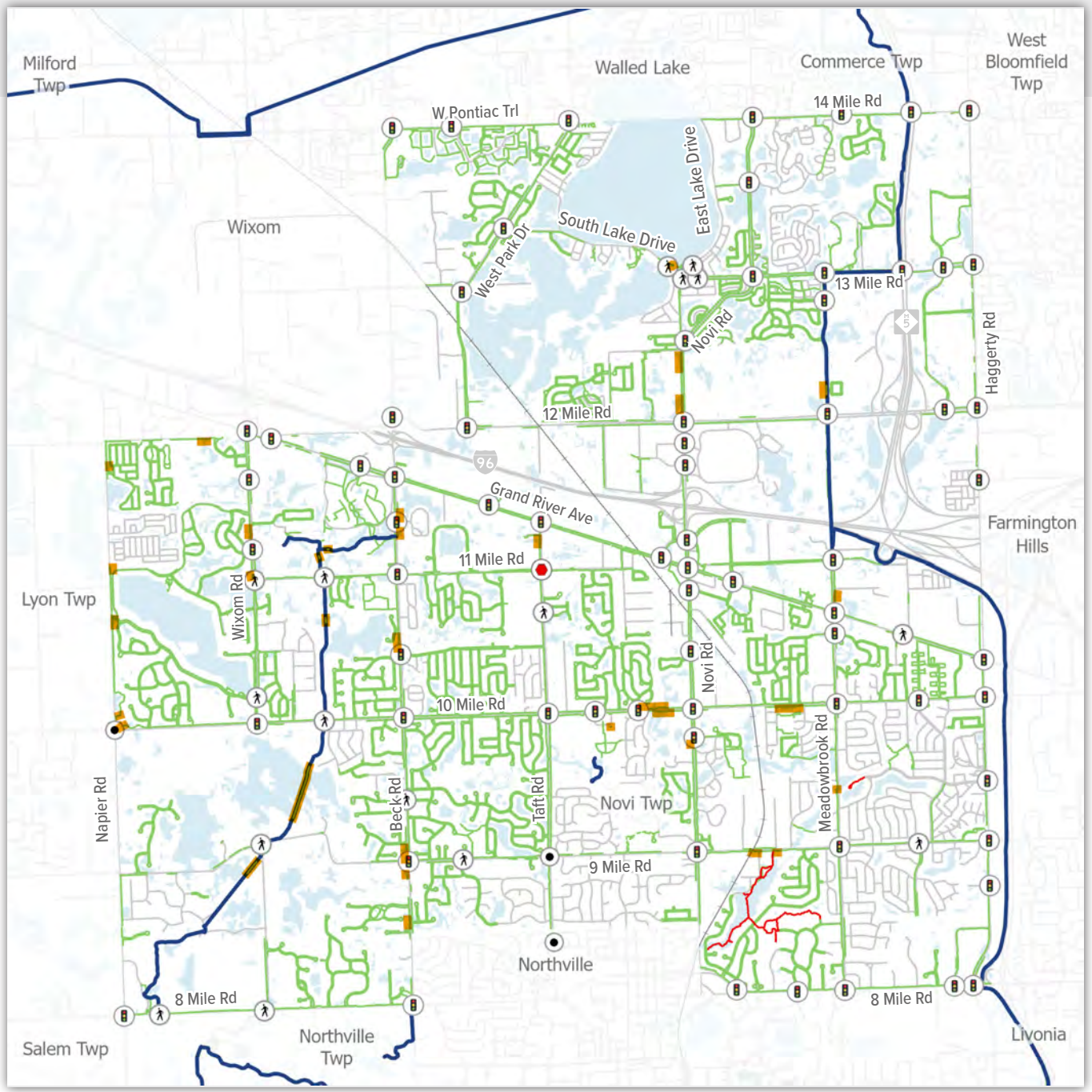
Crosswalks are an important infrastructure element when it comes to determining how walkable a community is. In general, pedestrians will not detour more than 10% of their total trip distance. Opportunities to cross busy roads, such as Grand River Avenue, and 12 Mile Road, are limited, leading to poor pedestrian connectivity between neighborhoods and destinations that are located on opposite sides of the roadway. This leads to risky decision making by pedestrians. There are a number of proven safety countermeasures that may be employed to make pedestrian crossings safer.



Pedestrian Travel Heat Map (Source: STRAVA)
The heat map displays popular routes from aggregated public activities in the past year. Comprising trillions of data points, it visualizes info from users who submitted or synced fitness activities. This data covers both direct app-recorded fitness info and synced data.

Existing Pedestrian Network

- Sidewalks and Pathways
- Natural Surface Trails
- Regional Shared Use Pathways
- Existing Boardwalks
- Signalized Intersection
- Stop-controlled Intersection
- Roundabout
- Mid-block Crosswalk



Pedestrian Safety

An analysis of pedestrian crash data spanning 18 years in the City of Novi was conducted to gain insights into pedestrian safety trends and challenges. This section highlights key findings drawn from this data.

- Two fatalities occurred along the expressway
- One fatality caused by parked vehicles sliding into each other
- Majority of crashes with pedestrians result in injury
- High speed limits at the location of crashes is likely to be contributing higher than average injury crashes
- There is a cluster of crashes near Beck Road and Pontiac Trail where multifamily residential is located across the street from a commercial strip development
- Over 80% of crashes occurred on the roadway



93 pedestrian crashes since 2004

5 average number of crashes per year

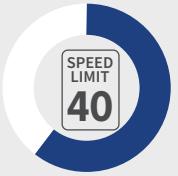
3 fatalities in 18 years



93%
Resulted in Injury
10% higher than state average

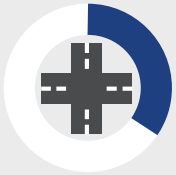


54%
Between 4pm and 10pm



63%
Speed Limit 40 mph or Greater

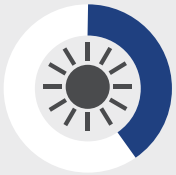
Speed is a central factor in traffic deaths. As speed limits and speeds increase, so do fatalities. When struck by a vehicle at 40 MPH, a pedestrian has a 20% survival rate.



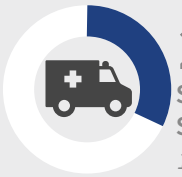
35%
At an Intersection



20%
Hit and Run



42%
Daylight



29%
Suspected Serious Injury
10% higher than state average

Economic and Societal Impact of Pedestrian Crashes in Novi - 2004 to 2021

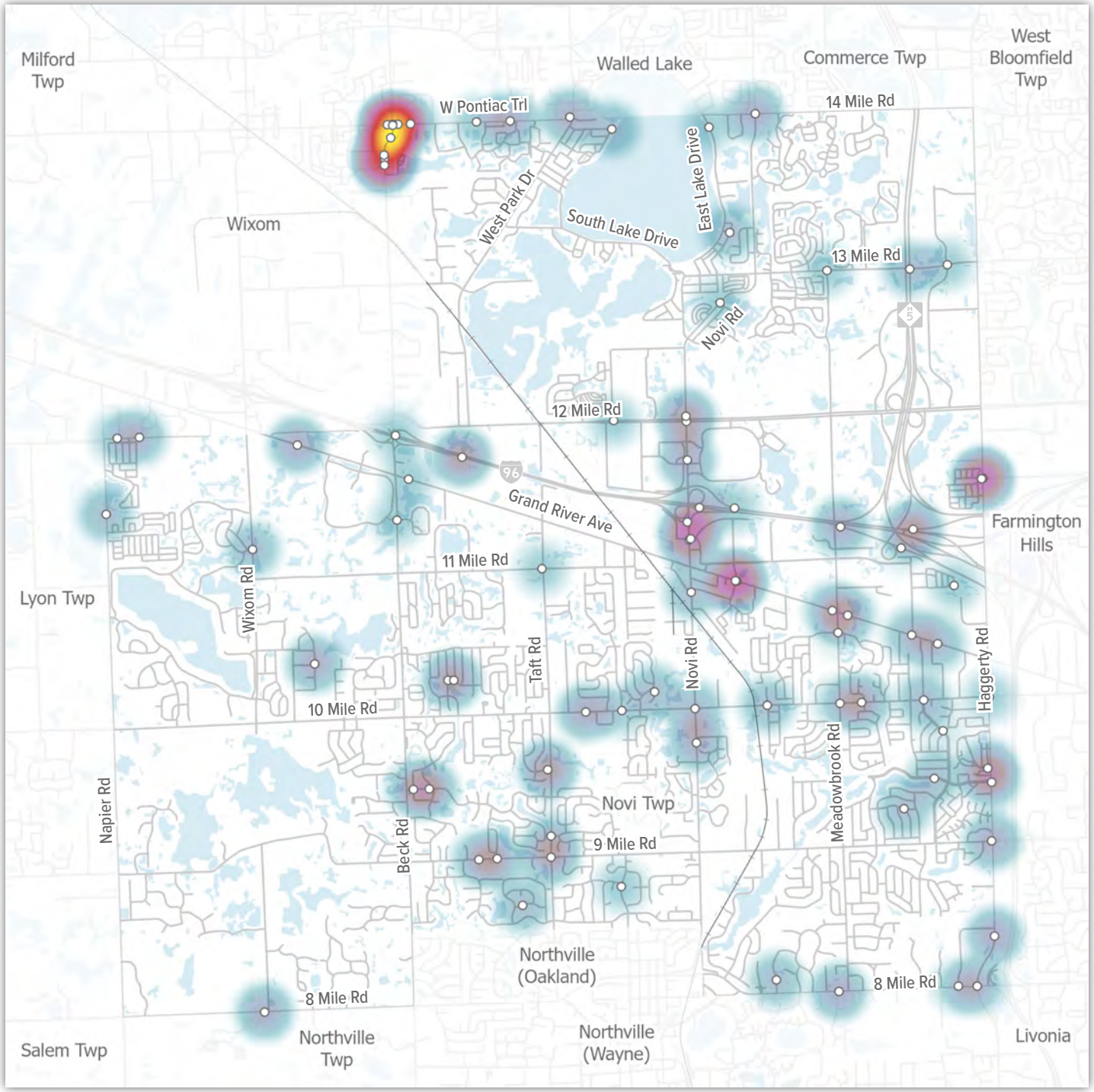
$10.6 Million
Economic Cost: Productivity, medical, emergency and costs to employers

$55.3 Million
Comprehensive Cost: Economic costs plus quality of life valuations (Amount society is willing to pay to avoid the crash)

An assessment of the Economic and Societal Impact of Pedestrian Crashes in Novi involved deriving calculations tailored to the local context. This process was informed by the US Department of Transportation publication titled "The Economic and Societal Impact of Motor Vehicle Crashes, 2009, December 2022."

Pedestrian Crash Heat Map

This heat map serves as a visual representation of pedestrian crash data spanning an 18-year period, highlighting specific locations where pedestrian accidents have occurred more frequently and with increased severity. The map offers valuable insights into areas where enhanced safety measures and infrastructure improvements may be warranted.



○ Pedestrian Crash (2004 - 2021)

Location with higher frequency and severity of crashes

Locations with lower frequency and severity of crashes

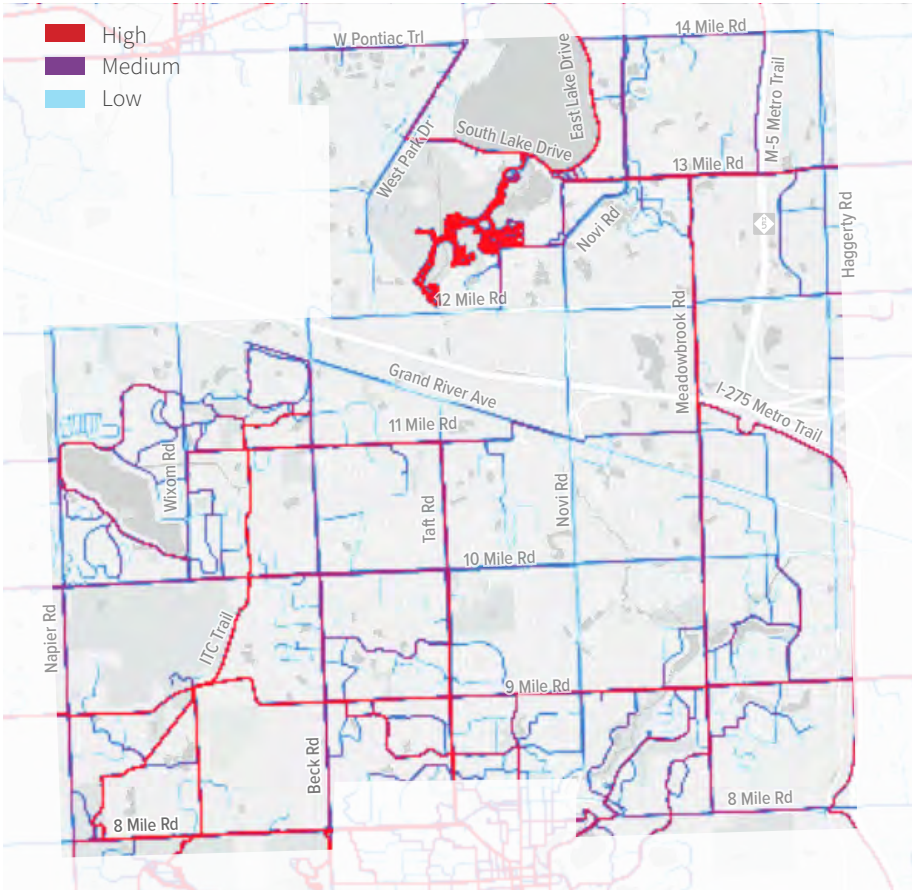
Bicycle Conditions

In general, bicycle travel in the city follows the roadway network with areas of sidepaths and marked bike lanes on Taft Road, South Lake Drive and East Lake Drive.

The existing bicycle network, comprising over 7 miles of regional trails, 4.5 miles of bike lanes, and 40 miles of sidepaths, is fragmented. These facilities frequently have gaps and do not connect seamlessly. Bicyclists often find themselves navigating a combination of sidewalks and sidepaths or sharing the roadway with motor vehicles.

A number of regional trail corridors exist around the City of Novi including the ITC Trail, I-275 Metro Trail, M-5 Trail, Michigan Air Line Trail, Hines Park Trail and Shared Use Paths in Maybury State Park. There is opportunity to improve and strengthen non-motorized connections between these regional destinations.

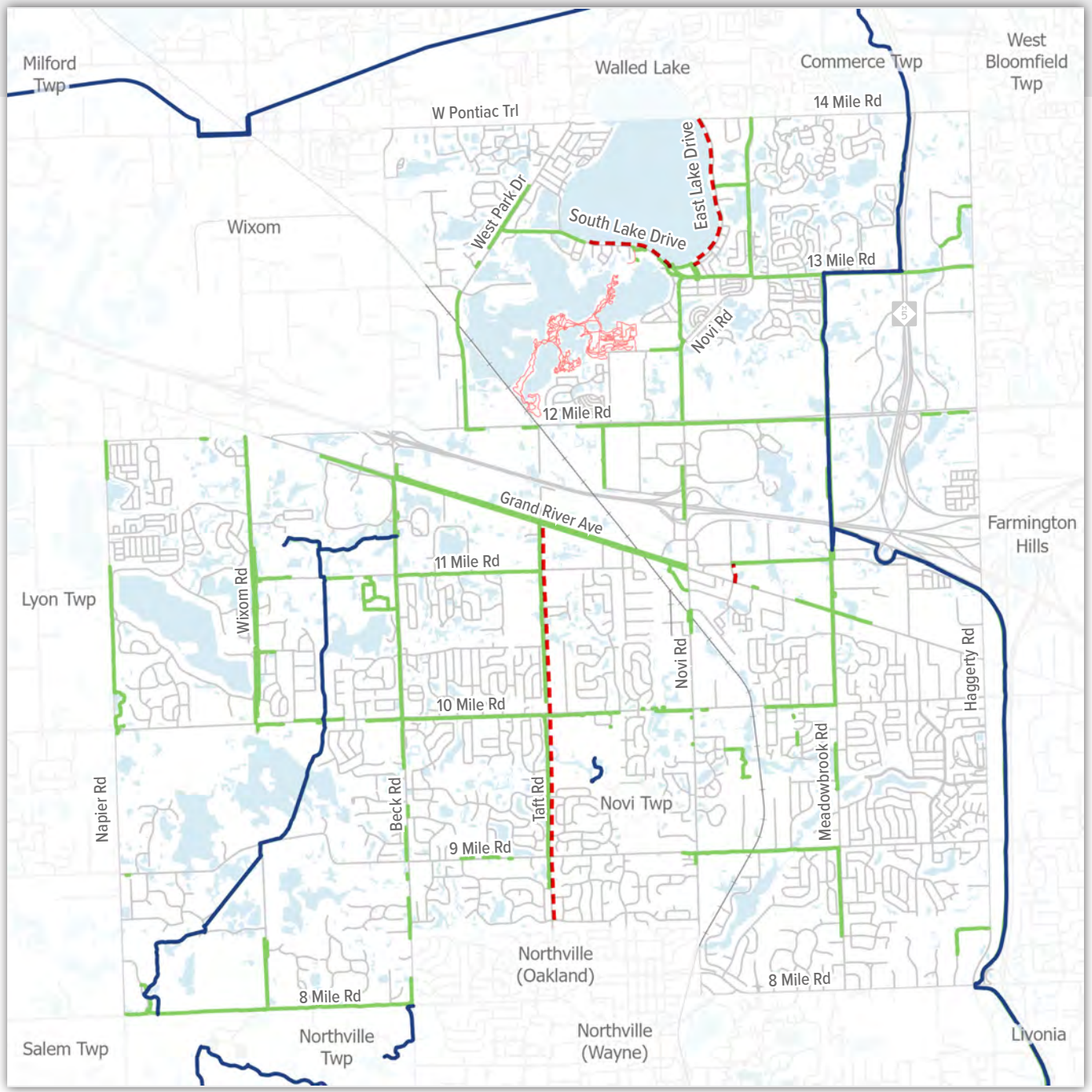
While there have been some initial steps towards wayfinding with the pathway along Meadowbrook Road that connects the I-275 Trail to the M-5 Trail, there is significant room for improvement. There has been interest expressed by surrounding communities to establish a regional trail wayfinding system. The wayfinding system could also be expanded to show preferred routes around the city to key destinations and just how close in time and distance they are.



Bicycle Travel Heat Map (Source: STRAVA)
This map compiles bicycle trips from the Strava app, with wider and lighter lines indicating more trips. This data tends to represent trips recorded by one app and leans towards recreational use, but it still offers a fair approximation of bicycle usage on roads and trails.

Existing Bicycle Network

- Shared Use Path (8’ wide or greater)
- Regional Shared Use Pathways
- Bike Lanes
- Mountain Bike Trails



Bicycle Safety

An analysis of bicycle crash data spanning 18 years in the City of Novi was conducted to gain insights into bicycle safety trends and challenges. This section highlights key findings drawn from this data.

- Zero fatalities in 18 years
- Majority of bicycle crashes occurred in the afternoon when daylight was present
- Safety Improvements are needed at intersections
- High speed limits at locations of crashes are likely contributing higher than average serious injury crashes
- Over 1/2 of all crashes were at a signalized intersection
- Around 90% of all crashes occurred in the roadway



86 bicycle crashes since 2004

5 average number of crashes per year

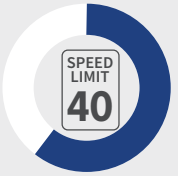
0 fatalities in 18 years



85%
Resulted in Injury
5% higher than state average

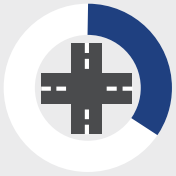


54%
Between 2pm and 6pm



59%
Speed Limit 40 mph or Greater

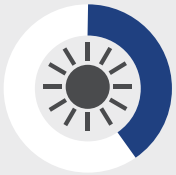
Speed is a central factor in traffic deaths. As speed limits and speeds increase, so do fatalities



65%
At an Intersection
55% of all crashes were located at a signal



16%
Hit and Run



83%
Daylight



8%
Suspected Serious Injury

Economic and Societal Impact of Bicycle Crashes in Novi - 2004 to 2021

$3.2 Million

Economic Cost: Productivity, medical, emergency and costs to employers

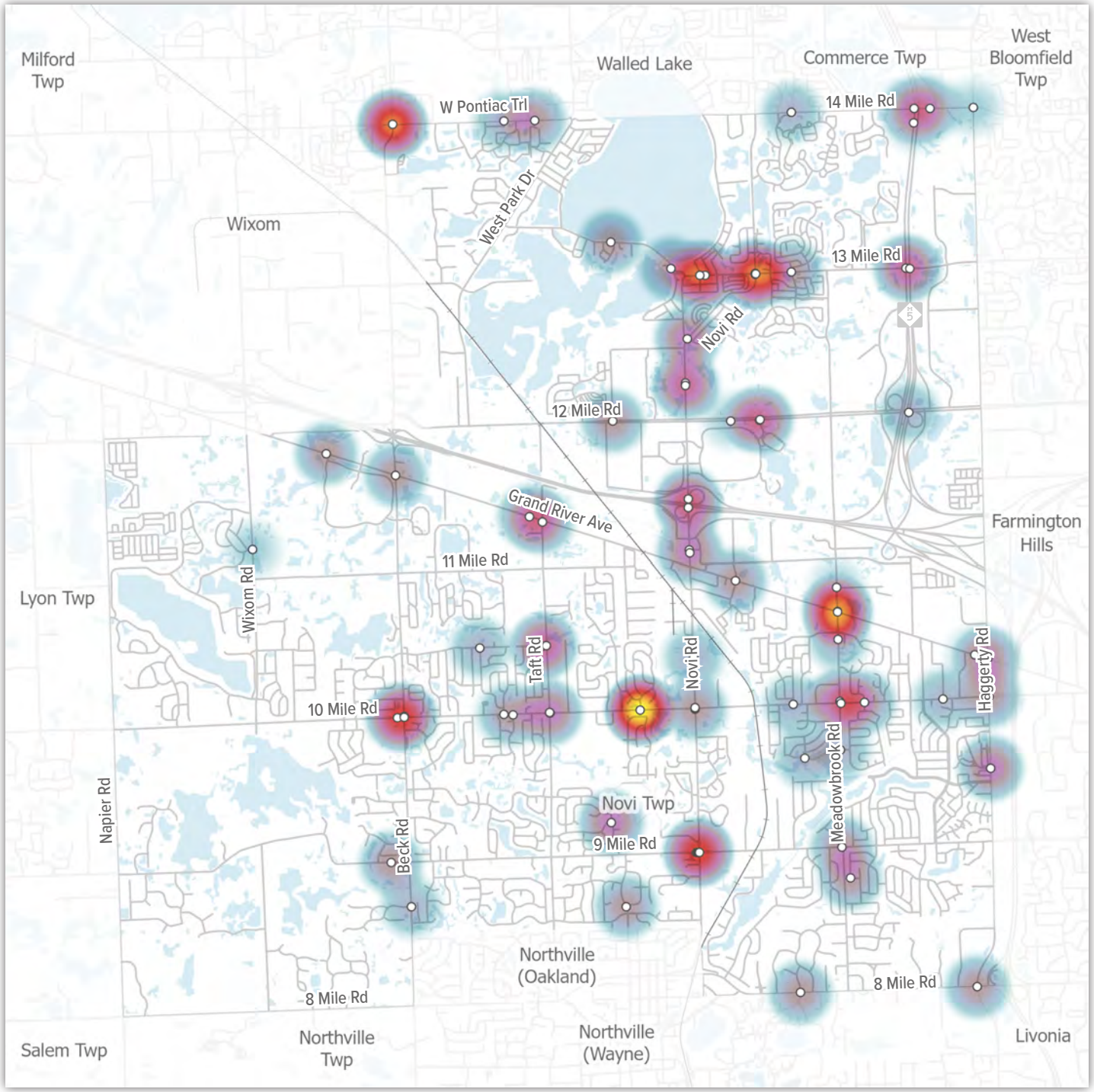
$17.6 Million

Comprehensive Cost: Economic costs plus quality of life valuations (Amount society is willing to pay to avoid the crash)

An assessment of the Economic and Societal Impact of Bicycle Crashes in Novi involved deriving calculations tailored to the local context. This process was informed by the US Department of Transportation publication titled "The Economic and Societal Impact of Motor Vehicle Crashes, 2009, December 2022."

Bicycle Crash Heat Map

This heat map serves as a visual representation of bicycle crash data spanning an 18-year period, highlighting specific locations where bicycle accidents have occurred more frequently and with increased severity. The map offers valuable insights into areas where enhanced safety measures and infrastructure improvements may be warranted.



Transportation Network Summary

Pedestrian and Bicycle Access and Mobility

311
Miles of sidewalk and pathways

97
Crosswalk locations

7
Miles of regional trails

4.5
Miles of bike lanes

- Most road crossings are greater than 1/2 mile apart. Where there is demand to cross the road, spacing should be less than 1/8 mile apart.
- The speed and number of lanes of most of the primary roads warrant that mid-block crossings and intersections incorporate substantial safety features for pedestrians and bicyclists.
- The visibility of pedestrians and bicyclists using sidepaths is a concern at man subdivision entrances given the general lack or minimal of crosswalk markings, entrance signage, and landscaping.
- Neighborhood streets and local roads provide a friendly environment for walking and bicycling compared to the busy arterials. More short connections between adjacent neighborhoods would reduce the need for pedestrians and bicyclists to travel along the busy roadways.
- Mid-block crossing improvements should align with the low stress bike routes along local roads.
- Novi's ITC Trail is a great asset within the City but needs to connect to other nearby trails and destinations in the region such as Maybury State Park, Lakeshore Park, the Michigan Air Line Trail, Downtown Northville, and the I-275 Trail.
- Wayfinding is needed throughout the city to connect bicycle and pedestrian routes to key destinations and trails and to provide advance notice of when sidepaths dead-end.
- Not all areas of the city have equal access to non-motorized facilities. Underserved areas would benefit from infrastructure that makes it easier and safer to walk and bike.



Novi Roadway Network

341
Miles of Roadway

80
Miles of Major Roads

260
Miles of regional trails

4.7
Square Miles of Right-of-way (15% of City Footprint)

Many of the busiest roads are under control by MDOT or Oakland County Road Commission

- The arterials were designed to move a high volume of motor vehicles at a high rate of speed with little consideration given to the needs of non-motorized transportation.
- The expressways combined with major arterials, such as Grand River Ave., M-5, and Haggerty Road, create challenges for making non-motorized connections across the middle and east side of the city. The I-275 Metro Trail and the M-5 Metro Trail allow for travel along these corridors, but not necessarily across them.
- Strip development along major roadways, such as Grand River Ave, Haggerty Road, Novi Road, and Beck Road lead to frequent curb cuts and conflict points on the sidewalks and sidepaths.

Transit

- In September of 2023, SMART introduced enhanced transit in Oakland County and now provides service in Novi along Grand River, 12 Mile Road, and Novi Road in the city.
- New routes servicing Novi include SMART 740, SMART 305, and SMART 805.
- Addressing gaps in the pedestrian network along the transit routes should be prioritized along with adding mid-block crosswalks near transit stops. Incorporating amenities along the route will help to promote safe and convenient access to the newly established transit stops.

Composite Analysis

This Composite Analysis encapsulates a comprehensive evaluation of Novi's non-motorized transportation system, epitomized by three pivotal analysis maps:

- **Equity Focus Composite Map:** This map highlights census block areas where residents are more likely to be dependent on non-motorized travel. The darker the red shading, the more likely the residents do not have the option of using a private motor vehicle.
- **Latent Demand Composite Map:** This map estimates potential bicycle and pedestrian travel demand, providing a vital tool to prioritize improvements in conjunction with existing deficiencies.
- **Priority Corridors Composite Map:** This map amalgamates equity, demand, and safety factors to spotlight corridors for targeted enhancements, embodying the city's commitment to cultivating safer, more interconnected non-motorized networks.

Collectively, these analysis maps present a multifaceted road map for advancing non-motorized transportation infrastructure. The insights gleaned from these maps will serve as the cornerstone for strategic decision-making, guaranteeing that the recommendations impact areas of the city with the greatest needs.

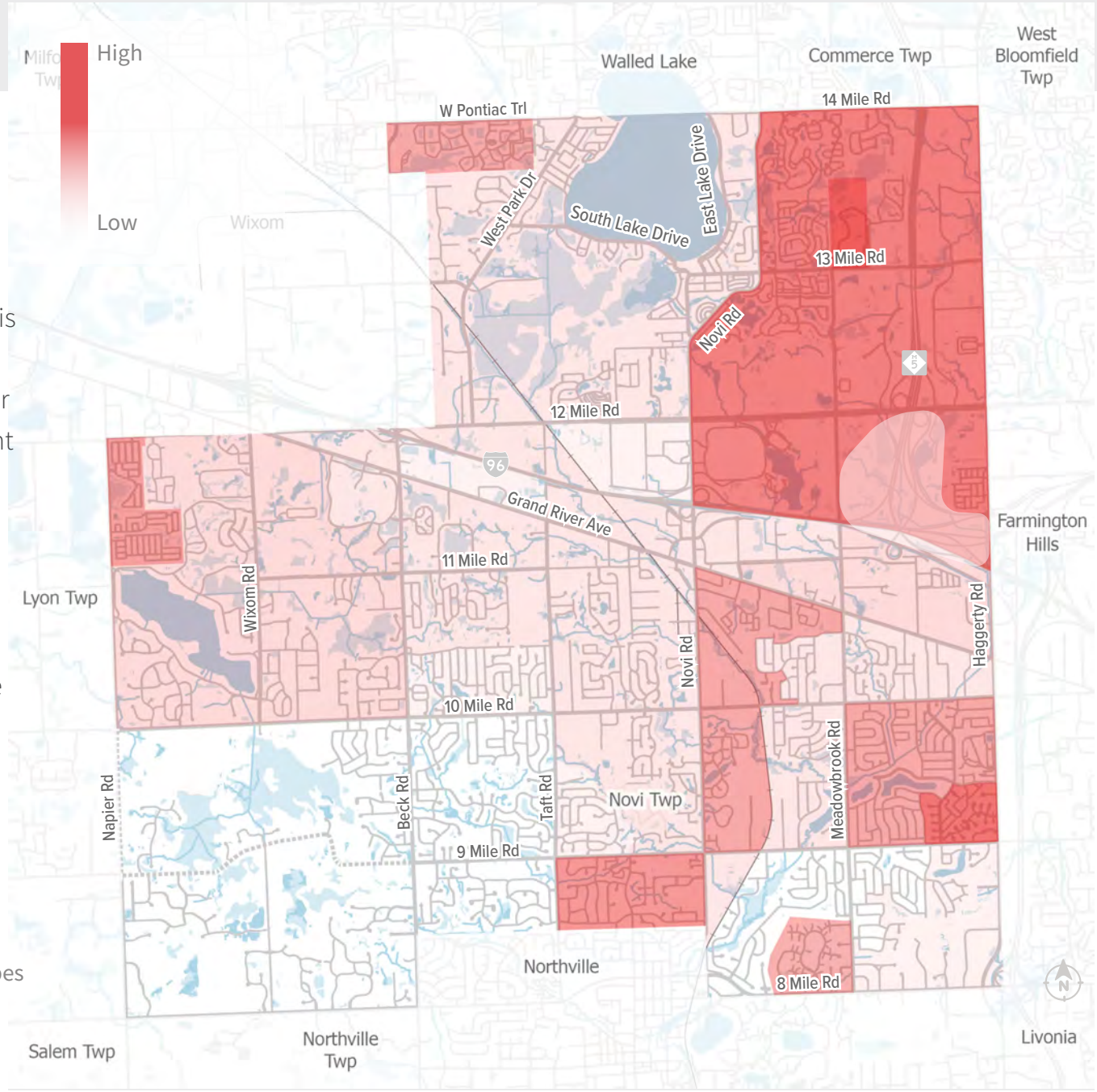


Equity Focus Composite Map

Equity focus areas highlight where there is a higher probability that people may benefit from non-motorized facilities. This takes into consideration factors such as low-income households, youth and older adult populations, and transit-dependent households. The city's northeast quadrant is most likely influenced by a high population of older adults and the number of transit-dependent households, as reported in the Census. This map uses census blocks to illustrate equity focus areas and includes the following data sets:



- Poverty (Census)
- Households that lack access to vehicles (Census)
- Residential Building Types (SEMCOG)
- Environmental Justice Sensitivity (Novi)



Latent Demand Composite Map

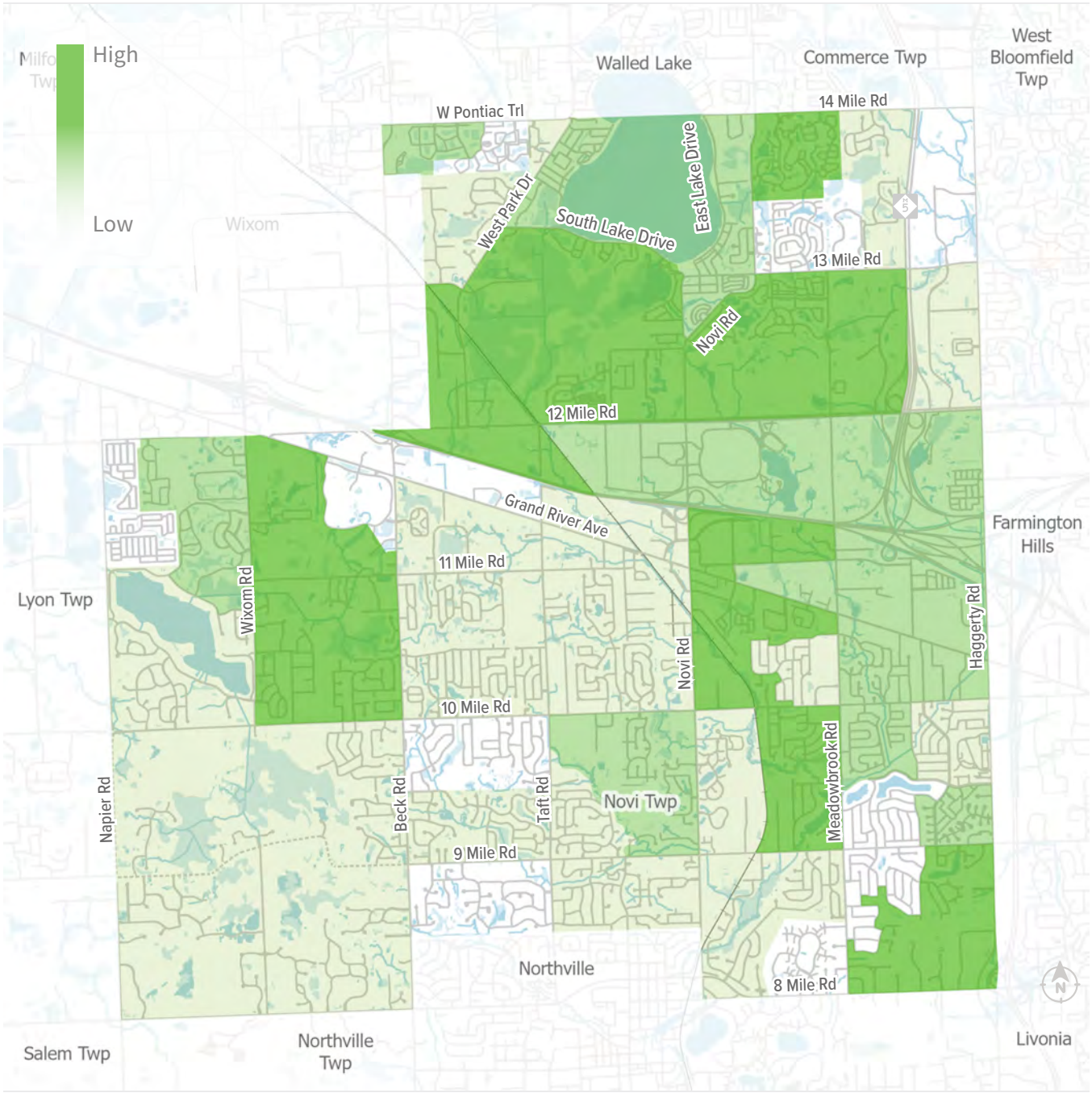
Latent demand areas estimate the potential demand for bicycle and pedestrian travel. Other factors may promote or inhibit actual non-motorized travel levels. The composite analysis is a useful tool to contrast with facility deficiencies and prioritize improvements. This map uses census block areas to illustrate latent demand for non-motorized travel areas and includes the following data sets:



Walkablity Index (EPA Smart Location Database)

Bicycle and Pedestrian Demand Areas (SEMCOG)

Civic Destinations



Priority Corridors Composite Map

This summary map highlights priority corridors for non-motorized improvements based on equity, demand, and safety. The highest-priority corridors for these improvements are concentrated in the northeastern part of the city. The corridors that stand out as needing the most attention include sections of W Pontiac Trail, 14 Mile Road, Novi Road, 13 Mile Road, Meadowbrook Road, 12 Mile Road, Haggerty, and Grand River.

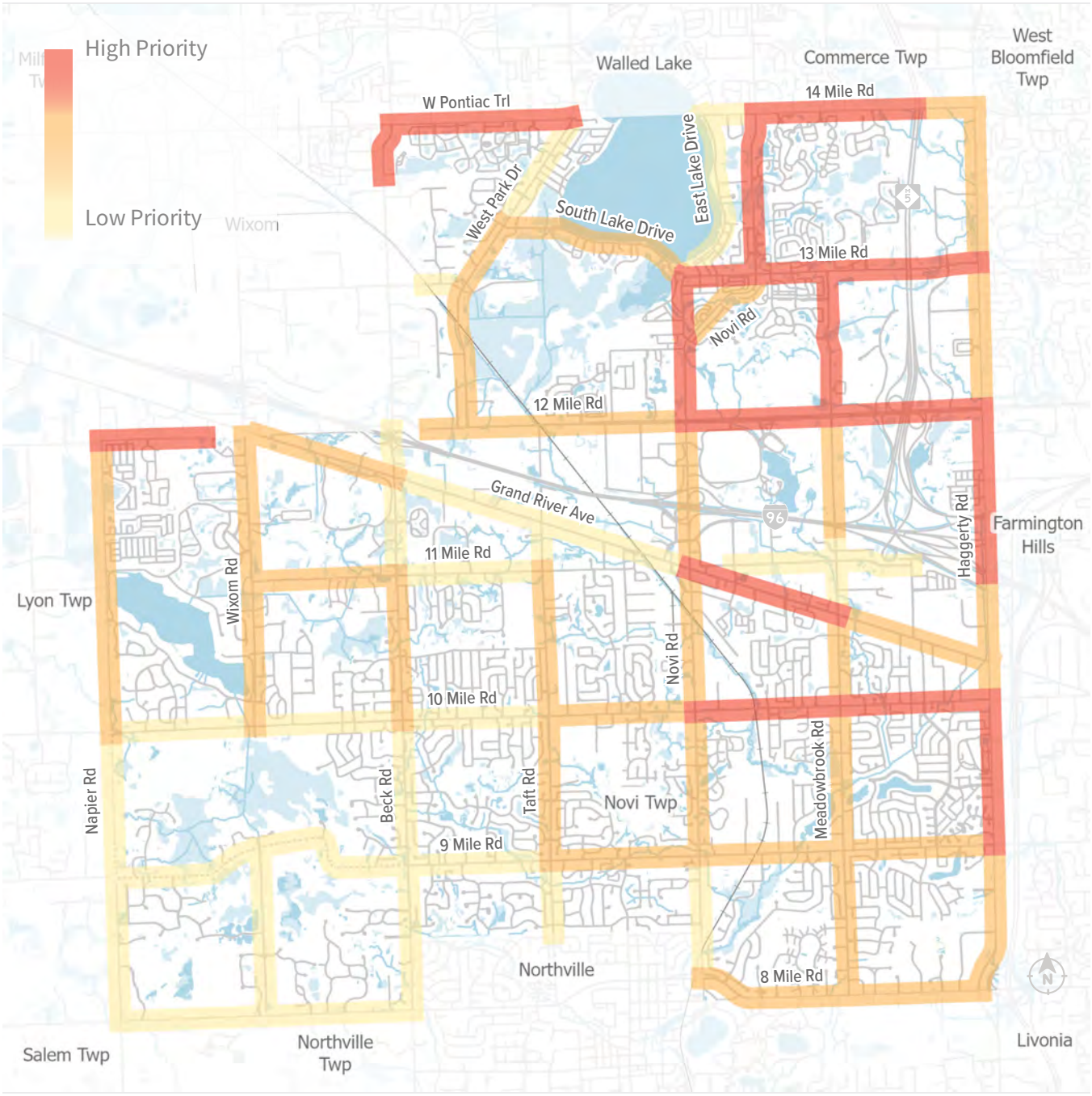


Equity Focus Composite

Latent Demand Composite

High Priority Locations for Bicycle Safety

High Priority Locations for Pedestrian Safety



Regional Trail Connections

Novi's fortunate to be surrounded by excellent trail options. Nevertheless, the connections to these trails lack clarity and often do not instill a sense of safety and comfort for most bicyclists. By fostering partnerships aimed at bolstering regional connections, the community can elevate the overall quality of the trail experience and inspire increased usage.



The statewide trail system consists of the Great Lake-to-Lake Trail and the Iron Belle Trail. Novi has the opportunity to connect to both of these systems by linking the Novi ITC Trail to other nearby trails.

1 Novi ITC Trail
ITC trail is a great asset within the City. Non-motorized connections to other nearby trails is needed to link into the regional trail network. There is the opportunity for a 30-mile regional trail loop through Novi if connections are completed to the Michigan Airline Trail, Maybury State Park and Hines Park Bikeway through Northville.

2 Maybury State Park
Non-motorized connections needed between Novi's ITC Trail and Maybury State Park.

3 Downtown Northville
There is a need to strengthen non-motorized connections between communities.

4 I-275 Metro Trail
This trail provides a north-south connection following the I-275 corridor on the City's east side. Improved wayfinding will help residents find access points to the trail.

5 M-5 Metro Trail
Provides a north-south connection along the M-5 corridor in the northeast corner of the city. This is currently the City of Novi's main link to the Great Lake-to-Lake Trail.

6 Meadowbrook Path
A relatively new, 2-mile pathway connection between the M-5 Metro Trail and the I-275 Metro Trail. Some signage exists to route trail users between both trails.

7 Lakeshore Park
This is a regional draw for mountain bikers with around 10 miles of trail. Improved non-motorized connections to this park are needed so users have the option to bike to the park instead of driving.

8 Iron Belle Trail
When complete, this 2,000 mile loop trail will connect the western tip of the Upper Peninsula to Belle Isle in Detroit.

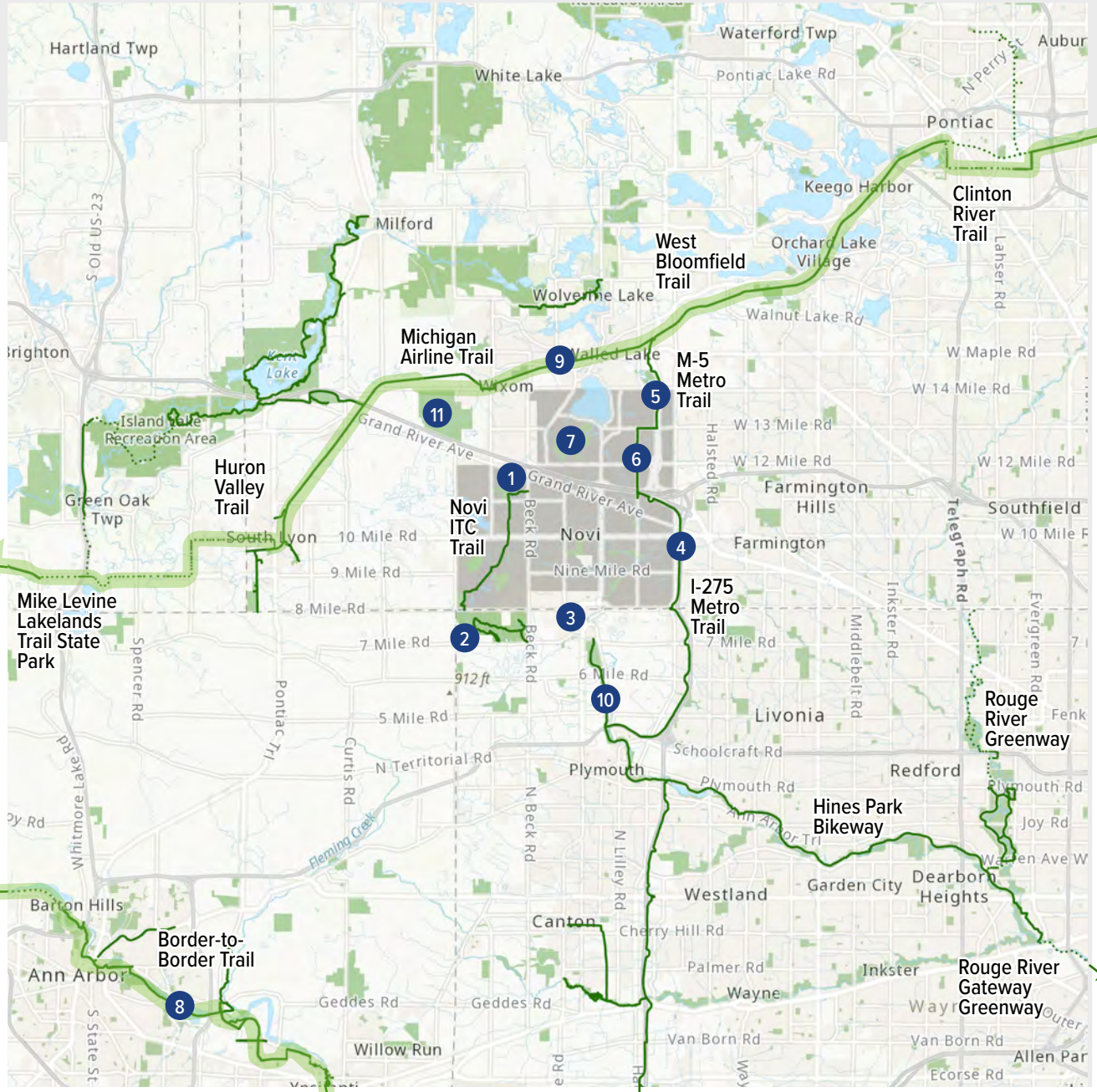
9 Great Lake-to-Lake Trail
This 275-mile bike route across southern Michigan stretches from South Haven to Port Huron. There may be opportunities to expand Novi's ITC Trail north to make a connection to the Michigan Airline Trail along the Great Lake-to-Lake Trail Route.

10 Hines Park
Provides a north-south connection along the Edward Hines Drive corridor at the southern end of the City of Northville and connects to the I-275 Trail. There are opportunities to coordinate with the City of Northville and Northville Township on a connection to this trail.

11 Lyon Oaks County Park
This park is located in the City of Wixom with 6 miles of natural surfaced trails. There is an existing sidewalk connection along Pontiac Trail to this park.

Regional Trails

- Existing Shared Use Paths
- Planned Shared Use Paths
- Statewide Trail Routes
- # Notes




STOP
CROSS TRAFFIC
DOES NOT STOP

Facility Types & Guides

In recent years, there has been a growing recognition of the critical role that non-motorized transportation plays in creating sustainable, inclusive, and vibrant communities. As the City of Novi continues to evolve, the need for efficient, safe, and accessible non-motorized infrastructure becomes increasingly apparent.

The Facility Types and Treatments explore a diverse array of different facilities and innovative treatments, including bike lanes, intersection enhancements, and mid-block crosswalk treatments. This section provides images and terminology to help demystify the non-motorized transportation terminology that is referenced in this report.

This section also highlights design guidelines that are readily available, offering comprehensive details on implementing new facilities and incorporating best practices in non-motorized network development.

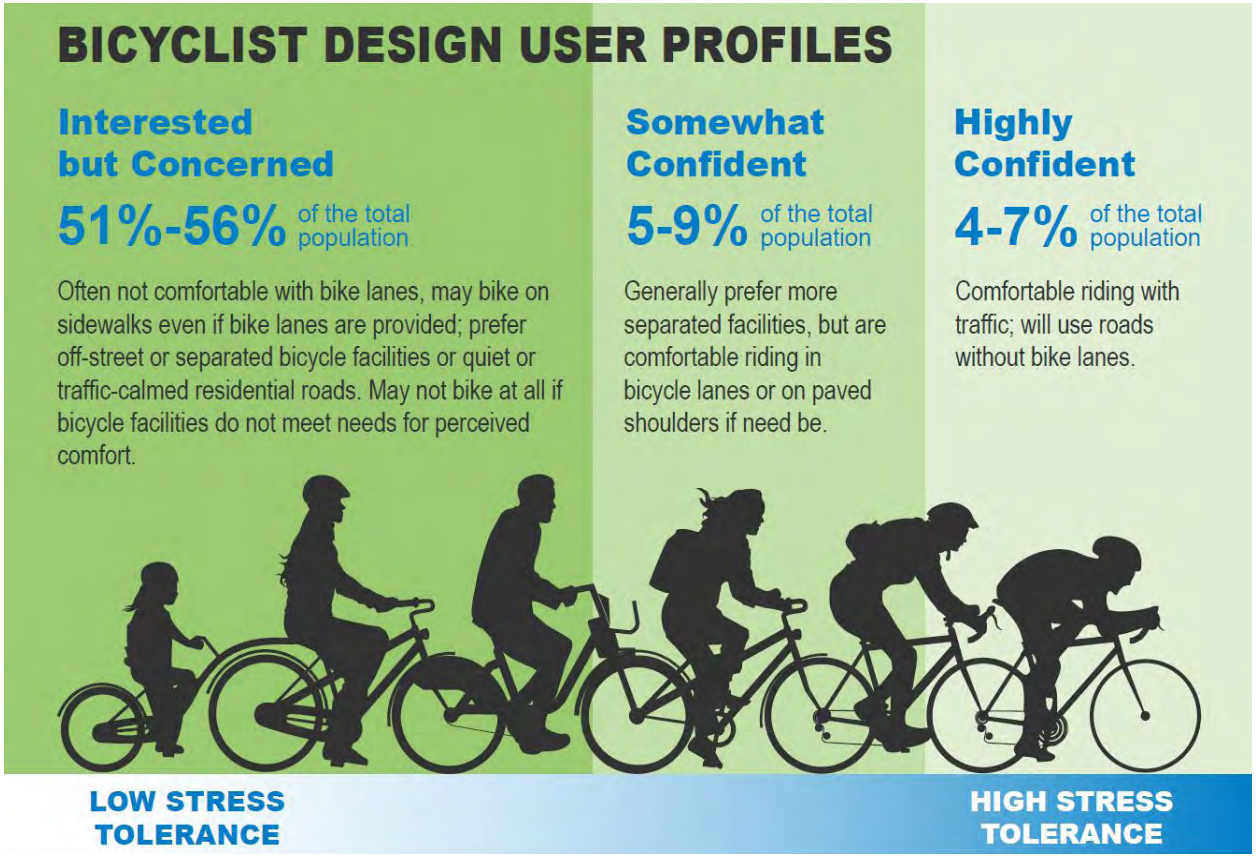
- Facility Types & Treatments
- Design Guidelines & Resources

Facility Types & Treatments

Building a Non-motorized Network for Everyone

Efficient and safe non-motorized networks include a variety of facilities designed to accommodate individuals of all ages and abilities. From sidewalks and trails, acting as the bedrock of a low-stress network, to the thoughtful integration of non-motorized facilities at intersections and along busy corridors, each element plays a crucial role in promoting active transportation. Providing safe and comfortable facilities while making seamless transitions between them is key to a non-motorized network's success.





Source: FHWA Bikeway Selection Guide 2019

Non-motorized facilities are utilized by a diverse spectrum of people, including cyclists and pedestrians spanning all age groups and abilities. There is no 'typical' user, as these facilities cater to individuals with varying needs and motivations. From children learning to ride bicycles, to adults commuting to work, and seniors enjoying leisurely strolls, non-motorized facilities accommodate a wide range of users. It is imperative to acknowledge this diversity when designing and maintaining these spaces, ensuring their accessibility and creating a welcoming environment for all.

Facilities for Non-motorized Transportation

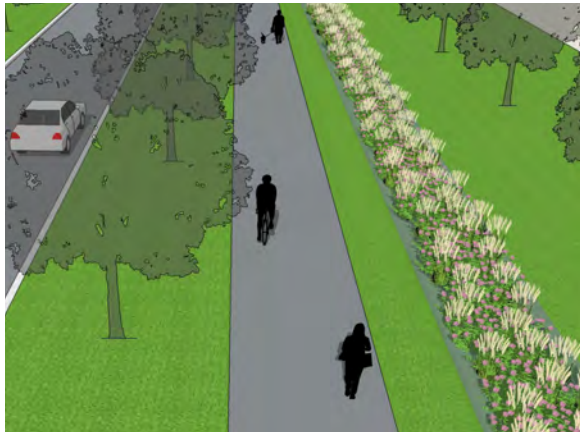
There are a number of terms and types of multi-modal transportation facilities discussed in this plan. A few are highlighted here. Several of these facilities can transition over time from relatively inexpensive and easy changes that are made with paint and posts in the near-term, to more expensive and complex changes that may be accomplished in concert with a more significant infrastructure project such as when a road is being completely rebuilt. When improvements are done in coordination with one another, a variety of corridor types can be created that offer multi-modal options and improved safety for all users.



Sidewalks

Dedicated space intended for use by pedestrians. They are separated from a roadway by a curb and/or an unpaved buffer space and typically constructed of concrete. Sidewalks should be set back from the roadway at least five feet from the back of curb. A preferred sidewalk width of six feet or more allows for a more comfortable walking environment. Additionally, integrating street parking or bike lanes along sidewalks provides a barrier between pedestrians and moving vehicles, creating a safer and more enjoyable pedestrian experience. Street trees in the buffer further contribute to the aesthetics and shade, enhancing the overall sidewalk environment.

This is a ***FHWA Proven Safety Countermeasure***.



Shared Use Paths

These are pathways that are physically separated from the roadway and are shared by people who walk and bike going both directions. These are wider than standard sidewalks (at least 10' wide with 2' clear zone on each side) and typically constructed of asphalt or carefully jointed concrete for smooth bicycling. When located adjacent to a roadway the facility may be referred to as a sidepath. For pathways seeking federal funding, adherence to the American Association of State Highway and Transportation Officials (AASHTO) guidelines is crucial to ensure eligibility and compliance with established safety standards.



Unpaved Trails & Foot Paths

Unpaved trails have a natural or a compacted gravel surface and typically quite narrow. The are usually more recreational in nature than a paved pathway. They can be designed for specific activities like hiking or mountain biking.



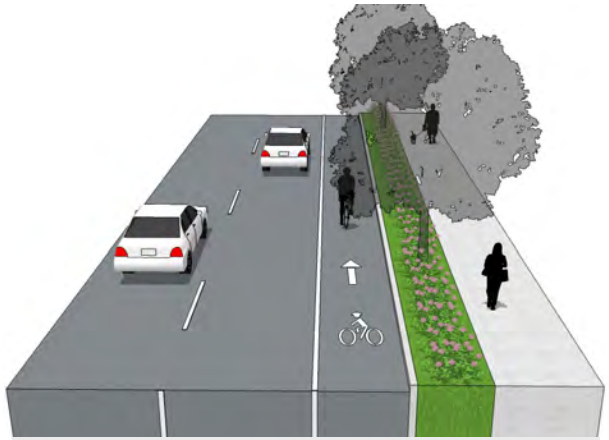
Signed Bike Routes

These are selected local roads that provide low-stress connections to destinations around the City for people who would prefer to avoid the busiy main roads. These routes utilize clear and easily recognizable signage and/or pavement markings to direct cyclists onto roads that are considered safer and more accommodating for bike travel. Signed bike routes typically do not have dedicated cycling infrastructure but the traffic speeds and volume are low enough for bicyclists and motorists to safely share the road. Crosswalk improvements may be needed where these routes cross major roadways.



Bicycle Boulevards

A signed bike route that prioritizes bicycle travel by providing a range of amenities and design elements that make cycling safer, more comfortable, and efficient. Traffic calming features such as traffic diverters and traffic circles are incorporated to reduce traffic speeds and volumes. Stormwater management facilities, like rain gardens, may also be incorporated to contribute to a sustainable design solution. A Bicycle Boulevard may be considered an enhanced Signed Bike Route.

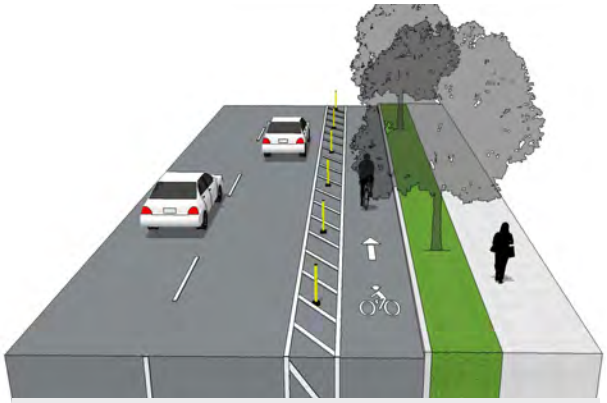


Minimal

Basic Bike Lanes

Used on lower speed and lower volume roadways where space is limited. They provide an exclusive space for bicyclists located adjacent to vehicular travel lanes. They assist in facilitating predictable behavior and movements between bicyclists and motorists. Key cost variables include the number of intersections that require special pavement markings and changes to existing lane configuration.

This is a *FHWA Proven Safety Countermeasure*. For more information visit https://highways.dot.gov/safety/proven-safety-countermeasures

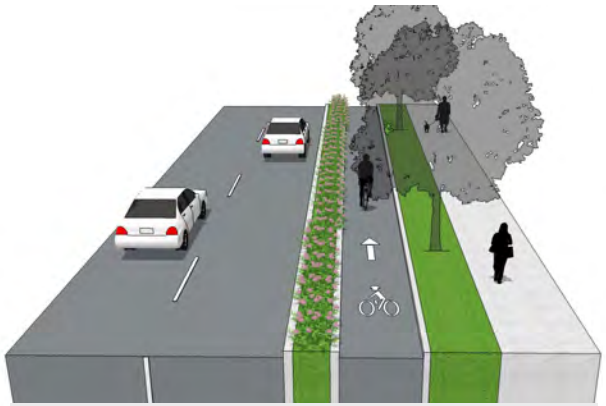


Enhanced

Buffered Bike Lanes

Often implemented with a road re-striping or resurfacing project. A basic bike lane is paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. This provides greater distance between motor vehicles and bicyclists and appeals to a wider cross-section of bicycle users.

Separation may be enhanced with the addition of delineator posts. These may be placed every 30’ - 40’ along the entire distance or used more sparingly at intersections. Key cost variables includes the spacing of the delineator posts.



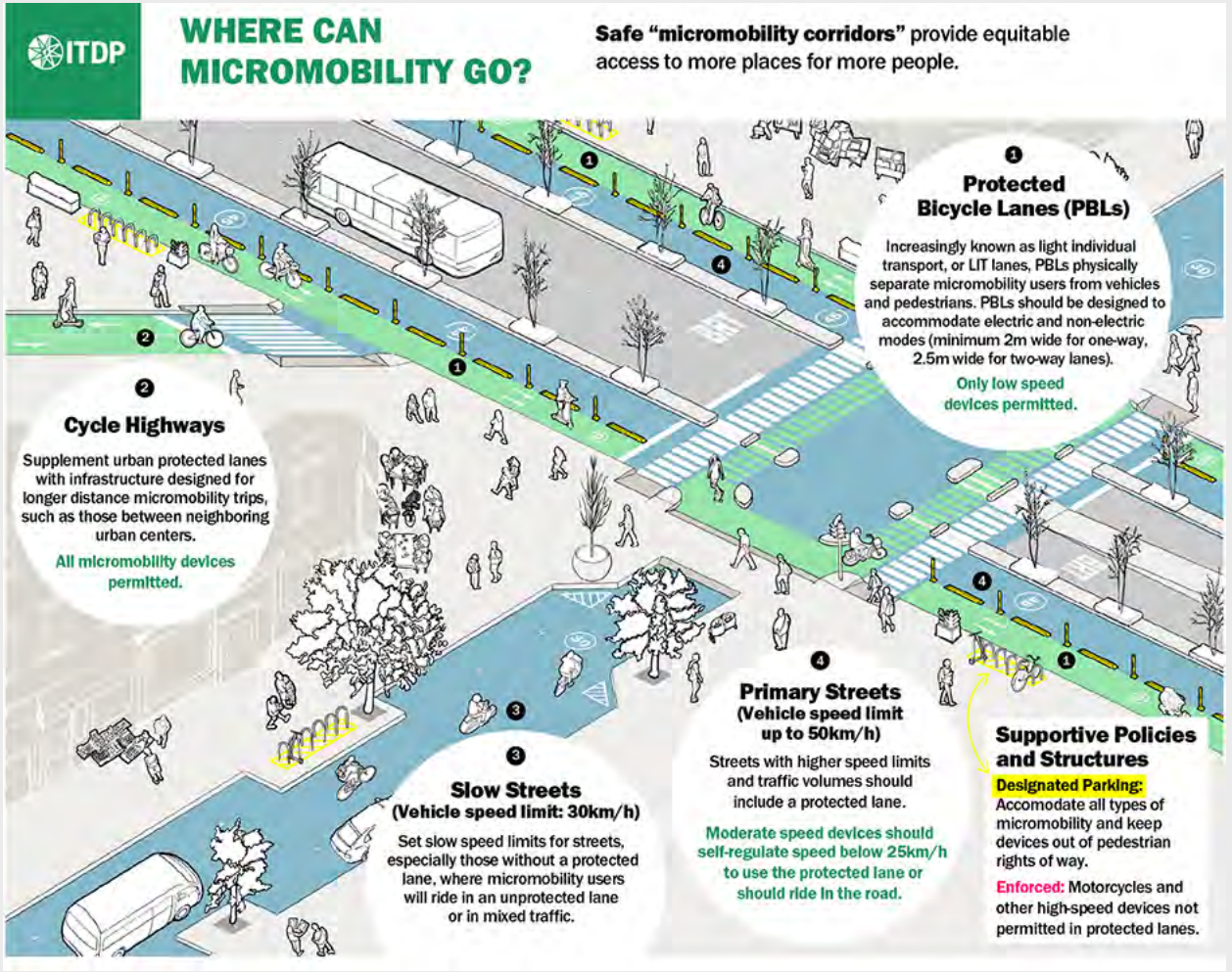
Optimal

Separated Bike Lanes

Typically implemented as part of a road reconstruction project but can also be accomplished through the temporary use of planters, movable curbs, or barriers. The lane may be placed at the street level, sidewalk level, or somewhere in-between. May be combined with a parking lane or other barrier between the separated bike lane and the motor vehicle travel lane. Protects space for bicyclists in order to improve perceived comfort and safety. Intersections must be carefully designed to minimize conflicts with motorized vehicles due to reduced visibility of the lanes. Key cost variables include curb construction and drainage.

Micromobility

Bike Lanes, also known as Micromobility Lanes, are portions of the road that have been designated through striping, signage, and pavement markings for the use of bicyclists, e-bikes, scooters, etc. Many times the lanes can be added to existing roads through lane narrowing or reducing number of vehicular travel lanes without effecting the existing curb. They typically run in the same direction as vehicular traffic. Facilities described on the previous page could become basic bike/micromobility lanes, buffered bike/micromobility lanes and separated bike/micromobility lanes.



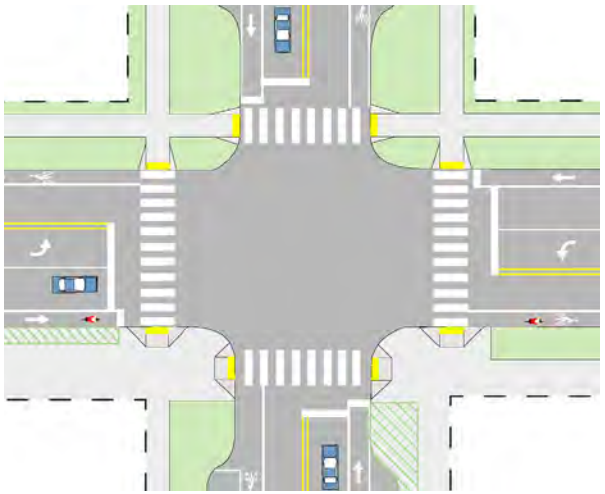
Source: Institute for Transportation & Development Policy

Road Crossing Treatments to Enhance Safety and Accessibility

While safely moving various modes through and along corridors is important, getting vulnerable modes, including pedestrians and bicyclists, safely across corridors is essential. The examples here illustrate various ways to get people across corridors. Specific design treatments vary based on distance, speeds, volumes, etc.

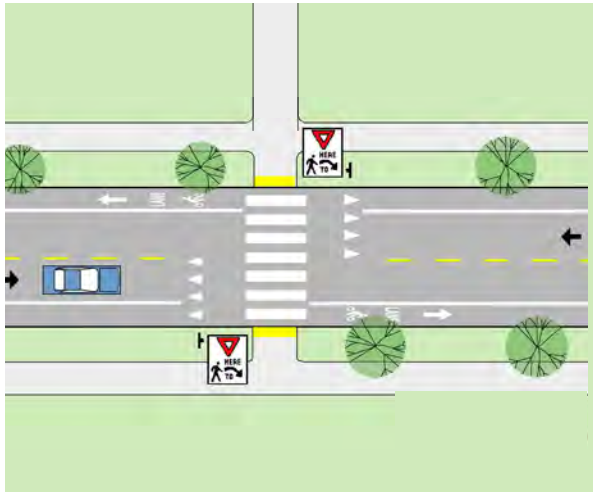
These treatments can be combined with each other and/or with corridor upgrades. For example, a raised crosswalk can be combined with a pedestrian crossing island and/or a rectangular rapid flash beacon. The associated cost would generally be the sum of the parts. However, some savings would be realized in the overlap in design, construction, and other “soft” costs.

Road crossings are pivotal points where pedestrians interact with vehicular traffic, and their design significantly impacts the overall pedestrian experience. One fundamental distinction in road crossings lies between mid-block crosswalks and crosswalks at intersections. While mid-block crosswalks focus on providing efficient and direct access, crosswalks at intersections demand careful coordination between pedestrian and vehicular movements. In both cases, providing a dedicated identifiable crossing that heightens driver awareness of pedestrian presence is key to enhancing safety.



Crosswalks at Intersections

Crosswalks at intersections are integrated into the junctions of roads, enabling pedestrians to traverse roadways while interacting with turning and oncoming vehicles. By employing strategies such as leading pedestrian intervals, advanced stop bars, and clear signage, crosswalks at intersections can create harmonious interactions between pedestrians and vehicles.



Mid-block Crosswalks

Strategically positioned between intersections, these road crossings offer pedestrians more convenient access to destinations and shorten walking distances. To enhance safety, various design elements are employed, such as high visability crosswalks, pedestrian-activated signals, and traffic calming measures. Crossings within roundabouts are often managed similarly to mid-block crossings.



High Visibility Crosswalk

High visibility marked crosswalks indicate optimal or preferred locations for pedestrians to cross a road and help designate right-of-way for motorists to yield to pedestrians. High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all mid-block pedestrian crossings and uncontrolled intersections.

This is a ***FHWA Proven Safety Countermeasure***. For more information visit https://highways.dot.gov/safety/proven-safety-countermeasures

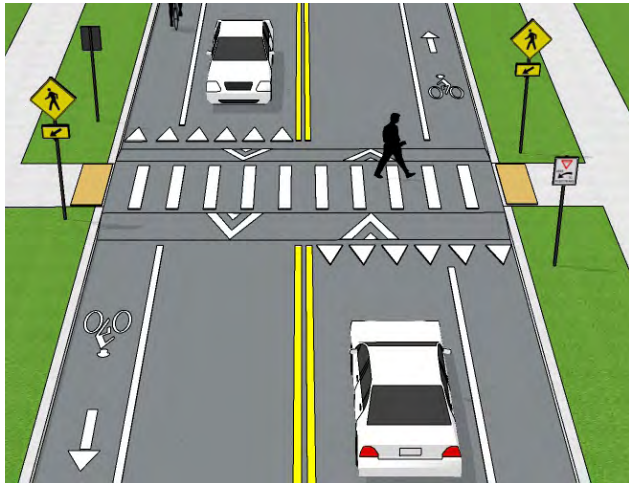


Crossing Islands

With crossing islands, pedestrians only need to cross one direction of traffic at a time. This allows for more crossing opportunities as they only need a gap in traffic from one direction. The island provides a strong visual indicator to motorists of the crosswalk. They are often used in tandem with rectangular rapid flash beacons.

Crossing islands should be employed whenever pedestrians need to cross more than two lanes of traffic, when the speed limit exceeds 35 mph, or when the gaps in traffic are insufficient.

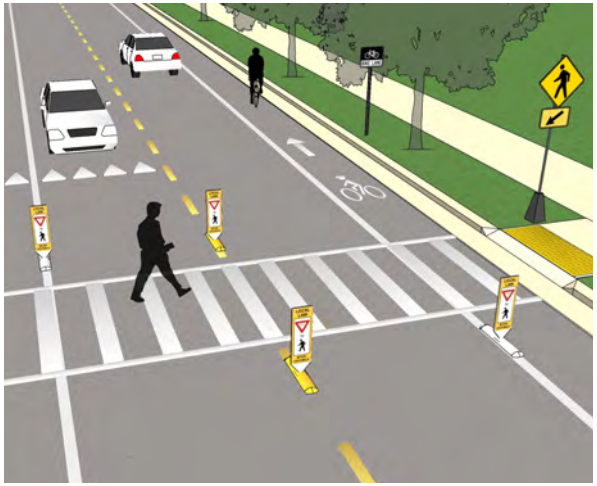
This is a ***FHWA Proven Safety Countermeasure.***



Raised Crosswalk

Also known as a speed table crosswalk, this is a traffic calming measure designed to improve pedestrian safety at intersections and mid-block crossings by raising the entire roadway surface to the level of the sidewalk while maintaining a smooth transition for vehicles. It provides a visual and physical cue to drivers to reduce their speed and expect pedestrians.

Raised crosswalks should be exclusively employed on streets with speed limits of 25 mph or less. In the case of three and four-way intersections, it's possible to raise the entire intersection for enhanced pedestrian safety.



Gateway Treatment

Gateway treatments take many forms but typically consist of an R1-6 sign installed on the roadway centerline and R1-6 signs or delineator posts on the edge line. R1-6 signs have yellow-green reflective material and read “Yield To (or Stop For) Pedestrians Within Crosswalk.” On multi-lane roads, flexible delineators with reflective markings may be installed on the lane markings. With bike lanes, delineator posts my be used between the travel lane and bike lane. The effect is to visually narrow the lane slowing traffic and draw attention to the crosswalk.



Rectangular Rapid Flash Beacons

High-visibility strobe lights are placed below a crosswalk sign and activated by pedestrians to alert motorists that a pedestrian is about to or is currently in the process of crossing the roadway. These are typically used at mid-block crossing locations and are most effective on roads with speed limits less than 40-mile per hour. They are often used in conjunction with crossing islands on roads with more than two lanes.

This is a ***FHWA Proven Safety Countermeasure***. For more information visit https://highways.dot.gov/safety/proven-safety-countermeasures



Pedestrian Hybrid Beacons

These devices bring motor vehicles to a complete stop to help pedestrians safely cross busy and high speed roadways mid-block. Motorized traffic is permitted to proceed through the intersection after stopping if a pedestrian or bicycle has cleared the crosswalk when the beacon enters a flashing red phase.

Pedestrian Hybrid Beacons should be used whenever the speed limit is greater than 35 mph, three or more lanes must be crossed, or where average daily traffic volumes are above 9,000.

This is a ***FHWA Proven Safety Countermeasure***.


NACTO Urban Bikeway Design Guide

Bicycle Conflict Zones

Bike Boxes are areas painted green at intersections just past the stop bar. These allow cyclists to position themselves in front of vehicles during red signals. This improves visability and helps cyclists make left turns and helps reduce right-hook crashes.

Colored Bike Lanes highlight conflict zones with vehicles with green pavement markings. They draw attention to areas where interactions between bikes and vehicles are common, such as pocket bike lanes, bus stops, and traffic merging points. These visual cues increase awareness and safety for both bicyclists and motorists.


NACTO Urban Street Guide

Signalized Intersection Enhancements

No Right Turn on Red uses regulatory signs to prohibit vehicles from making right turns on red signals at specific intersections. This enhances pedestrian and bicyclist safety as motorists are often focused on finding gaps in traffic and do not look in the crosswalk before beginning a turn. This also helps reduce vehicles from blocking crosswalks as they pull forward in order to get a better view of traffic approaching from the left.

Protected Left Turn Phase is a green arrow signal that allows left-turning vehicles, including bicycles, to make left turns without conflicting with oncoming traffic or pedestrians in the crosswalk.

Leading Pedestrian Intervals (LPI) give pedestrians a head start at signalized intersections before vehicles can turn. This enhances the visibility of pedestrians and eliminates a stream of right-turning vehicles from preventing a pedestrian from even entering a crosswalk when the have the walk signal. This is particularly helpful at intersections with high turning volumes. LPI's may be used in conjunction with No Right Turn on Red controls.

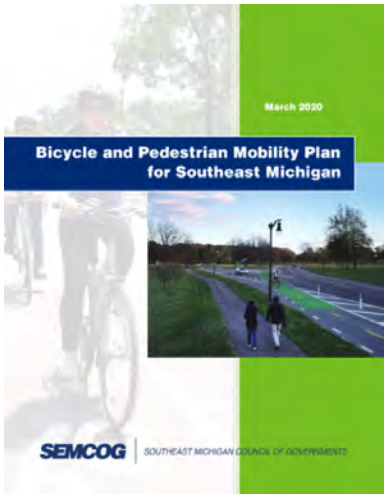
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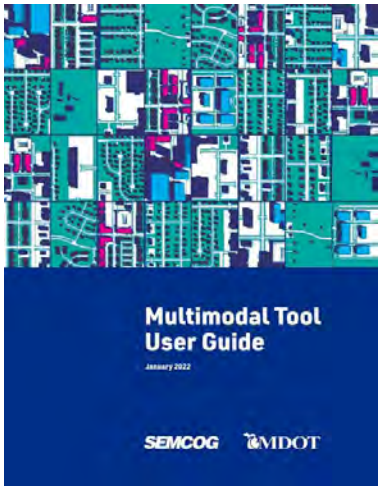
Design Guidelines & Resources

Numerous readily available design guidelines offer comprehensive details on implementing new facilities and integrating best practices into non-motorized network development. This section provides a snapshot of established manuals and publications from state, federal, local, and global organizations. It's important to note that this is just a glimpse of the resources available. For additional information on bicycle and pedestrian mobility, please visit the websites of these organizations.

Regional Resources

- **The Southeast Michigan Council of Governments (SEMCOG)** offers a range of resources and support for bicycle and pedestrian mobility including maps, educational materials, bicycle and pedestrian count programs, funding opportunities and grants, bicycle and pedestrian data and tools to assist users in planning trips and finding amenities. Coordinating planning efforts with SEMCOG is important in obtaining funding for plan implementation.
- **Website:** www.semcog.org





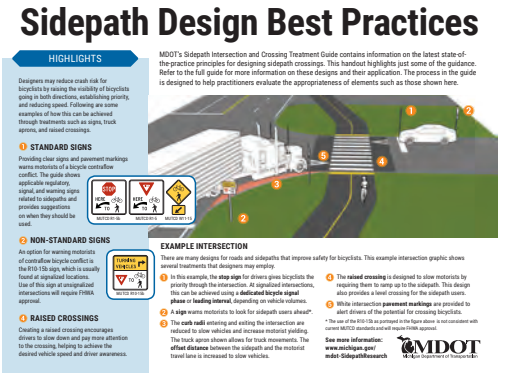
State Resources

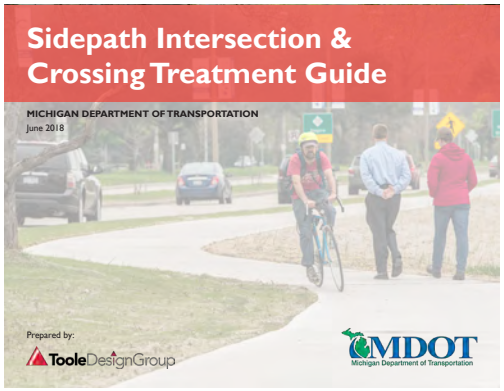
- **Michigan Department of Transportation (MDOT)** is vital for non-motorized planning in Michigan, allocating funds, implementing policies, and collaborating with communities. They collect data, conduct outreach, and integrate non-motorized plans into statewide transportation for safer pedestrian and bicycle infrastructure.
- **Website:** www.michigan.gov/mdot

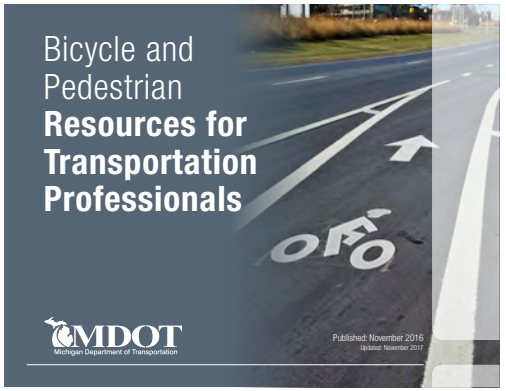
- **Michigan Trails and Greenways Alliance(MTGA)** promotes walking, biking, and trails in Michigan, collaborating, providing resources, and supporting trail advocacy.
- **Website:** www.michigantrails.org

- **League of Michigan Bicyclists (LMB)** provide educational materials, mini-grants and host tours, races and advocacy events that support bicycle travel.
- **Website:** www.lmb.org









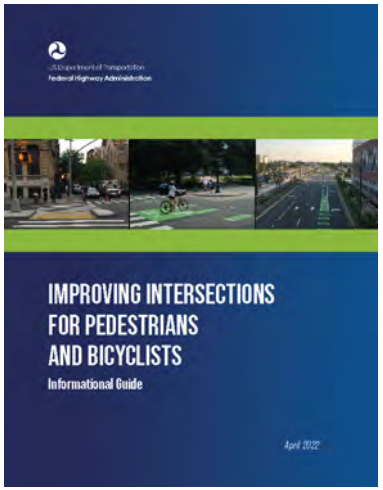
Federal and National Resources

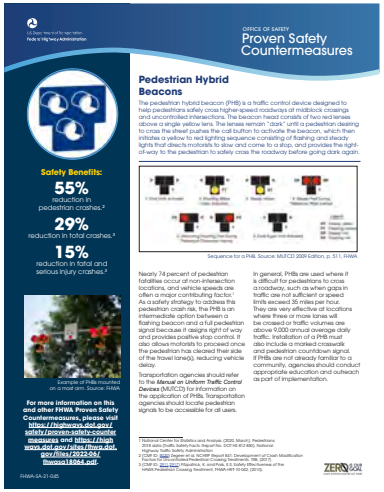
- **Federal Highway Administration (FHWA)** publish manuals, guidelines, and research studies on non-motorized transportation best practices, providing valuable resources for city planners and engineers. They also support non-motorized planning in cities through funding, technical guidance, resources.
- **Website:** www.fhwa.dot.gov

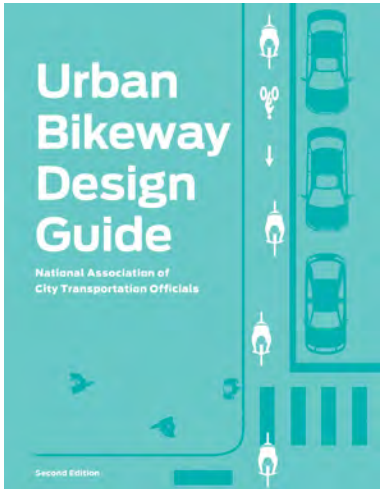
- **National Association of City Transportation Officials (NACTO)** publications provide a vital resource for practitioners, policy-makers, academics, and advocates alike.
- **Website:** www.nacto.org

- **American Association of State Highway and Transportation Officials (AASHTO)** offers design guidelines and technical standards that assist state and local agencies in creating pedestrian and bicycle-friendly infrastructure.
- **Website:** www.transportation.org

- **Institute of Transportation Engineers (ITE)** provides guidelines, technical publications, and best practices related to non-motorized transportation.
- **Website:** www.ite.org

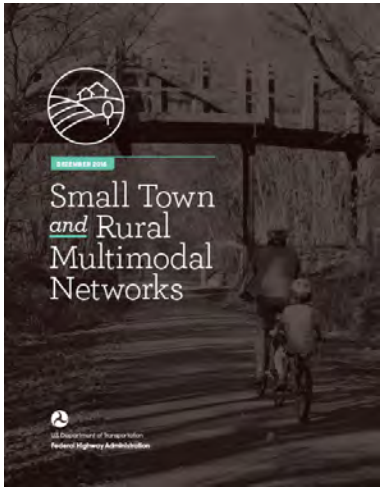








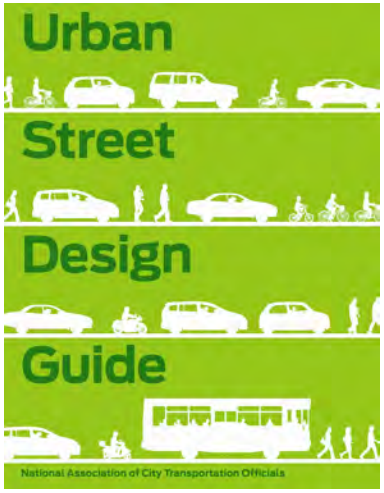




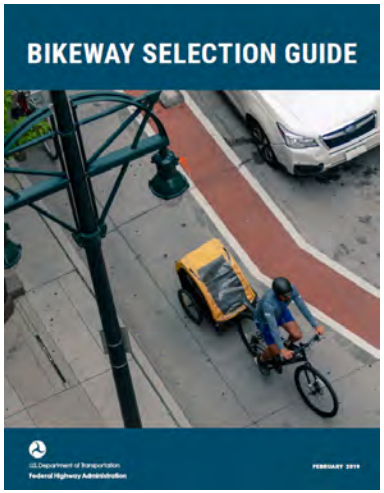
Other Resources

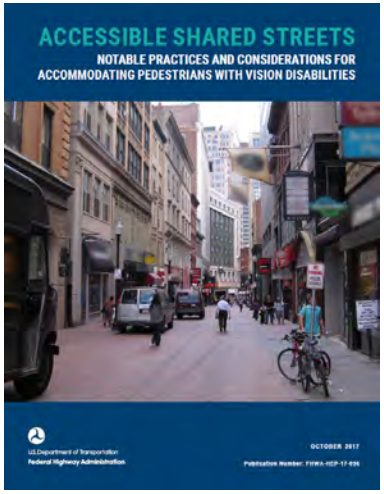
- **Collaborative Mobility UK (CoMoUK)** publishes resources that support the development of shared modes, such as bike share, e-scooters and mobility hubs.
- **Website:** www.como.org

- **Global Designing Cities Initiative** Designing Global Cities offers guides that redefine the role of streets around the world.
- **Website:** www.globaldesigningcities.org
















Novi Road
LEFT
Auto
ARY
CLINIC
Mobil
NOVI
POLICE
ACADIA

Major Corridor Guidelines

The existing road network is constantly undergoing repairs, upgrades, and expansions. The Major Corridor Guidelines illustrate how current best practices should be applied to existing corridors, aiming to enhance safety and improve bicycle and pedestrian mobility. This is the long-term vision for the major roadway network.

These guidelines ensure that when a road is completely reconstructed or widened, it functions as a complete street. Since roads last 20 to 25 years, many elements are gradually implemented through yearly maintenance, 3R projects, and Capital Improvement Plan (CIP) initiatives. Refer to the ***Implementation Section*** for guidance on incorporating these guidelines into road various types of roadway projects.

Novi's major roads are based on a one-mile grid, with Grand River Avenue running diagonally. However, this grid is interrupted and altered by features such as Walled Lake, wetlands, and former sand and gravel mines that have since become water bodies. Additionally, the construction of I-96 and I-275 severed Taft Road and 11 Mile Road. Consequently, there are very few major transportation corridors that traverse the city without some form of interruption. Thus all roads need to function as complete streets.

When consulting the guidelines, please note that the available right-of-way (ROW) varies across road types and segments. In some areas, achieving the desired buffer width may not be possible. In such cases, where horizontal buffering is not feasible, a more robust vertical buffering should be considered.

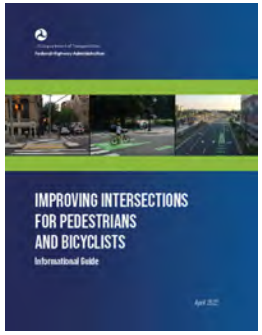
- Major Corridor Classifications
- Crosstown Corridors
- Suburban Corridors
- Multi-Modal Thoroughfares
- Related Policies, Programs & Metrics

Please note that not all of the roads and intersections fall under sole control of the city. Coordination and collaboration with MDOT, the Road Commission for Oakland County, and Wayne County Road Commission is required for many of the roads. When roads of different classifications intersect, in general, the higher order treatment should be used.

Major Corridor Classifications

The Guidelines for Major corridors are intended to define what active mobility elements should be incorporated for the various types of roadways found in Novi. The corridor classifications do not exactly follow the National Functional Classifications (NFC) nor are they intended to replace the requirements tied to NFC classes , rather they reflect both the character and how the roads function currently.

Any road classification system is fraught with challenges and there will always be exceptions. Thus, these guidelines should be used as a starting point. Before any major improvements, the individual roadway classification should be reviewed to see if it still applies. When speeds exceed the proposed conditions, higher order improvements for pedestrian crossings and bicycle facilities will be warranted.



The following pages include graphics from Improving Intersections for Pedestrians and Bicyclists an FHWA Informational Guide published in 2022. It is highly recommended that this guideline be used whenever making any improvements to intersections. It includes detailed recommendations for many intersections and mid-block crossing scenarios that occur in Novi.

Major Corridor Classifications

Crosstown Corridors

These roads have moderate speeds and traffic volumes, primarily providing access to residential areas.

Suburban Corridors

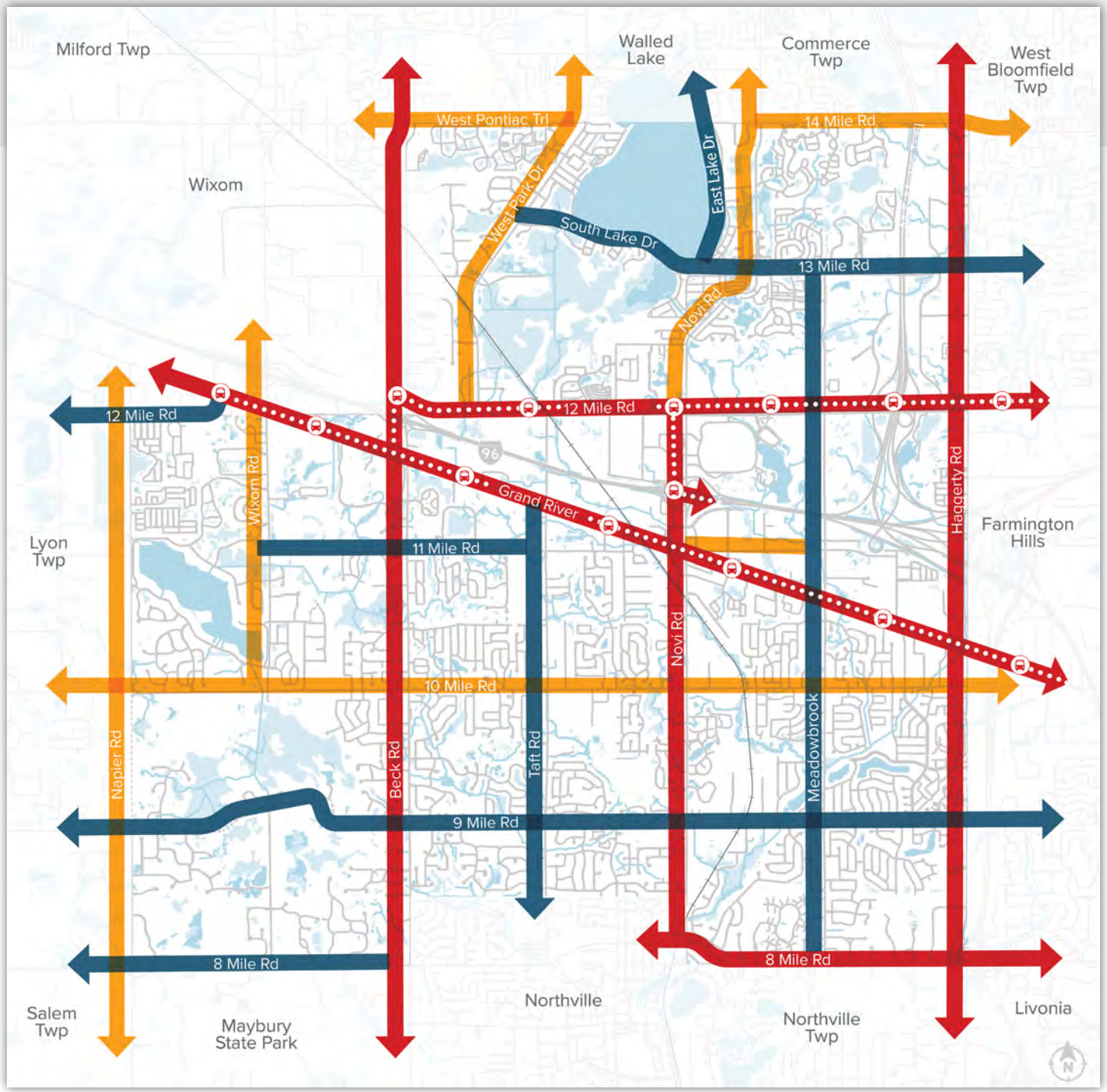
These roads are characterized by higher-speed and greater traffic volumes. They serve as access routes to a combination of local commercial and residential areas

Multi-Modal Thoroughfares

These are the highest-speed and highest-volume roads within the city, primarily serving as through routes and providing access to regional commercial areas.

Major Corridor Classification Map

- Transit Service
- Crosstown Corridors
- Suburban Corridors
- Multi-modal Thoroughfares



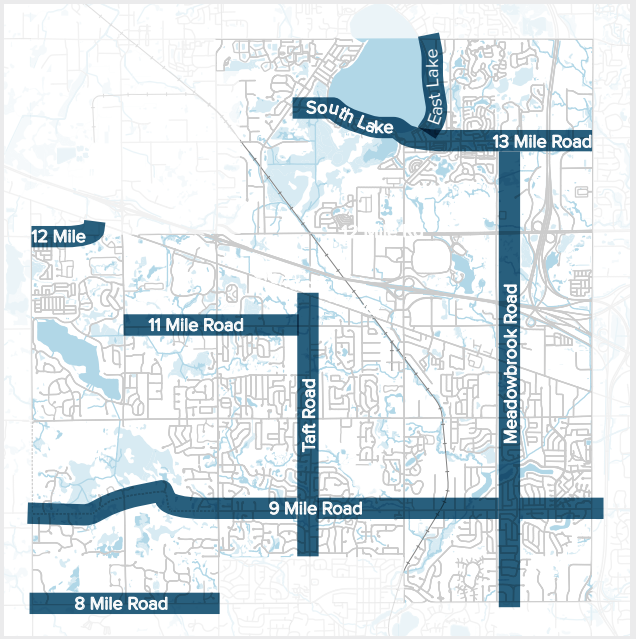
Crosstown Corridors

Current Conditions

These roadways have moderate speeds and traffic volumes that provide access primarily to residential areas. They are for the most part two-lane roads with short stretches widening to three and four lanes with the addition of bypass lanes and acceleration tapers / deceleration lanes at subdivision entrances. These roads are the ones most frequently used by people walking and bicycling as they provide the most comfortable place to do so. Most of the roadways do not have curbs. The only bike lanes in the city are in Crosstown Corridors roadways.



Example Crosstown Corridor: Taft Road



Crosstown Corridors

- 9 Mile Road
- Taft Road
- 8 Mile Road (Oakland County portion)
- Meadowbrook Road
- South Lake Drive & East Lake Drive
- 13 Mile Road
- 12 Mile Road (portion)
- 11 Mile Road (portion)

Proposed Conditions

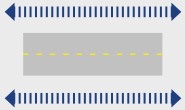
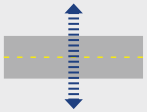
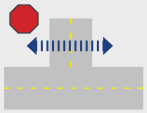
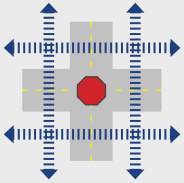
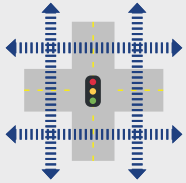
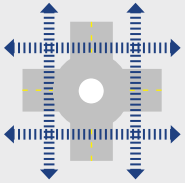
The Crosstown Corridors are proposed to be even more welcoming to pedestrians, bicyclists, and micromobility. For bicyclists and micromobility there with both on-street facilities for faster and more efficient travel as well as an off-road Shared-use Path option for those adverse to exposure to motorized traffic. The roads will have a more consistent cross section that removes all by-pass lanes and most acceleration tapers and deceleration lanes. This will improve motorized traffic safety, moderate traffic speeds, and permit more direct mid-block crossings at subdivision entrances. The corridors will be verdant with trees between the sidewalks/sidepaths and the roadway. Landscaped medians will be used for traffic calming, beautification, and reducing the heat island effect. Rain gardens in the buffer will help manage storm water.

Crosstown Corridor Proposed Traits

- Design speeds of 25 to 30 mph
- Two through lanes or a consistent three-lane cross section with landscaped medians and crossing islands where left-turn lane is not necessary
- Both on-road and off-road bicycle facilities
- Mid-block crosswalks with Rectangular Rapid Flash Beacons at neighborhood entrances and other key locations
- Intersections with high-visibility markings for pedestrians and bicyclists

Coordination with the Nine Mile Feasibility Study: Oakland County communities, located between Hazel Park and the City of Farmington, are collaborating on 17 miles of continuous non-motorized pathways along Nine Mile Road. The Nine Mile Feasibility Study seeks to bolster recreational opportunities and placemaking along the corridor by creating or improving safe and equitable transportation options. By aligning these two plans, the 9 Mile corridor can be transformed into a vibrant, accessible, and eco-friendly space, benefiting the community and promoting healthy, active lifestyles.

Crosstown Corridor Baseline Improvements:

	In-Road	Buffer Strip	Along Road in ROW	Mid-block and Trail Crossings	Minor Road Stop	All-Way Stop	Signalized Intersection	Roundabout	Amenities
									
Pedestrian Facilities	–	10' min. width with Street Trees	6' min. Sidewalk on one side and 8' min. Sidepath on other side	Rectangular Rapid Flash Beacon with High Visibility Crosswalk	Raised High Visibility Crossing at Sidepath, High Visibility Crosswalk at Sidewalk. Recessed Crossing where feasible	High Visibility Crosswalks, Raised Intersections / Raised Crossings on 25 mph Roadways	High Visibility Crosswalks, Leading Pedestrian Intervals, Pedestrian Countdown Signals, Accessible Pedestrian Signals	Raised High Visibility Crossings	Landscaped Rest Areas every 1/3 Mile, Water and Restrooms every 3-4 Miles
Bicycle and Micromobility	Buffered Bike Lanes with 2' min. buffer and 5' min. lane width	–	8' min. Sidepath on at least one side	Rectangular Rapid Flash Beacon with High Visibility Crosswalk	Dashed Bike Lane Intersection Crossings with Green Paint	Dashed Bicycle Intersection Crossings with Green Paint	Dashed Bicycle Intersection Crossings with Green Paint, Bike Boxes, Two-Stage Turn Queue Boxes	Bike Lane Transition / Merge Option	Charging Stations and Repair Stations every 3-4 miles
Other Key Elements	Intermittent Landscaped Medians	Rain Gardens	Pedestrian Scale Lighting	Crosswalk Lighting	Crosswalk Lighting	Intersection Lighting	Intersection Lighting	Intersection Lighting	Wayfinding Signage with Information Kiosks at key junctures

Example Resource:

Federal Highway Administration (FHWA). (2022). Improving Intersections for Pedestrians and Bicyclists Informational Guide (Report No. FHWA-SA-22-017). Page 24.

Traditional Signalized
Bike Lane

Traditional intersections provide direct access for all turning movements and are the most common intersection design found throughout the United States. This design, shown in figure 9, incorporates bike lanes with green colored pavement to emphasize continuity through the intersection, as well as two-stage left-turn boxes to allow cyclists to make left-turns without merging across lanes of through-moving vehicle traffic. Pedestrian facilities include sidewalks on both sides of all four legs, marked crosswalks, and pedestrian refuge islands on two legs. Pedestrian refuge islands simplify the pedestrian crossing by reducing the number of lanes crossed in one stage. Traffic signal phasing plans will depend on the traffic volumes, sight distance, and context of the intersection.

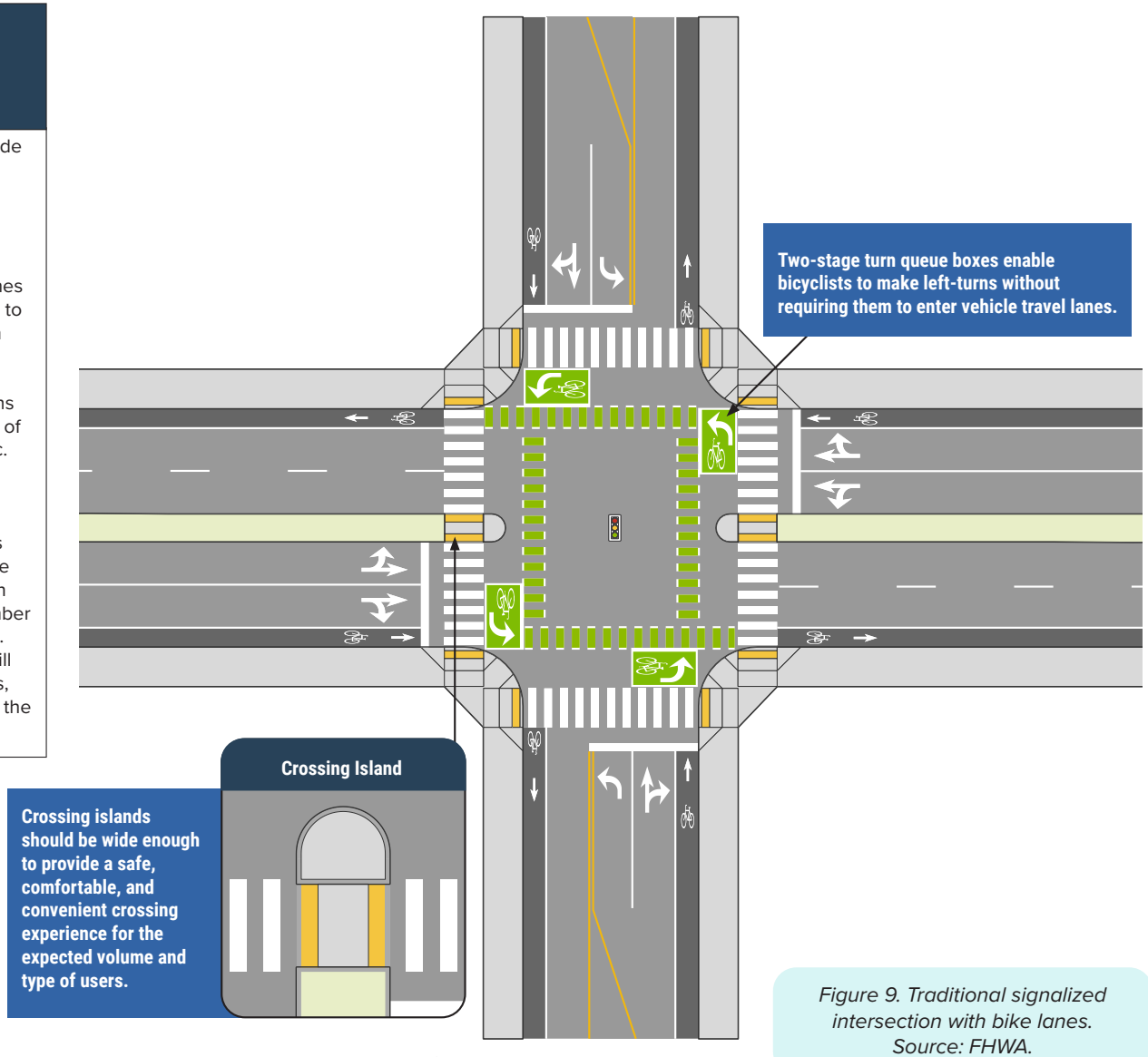


Figure 9. Traditional signalized intersection with bike lanes. Source: FHWA.

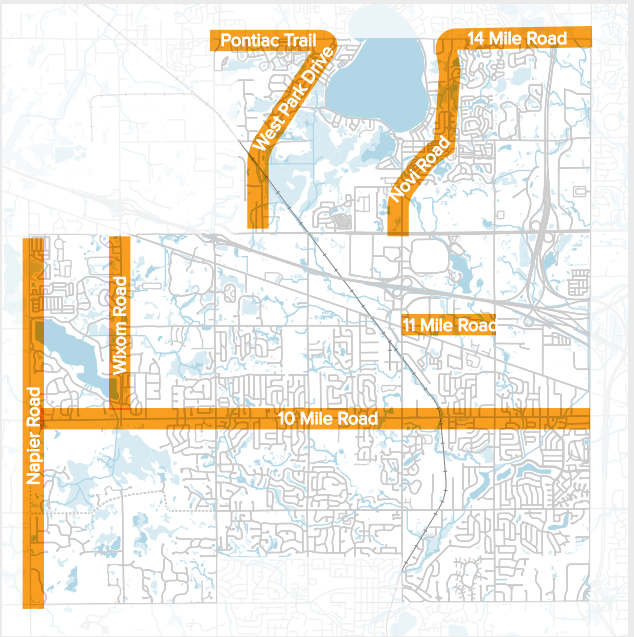
Suburban Corridors

Current Conditions

These are higher-speed and higher-volume roads than the Crosstown Corridors that provide access to a mix of local commercial and residential areas. They range from two-lane roads to four-lane roads. Many of the two-lane segments flair to three and four lanes with bypass lanes and have acceleration tapers / deceleration lanes leading to a very inconsistent road cross section. These roads are not generally sought out as recreational routes by non-motorized users, but connect residents to local commercial areas, the civic center, schools, and trails. Most of the roadways do not have curbs.



Example Suburban Corridor: 10 Mile Road



Suburban Corridors

- 10 Mile Road
- Wixom Road
- West Park Drive
- Napier Road
- 14 Mile Road / W Pontiac Trail Drive
- 11 Mile Road (portion)
- Novi Road (portion)

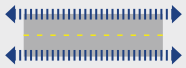
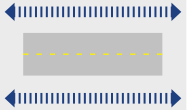
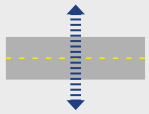
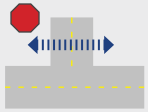
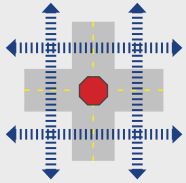
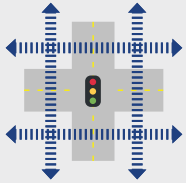
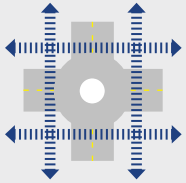
Proposed Conditions

The Suburban Corridors increase the separation between motorized and non-motorized users with a mix of separated in-road and along the road facilities for bicycles and micromobility. The roads will have a more consistent cross section that replaces all by-pass lanes and minimizes the use of the acceleration tapers and deceleration lanes. This will improve motorized traffic safety, moderate traffic speeds, and permit more direct mid-block crossings at subdivision entrances. The corridors will have trees between the sidewalks/sidepaths and the roadway. Landscaped medians will be used for traffic calming, beautification, and reducing the heat island effect. Rain gardens in the buffer will help manage storm water.

Suburban Corridor Proposed Traits

- Design speed limits of 35 mph or less
- Consistent three lane cross section with a landscaped median or crossing islands where turn lane is not necessary
- Mid-block crosswalks with Rectangular Flashing Beacons and Crossing Islands at neighborhood entrances and other key locations
- Separated in-street bicycle facilities with the option for bicyclists to use protected intersections to reduce their exposure to the motorized traffic

Suburban Corridor Baseline Improvements:

	In-Road	Buffer Strip	Along Road in ROW	Mid-block and Trail Crossings	Minor Road Stop	All-Way Stop	Signalized Intersection	Roundabout	Amenities
									
Pedestrian Facilities	–	15' min. width with Street Trees and physical barrier at bridges	8' min. Sidewalks on one side and 10' min. Sidepath on other side	Rectangular Rapid Flash Beacons with Crossing Islands, High Visibility Crosswalks, and Advance Warning Signs with Beacons	Raised Crossings, High Visibility Crosswalks, Recessed Crossings where feasible	High Visibility Crosswalks	Crossing Islands, High Visibility Crosswalks, Leading Pedestrian Intervals, Pedestrian Countdown Signals, Accessible Pedestrian Signals	Rectangular Rapid Flash Beacons	Landscaped Rest Areas every 1/3 Mile, Water and Restrooms every 3-4 Miles
Bicycle and Micromobility	Separated Bike Lanes with 4' min. Separation and 6' min. lane width	–	10' min. Sidepath on at least one side	Rectangular Rapid Flash Beacons with Crossing Islands, Dashed Bicycle Crossings with Green Paint, and Advance Warning Signs with Beacons	Dashed Bicycle Intersection Crossings with Green Paint	Dashed Bicycle Intersection Crossings with Green Paint. Pocket Bike Lanes with Green Paint at Designated Right Turn Lanes	Protected Intersections, Bicycle Signals, and Dashed Bicycle Intersection Crossings	Bike Lane Transitions / Merge Option	Charging Stations and Repair Stations every 3-4 miles
Other Key Elements	Intermittent Landscaped Medians	Rain Gardens	Pedestrian Scale Lighting	Crosswalk Lighting	Crosswalk Lighting	Intersection Lighting	Intersection Lighting	Intersection Lighting	Wayfinding Signage with Information Kiosks at key junctures

Example Resource:

Federal Highway Administration (FHWA). (2022). Improving Intersections for Pedestrians and Bicyclists Informational Guide (Report No. FHWA-SA-22-017). Page 25.

Traditional Signalized *Separated Bike Lane*

This traditional intersection design, shown in figure 10, features bike lanes that are separated from motor vehicle traffic vertically and horizontally along the intersection legs. The one-way, separated bike lanes cross through the intersection following the routes designated by green colored pavement. Pedestrians travel on sidewalks that are separated from the bike lanes and cross through the intersection at marked crosswalks. In this design, it is important to consider the interactions between pedestrians and bicyclists at the corners and at medians where people may wait in groups to cross the intersection.

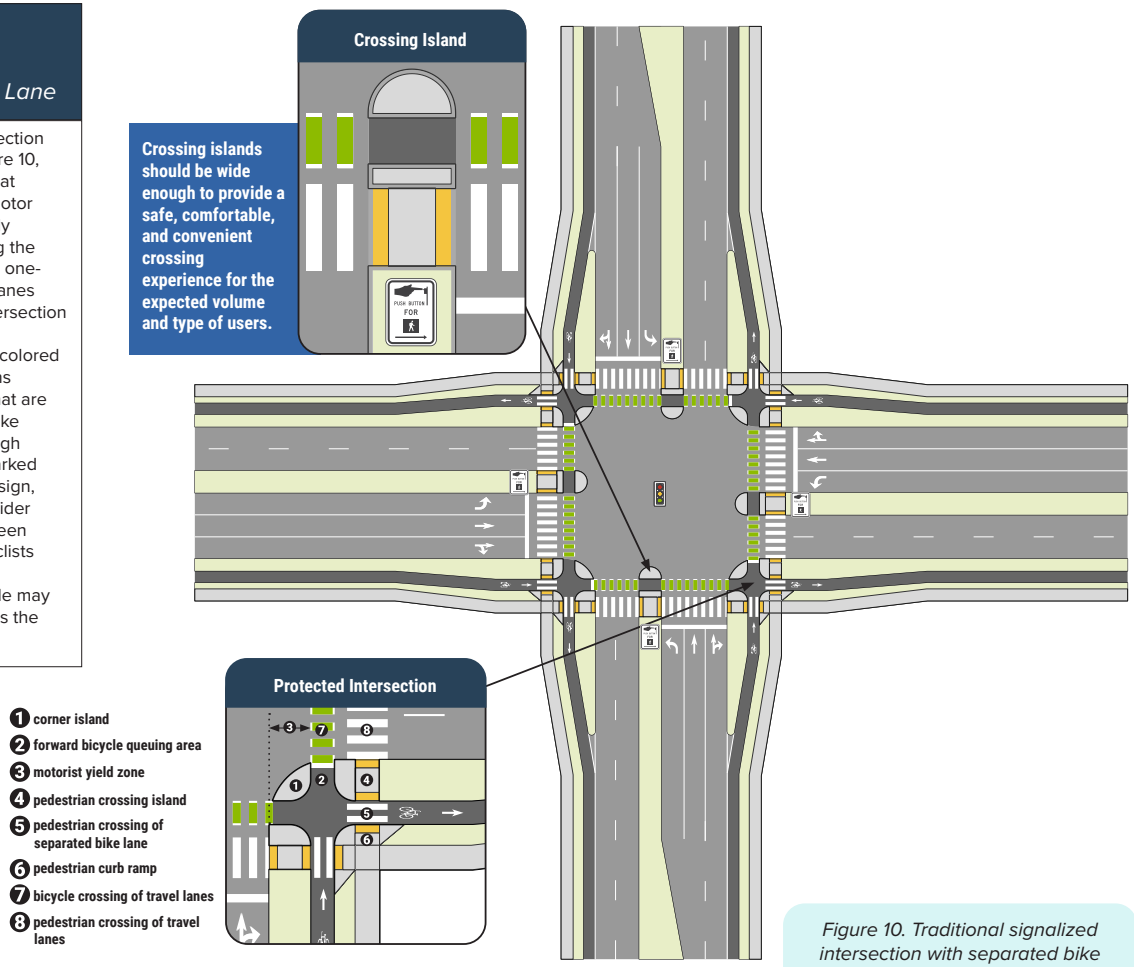


Figure 10. Traditional signalized intersection with separated bike lanes. Source: FHWA.

25

Sidepath Design Best Practices

HIGHLIGHTS

Designers may reduce crash risk for bicyclists by raising the visibility of bicyclists going in both directions, establishing priority, and reducing speed. Following are some examples of how this can be achieved through treatments such as signs, truck aprons, and raised crossings.

1 STANDARD SIGNS

Providing clear signs and pavement markings warns motorists of a bicycle contraflow conflict. The guide shows applicable regulatory, signal, and warning signs related to sidepaths and provides suggestions on when they should be used.

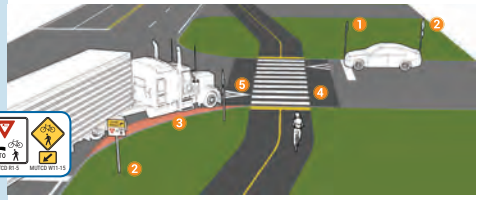
2 NON-STANDARD SIGNS

An option for warning motorists of contraflow bicycle conflict is the R10-15b sign, which is usually found at signalized locations. Use of this sign at unsignalized intersections will require FHWA approval.

4 RAISED CROSSINGS

Creating a raised crossing encourages drivers to slow down and pay more attention to the crossing, helping to achieve the desired vehicle speed and driver awareness.

MDOT's Sidepath Intersection and Crossing Treatment Guide contains information on the latest state-of-the-practice principles for designing sidepath crossings. This handout highlights just some of the guidance. Refer to the full guide for more information on these designs and their application. The process in the guide is designed to help practitioners evaluate the appropriateness of elements such as those shown here.



EXAMPLE INTERSECTION

There are many designs for roads and sidepaths that improve safety for bicyclists. This example intersection graphic shows several treatments that designers may employ.

1. In this example, the **stop sign** for drivers gives bicyclists the priority through the intersection. At signalized intersections, this can be achieved using a **dedicated bicycle signal phase** or **leading interval**, depending on vehicle volumes.
2. A **sign** warns motorists to look for sidepath users ahead*.
3. The **curb radii** entering and exiting the intersection are reduced to slow vehicles and increase motorist yielding. The truck apron shown allows for truck movements. The **offset distance** between the sidepath and the motorist travel lane is increased to slow vehicles.
4. The **raised crossing** is designed to slow motorists by requiring them to ramp up to the sidepath. This design also provides a level crossing for the sidepath users.
5. White intersection **pavement markings** are provided to alert drivers of the potential for crossing bicyclists.

* The use of the R10-15b as portrayed in the figure above is not consistent with current MUTCD standards and will require FHWA approval.

See more information: **www.michigan.gov/mdot-SidepathResearch**

MDOT Michigan Department of Transportation

Resource Example:

Michigan Department of Transportation. Sidepath Reference Sheets.

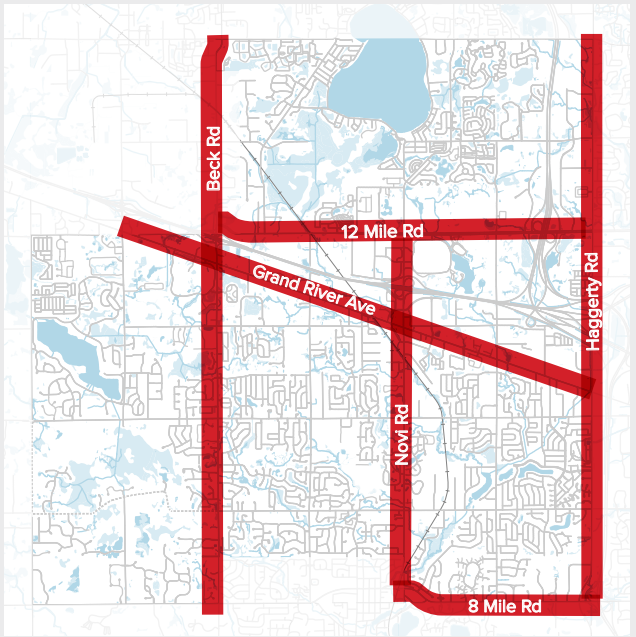
Multi-modal Thoroughfares

Current Conditions

These are the highest-speed and highest-volume roads in the city that primarily serve as through routes and access to regional commercial areas. These roads carry the most traffic and most of them are multi-lane roadways or are planned to be so. About a third of these routes are new transit routes. The traffic on these roads make them the least desirable routes for bicyclists, pedestrians, and micromobility. But nevertheless, the transit and commercial activity make them critical routes for everyday active mobility trips.



Example Multi-modal Thoroughfare: Grand River Avenue



Multi-modal Thoroughfares

- 12 Mile Road
- Beck Road
- Novi Road (portion)
- Haggerty Road
- 8 Mile Road (Wayne County)(portion)
- Grand River Avenue

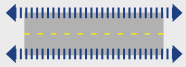
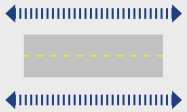
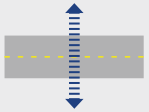
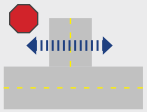
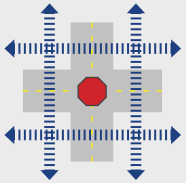
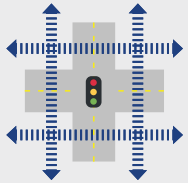
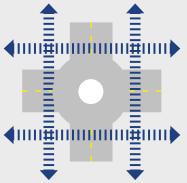
Proposed Conditions

The Multi-Modal Thoroughfares will provide the maximum separation between motorized and non-motorized users possible. The roads will have a more consistent cross section and use acceleration tapers and deceleration lanes only when warranted. This will improve motorized traffic safety, moderate traffic speeds, and permit more direct mid-block crossings at subdivision entrances and transit stops. The corridors will have trees between the sidewalks/sidepaths and the roadway. Landscaped medians will be used for traffic safety, beautification, and reducing the heat island effect. The following summarize some of the key traits:

Multi-modal Thoroughfares Proposed Traits

- Design speed limits of 45 mph or less
- Four through lanes with a center turn lane when warranted otherwise with a landscaped median
- Mid-block crosswalks with crossing Islands and hybrid pedestrian signals at transit stops and other key locations
- Bicycle and micromobility facilities within the right-of-way with significant buffer from the roadway
- Intersections with separate crossings for pedestrians and bicyclists completely separated from the turning movements of motor vehicles.

Multi-modal Thoroughfare Baseline Improvements:

	In-Road	Buffer Strip	Along Road in ROW	Mid-block and Trail Crossings	Minor Road Stop	All-Way Stop	Signalized Intersection	Roundabout	Amenities
									
Pedestrian Facilities	–	20' min. width with Street Trees and barrier at bridges	8' min. Sidewalk on one side and 12' min. Sidepath on other side	Pedestrian Hybrid Signals with Crossing Islands, Advanced Stop Bars, and High Visibility Crosswalks	Raised Crossings. High Visibility Crosswalks. Recessed Crossing where feasible	–	Crossing Island, High Visibility Crosswalks, Leading Pedestrian Intervals, Pedestrian Countdown Signals, Accessible Pedestrian Signals, Protected Left Turn Phases, No Right Turn on Red	Pedestrian Hybrid Beacons, Crossing Islands, High Visibility Crosswalks, Pedestrian Countdown Signals, Accessible Pedestrian Signals	Landscaped Rest Areas every 1/3 Mile, Water and Restrooms every 3-4 Miles
Bicycle and Micromobility	–	Separated Bike Lanes may be best located next to sidewalk on other side of buffer strip	5' min. Separated Bike Lanes (preferred) or 12' min. Shared Use Paths	Pedestrian Hybrid Signals with Crossing Islands, Advanced Stop Bars, Dashed Bicycle Intersection Crossings with Green Paint	Dashed Bicycle Intersection Crossings with Green Paint	–	Protected Intersections, Bicycle Signals, and Dashed Bicycle Intersection Crossings	Bike Lane Transition / Merge Options. Dashed Bicycle Crossings with Green Paint	Charging Stations and Repair Stations every 3-4 miles
Other Key Elements	Continuous Landscaped Medians	Rain Gardens	Pedestrian Scale Lighting	Crosswalk Lighting	Crosswalk Lighting	–	Intersection Lighting	Intersection Lighting	Wayfinding Signage with Information Kiosks at key junctures

Example Resource:

Federal Highway Administration (FHWA). (2022). Improving Intersections for Pedestrians and Bicyclists Informational Guide (Report No. FHWA-SA-22-017). Page 32.

Median U-Turn (MUT)
Separated Bike Lane

The MUT intersection design redirects all left-turns at the intersection to U-turn cut-throughs downstream of the main intersection. From a pedestrian and bicyclist standpoint, MUTs operate similarly to traditional intersections but typically feature longer crossing distances due to the wide median necessary for the U-turns. However, this added space does provide the opportunity for pedestrian and bicyclist refuge and the U-turns are opportunities to provide additional crossing locations. Traffic signals should be timed for single-stage crossings by both pedestrians and bicyclists, but with actuation buttons placed in the medians to allow for two-stage crossings or WALK phase extension when needed by some pedestrians. The design shown in figure 15 features separated bike lanes parallel to the sidewalks and marked crosswalks through the intersection.

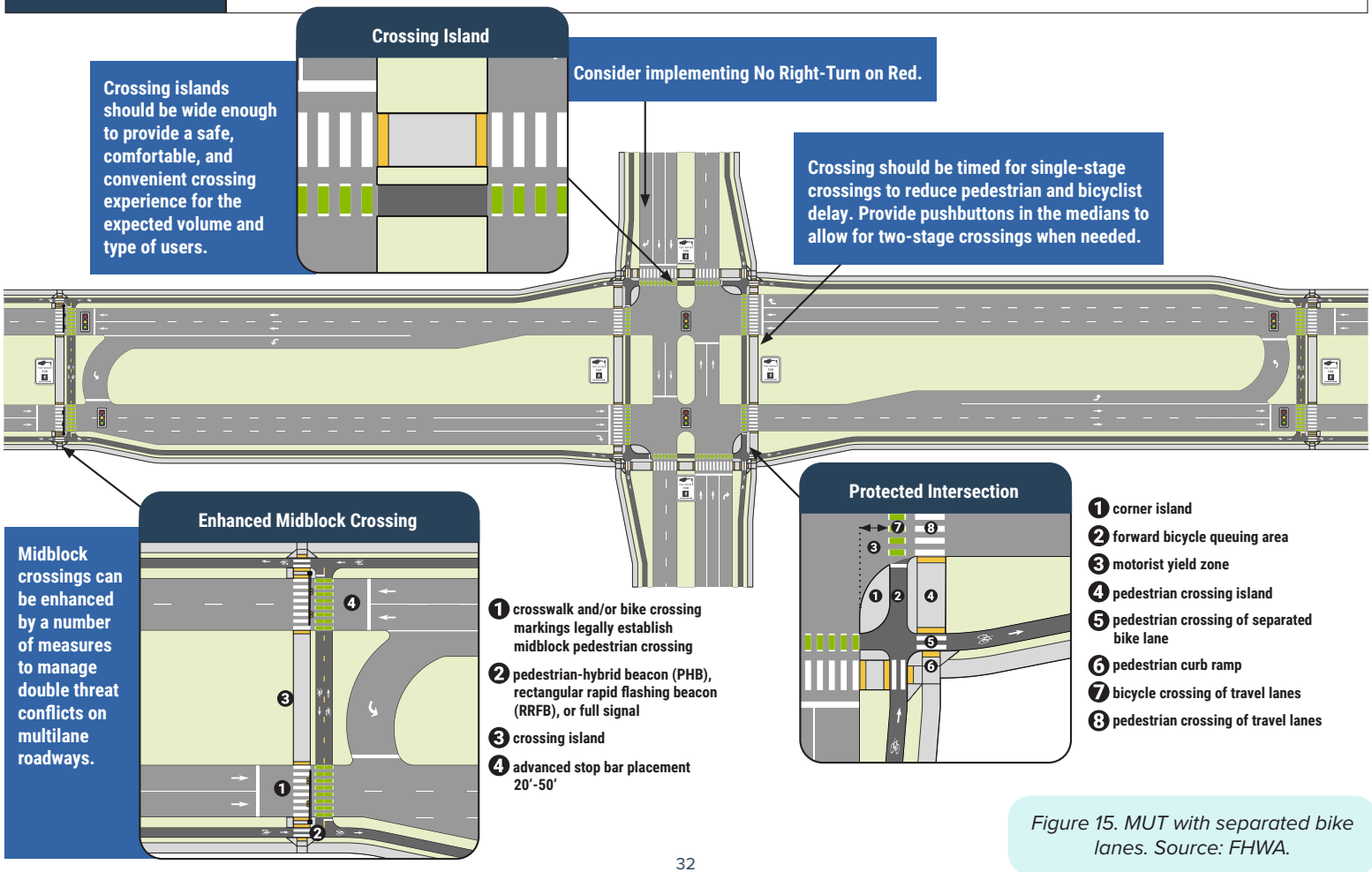


Figure 15. MUT with separated bike lanes. Source: FHWA.

32

Related Policies, Programs, & Metrics



Integrate Active Mobility improvements in all roadway projects

Whenever a roadway is improved, including pavement markings, resurfacing, restoration, and rehabilitation projects, incorporate nonmotorized facility and safety measures. The Implementation Framework section provides a guide for what types of improvements should be incorporated with different types of roadway projects.

See the ***Implementation Framework*** section for more details.



Apply FHWA and NACTO best practices

Apply best practices to enhance non-motorized infrastructure. Incorporate recommendations based on FHWA's guidance on pedestrian safety, accessibility, and bikeway design, as well as NACTO's urban street design principles and guidelines for protected bike lanes and shared streets. Integrate these practices into non-motorized projects to create safer and more efficient active transportation networks. Keep the recommendations up-to-date with evolving industry standards and innovations in non-motorized transportation planning and design.

See the ***Design Guidelines and Resources*** section for more details.



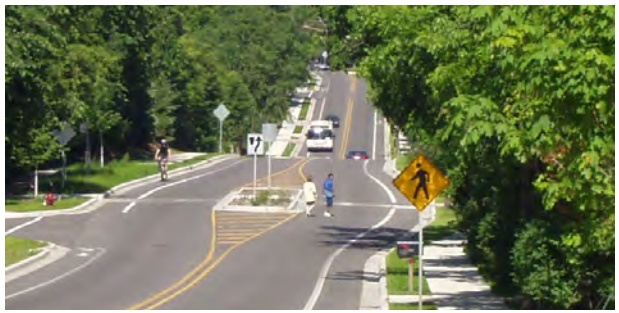
Guidelines for pavement marking program to integrate best practices

Update pavement marking plans to incorporate current best practices for active mobility and use the checklist included in the Implementation Framework section to implement projects as part of all pavement marking projects. Regularly review and update these guidelines to reflect evolving best practices and changing community requirements, fostering a more sustainable and user-friendly transportation network.



Provide buffers between modes with significant speed differentials

On thoroughfares, implement buffers between modes of transportation with significant speed differences to enhance safety for all users. This can include painted buffer zones, flexible posts, physical barriers, or lanes separated by curbs to create a clear separation between faster-moving vehicles and slower-moving bicycles and pedestrians. Ensure that these buffer zones align with recognized safety standards and best practices. Regularly review and adjust these buffer zones as needed to accommodate changing traffic patterns and evolving safety needs.



Design the roadway to encourage safe speeds to enhance the experience of non-motorized users and improve the overall safety of the roadway

Research consistently shows that higher road speeds are directly related to increased pedestrian injuries and fatalities. To mitigate this, implement measures like narrowing lanes, speed limit reductions, and the incorporation of traffic calming techniques such as roundabouts, crossing islands, and raised crosswalks. These strategies not only promote a safer environment for pedestrians but also contribute to reducing the severity of motor vehicle crashes.

National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles available from: https://www.ntsb.gov/safety/safety-studies/documents/SS1701.pdf



As work is done within road rights-of-way seek opportunities to complete the gaps in the sidewalk and pathway network

Seek opportunities to fill sidewalk and pathway gaps within road rights-of-way during construction projects. Prioritize the completion of missing links in the non-motorized network, ensuring safe and continuous routes for pedestrians and cyclists. This approach maximizes the use of existing projects to enhance the overall connectivity and accessibility of the community.

Please refer to the ***Capital Improvements Projects*** section for information on upcoming projects.



Prioritize the safety of vulnerable roadway users

Ensure safe road crossings at locations of high demand, such as bus stops, shopping areas and apartment buildings to facilitate the movement of people across the corridor.

The *Near-term Network* section identifies locations where immediate improvements are required.



Regional Coordination for Non-motorized Integration

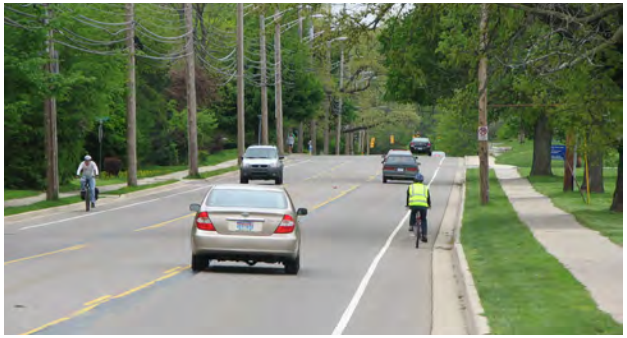
To ensure the integration of the non-motorized plan, regional coordination should be established with Wayne County Road Commission, the Road Commission for Oakland County, and the Southeast Michigan Council of Governments (SEMCOG). Collaborating with these regional authorities will be instrumental in aligning non-motorized initiatives with upcoming Capital Improvement Projects (CIP), obtaining funding, and integrating the plan into the broader regional non-motorized network.



Transit Supporting Infrastructure

Work with SMART to incorporate shelters at bus stops and coordinate mid-block crossings with bus stop locations. Bus stops should be located past mid-block crossings and on the far side of intersections.

The *Connecting to Transit* section identifies locations where immediate improvements are required.



Enhancing Road Safety through Consistent Roadway Design

Many road corridors in Novi currently feature acceleration flares and deceleration lanes and by-pass lanes at intersections. These are intended to aid turning vehicles, which, unfortunately, create safety concerns for pedestrians and bicyclists due to longer crossing distances, reduced visibility, and potential traffic pattern confusion. To address these safety issues, it is advisable to evaluate these corridors and intersections with the aim of transitioning them to a uniform cross-section design, which would entail incorporating a center turn lane and removing flares at intersections. This shift in design not only reduces crossing distances and improves visibility for all road users but also promotes traffic predictability and facilitates the inclusion of dedicated pedestrian and bicycle facilities. Implementing these changes would notably enhance safety for pedestrians, bicyclists, and motorists throughout the city. This will require working with the Road Commission for Oakland County and Wayne County Road Commission as many of these designs originate from their standard plans.



Promoting Safe Usage of New Facilities through Grand Opening Events and Outreach

The completion of a project is an opportunity to introduce the public to new facilities in the controlled environment of a special event and raise awareness on how to safely use something they may not be familiar with. To effectively reach a wider audience, a multifaceted approach can be adopted. Utilizing social media platforms for targeted campaigns and educational blasts can disseminate information efficiently. Additionally, eye-catching education posters strategically placed in high-traffic areas can serve as visual reminders and guides. Pedestrian Hybrid beacons and Rectangular Rapid Flash beacons are examples of two crosswalk treatments where additional education would be beneficial.

Recognizing the diverse population, the Southeast Michigan Council of Governments has developed a comprehensive program with tip cards, posters, videos, story templates, and media kits available in multiple languages. These ready to use materials should be integrated into the City's education efforts.



Minimizing Boardwalk Construction and Incorporate Concrete Decks for Trail Enhancement

Where feasible, rather than creating a separate boardwalk over a waterway, evaluate extending the roadway culvert to allow for a pathway. This results in lower maintenance costs for the pathway. Where a boardwalk is the best option, utilize concrete decking rather than wood decking. Concrete decks are known for their durability, low maintenance requirements, better traction, and user-friendly smooth surfaces, making them an ideal choice for trail construction. This approach optimizes resource allocation, reduces long-term maintenance costs, and improves accessibility for all trail users.

To implement this policy, the city should assess existing and future trail and roadways projects to identify opportunities to minimize boardwalks and adjust project scopes and costs to account for different construction approaches.



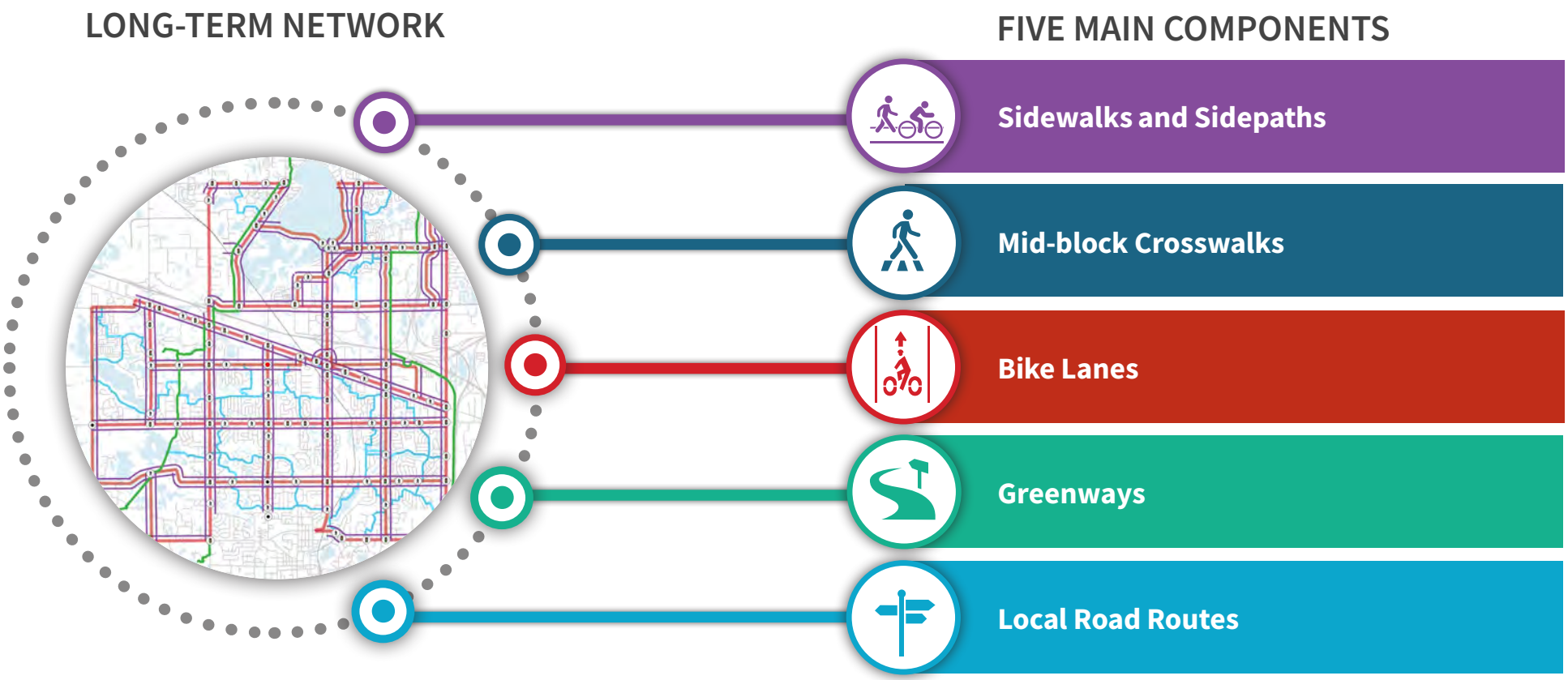
Long-Term Network

The Long-Term Vision encapsulates the City's aspirations for the next two decades and beyond. It serves as a guiding compass, directing the city toward its goals of fostering sustainable transportation and creating pedestrian and bicycle-friendly infrastructure and being flexible to evolving modes of transportation such as micromobility. The recommendations are constrained by available right-of-way and the need to accommodate projected traffic. Many of the recommendations will likely be implemented when roads are reconstructed.

- Sidewalks & Sidepaths
- Mid-block Crosswalks
- Bike Lanes
- Greenways
- Local Road Routes

Long-Term Network Overview

The Long-Term Network consists of five main components: Sidewalks and Sidepaths, Mid-block Crosswalks, Bike Lanes, Greenways, and Local Road Routes. The following section provides an outline of recommendations for the Long-Term Network.

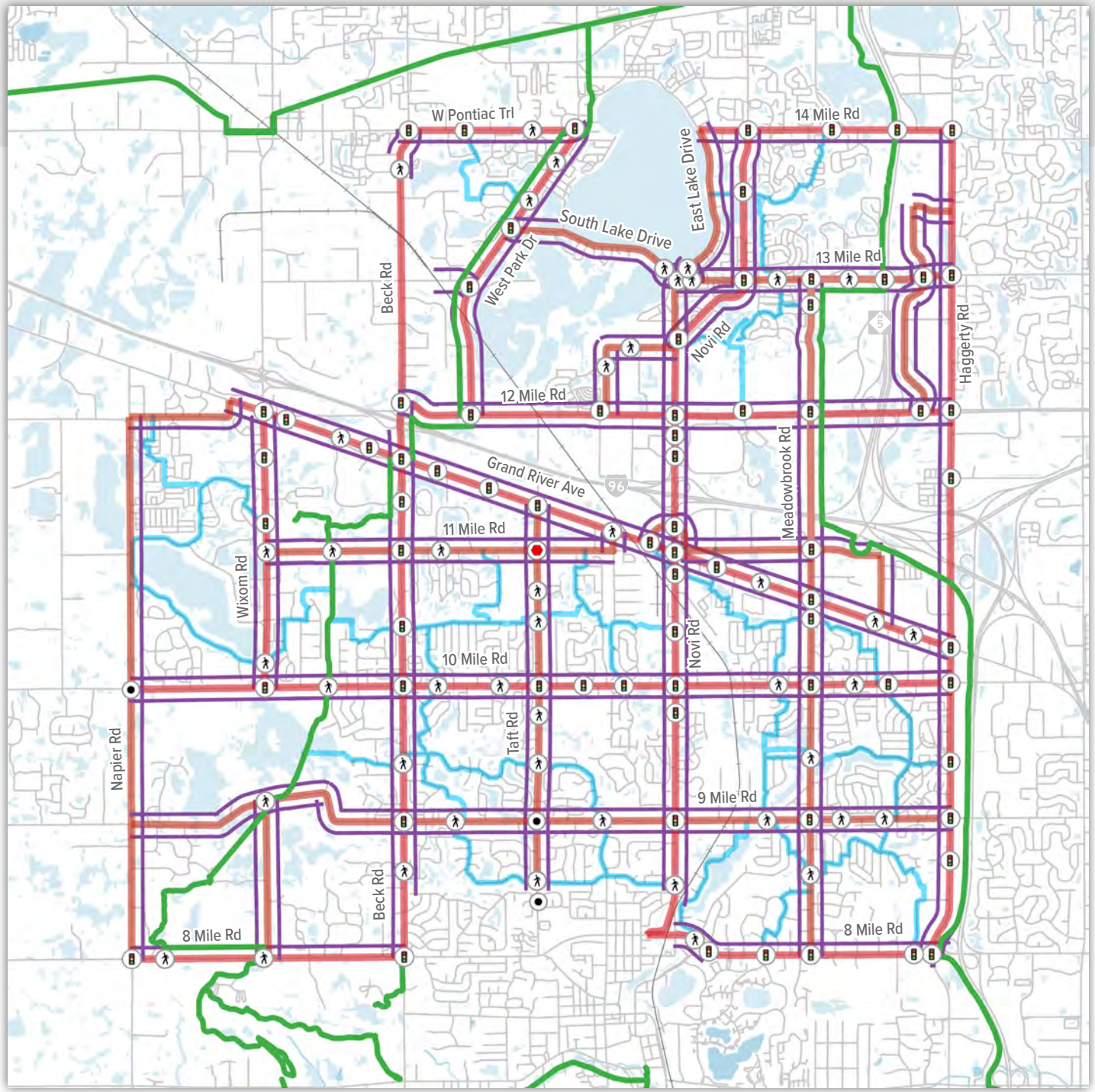


Long-Term Network Map

This map illustrates the primary framework of the active mobility network.

- Sidewalks and Sidepaths
- Bike Lanes
- Local Road Routes
- Greenways
- Pedestrian Crossing
- Signalized Intersection
- Stop-controlled Intersection
- Roundabout

The following maps provide more specifics on the types of sidewalks, sidepaths, bike lanes, and pedestrian crossings.

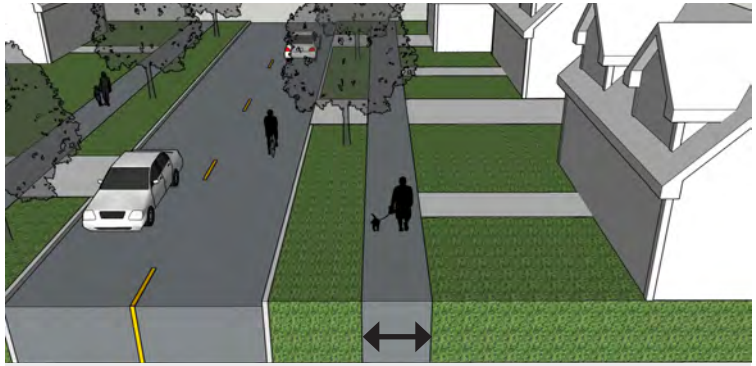


Sidewalks & Sidepaths

Ideally, all roads should feature sidewalks on both sides of the street. As work is conducted within the road rights-of-way, or as development on adjacent parcels occurs, opportunities to close gaps in the sidewalk network should be actively pursued. Sidewalks along major collector and arterial roads should maintain a minimum width of 6 feet, with a buffer zone and vertical elements like trees between the sidewalk and the road whenever possible. Additionally, on one side of the corridor, the sidewalk should expand to a minimum 10 feet wide where feasible to accommodate shared uses on busier roads, especially where on-road bike lanes are absent. The following map identifies key locations where gaps exist and should be addressed.

Sidewalks

pathways less than 8' wide



Typically 6' to 8' Wide

To ensure a more user-friendly and accommodating experience for all, bicycle and pedestrian facilities should be separated. In areas with higher bicycle use or where separated bicycle facilities are not provided, a sidepath should be included.

Sidepaths

pathways 8' wide or greater



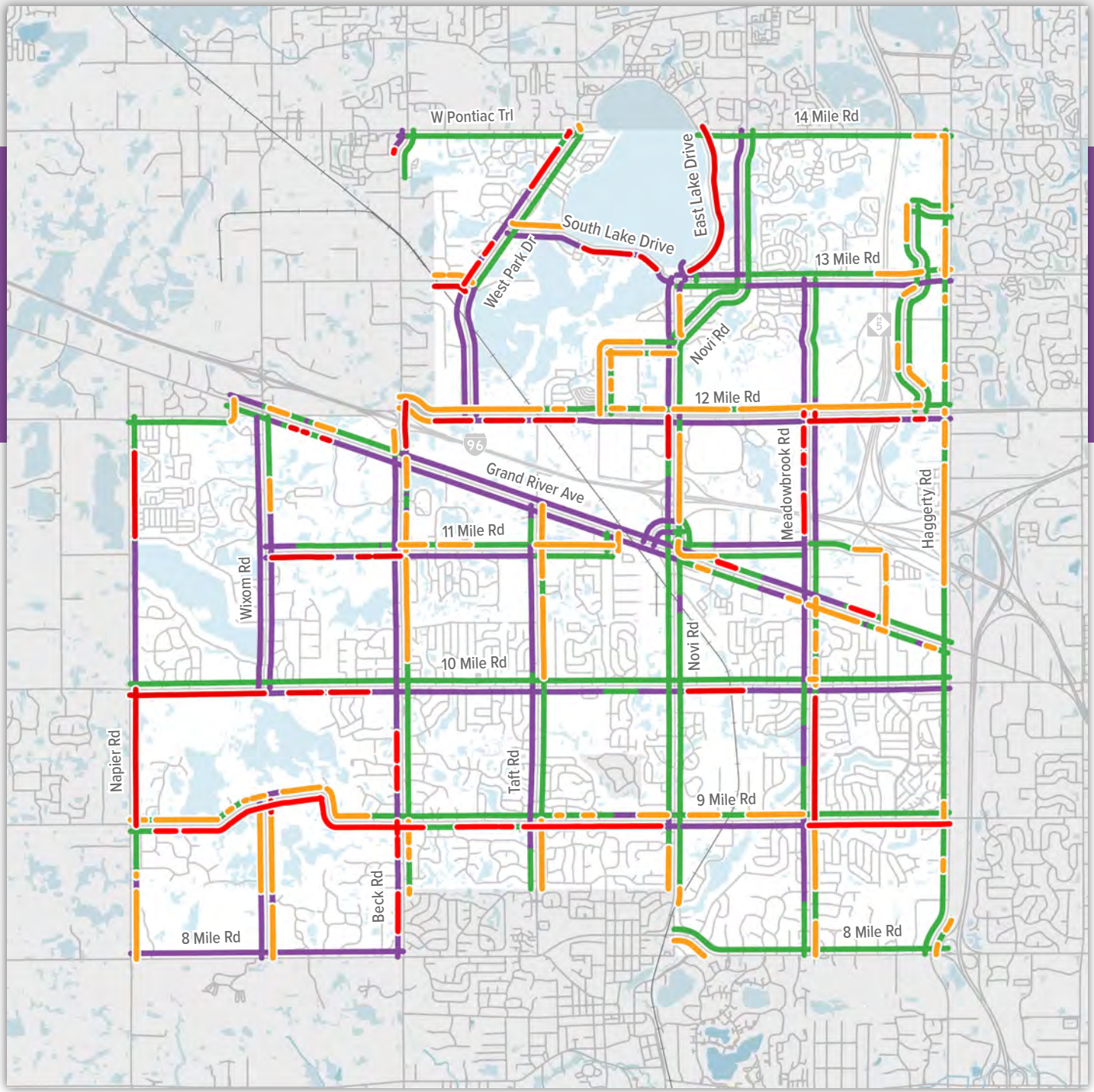
Typically 8' to 10' wide

The standard for shared use paths has evolved, and it's becoming increasingly recognized that 8-foot-wide pathways are no longer sufficient for accommodating both bicycles and pedestrians comfortably and safely. To ensure a more user-friendly and accommodating experience for all, current AASHTO guidelines call for a minimum of 10-foot-wide pathways be provided for routes shared by both bicycles and pedestrians.

Sidewalk and Sidepath Map

- Existing Sidewalks
- Proposed Sidewalk
- Existing Sidepaths
- Proposed Sidepath

On certain road segments, limited right-of-way (ROW) and the desire to preserve natural features may render constructing a proposed facility with the recommended buffer unfeasible, even in the long term. In such cases, completing the gap whenever possible with a narrower facility and/or a reduced buffer should be considered. If this approach is not viable, mid-block crossings should be provided where a sidewalk dead-ends.



Mid-block Crosswalks

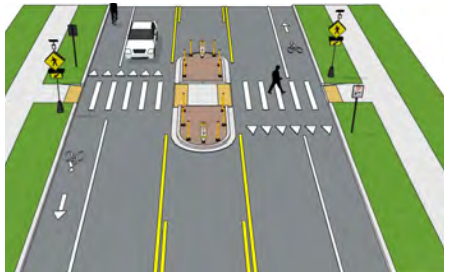
This map showcases proposed locations for crosswalk treatments at mid-block locations and identifies treatments designed to address potential hazards and elevate the overall pedestrian experience. Many of these treatments can be implemented within the existing cross-section of roadway and should actively be pursued to improve bicycle and pedestrian safety. The crosswalk measures shown are based on a master plan level assessment of anticipated speeds, number of lanes, and presence of a crossing island. Each crosswalk requires a separate engineering study and may necessitate a higher or lesser order of treatment based on a more detailed assessment.



High Visibility Crosswalk



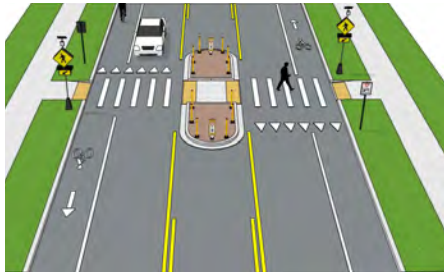
Crossing Island



Speed Table



Rectangular Rapid Flash Beacon



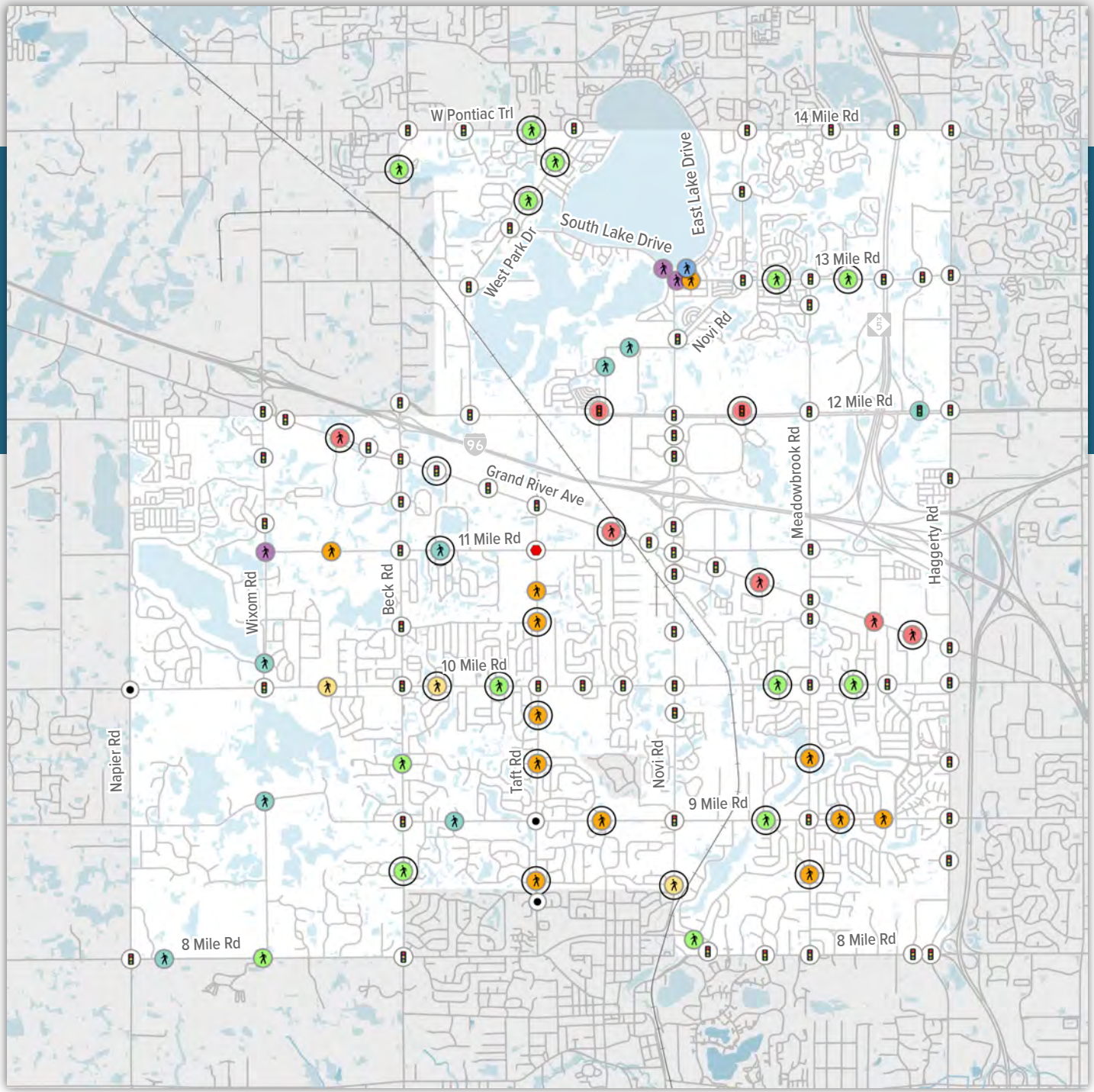
Rectangular Rapid Flash Beacon with Island



Pedestrian Hybrid Beacon with Island

Mid-block Crosswalk Map

- Signalized Intersection
- Stop-controlled Intersection
- Roundabout
- Mid-block Crosswalk
- Pedestrian Hybrid Beacon with Island
- Pedestrian Hybrid Beacon
- High Visibility Crosswalk
- Crossing Island
- Rectangular Rapid Flash Beacon
- Rectangular Rapid Flash Beacon with Island
- Speed Table
- New Crosswalk Location



Bike Lanes

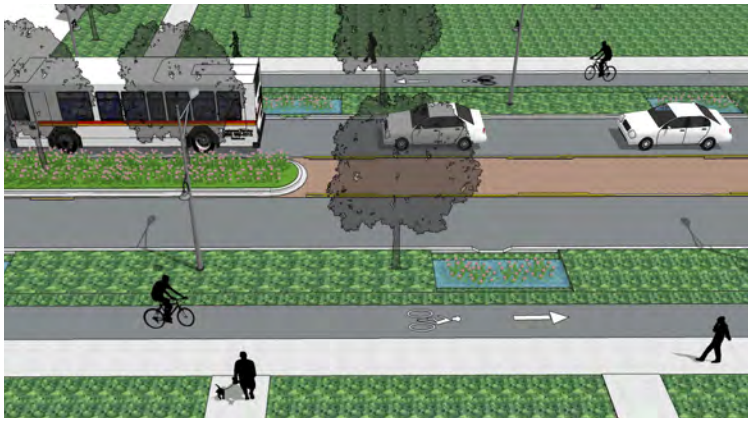
This map identifies the appropriate on-road bicycle facilities based on the Major Corridors Classifications outlined in this plan. To ensure the safety of bicyclists, physical buffers between bike lanes and motor vehicle lanes are recommended. As roadway speeds and volumes increase, it becomes increasingly important to provide these buffers to enhance bicycle safety and comfort. Additionally, the growing popularity of micromobility devices necessitates their consideration in future bike lane design.

Bike Lane



Where space permits, a painted buffer zone should be incorporated between the bike lane and the motor vehicle lane for added safety and separation from vehicles. Flexible posts may also be included as to increase bicyclists comfort.

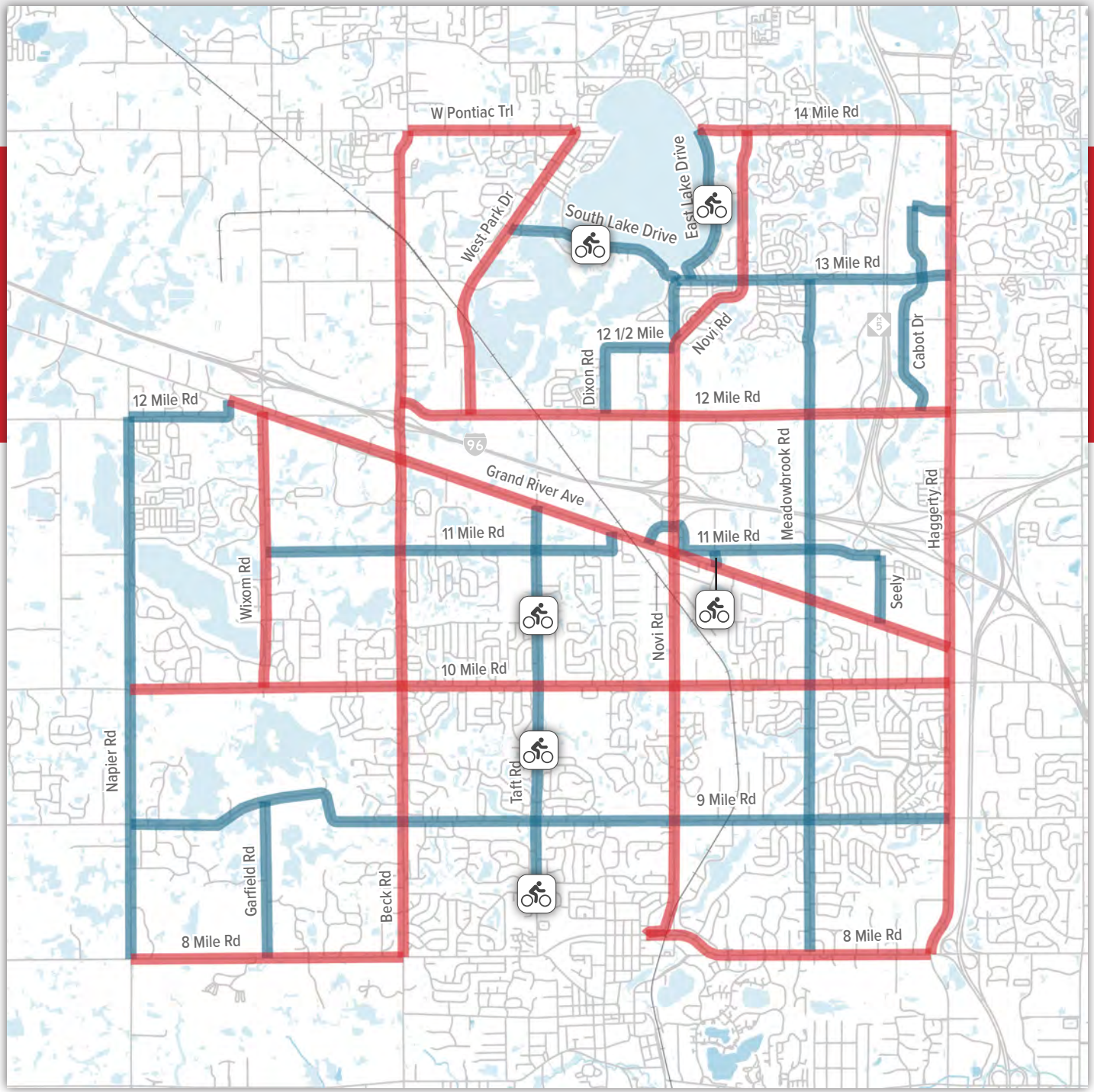
Separated Bike Lake or Sidepath



In areas with high pedestrian traffic, separate facilities for bicycles should be provided to minimize conflicts between pedestrians and bicyclists.

Bike Lane Map

- Bike Lane
- Separated Bike Lane or Sidepath
- Existing Bike Lanes



Greenways

The Active Mobility Plan is an integral part of the broader regional network. This map identifies key regional corridors that play pivotal roles in connecting Novi to the regional trail framework. There is the opportunity for a 30 mile regional trail loop through Novi if links are completed to the Michigan Airline Trail, Maybury State Park and Hines Park Bikeway through Northville.

ITC Trail to the Michigan Air Line Trail

1. Establish a trail connection across the I-96 interchange at Beck Road with the City of Wixom.
2. Complete sidepath gaps along 12 Mile and West Park to Pontiac Trail as part of the near-term network.
3. Collaborate with Walled Lake to provide a trail connection to the Michigan Air Line Trail from Pontiac Trail and West Park Drive.

ITC Trail to Hines Park Trail

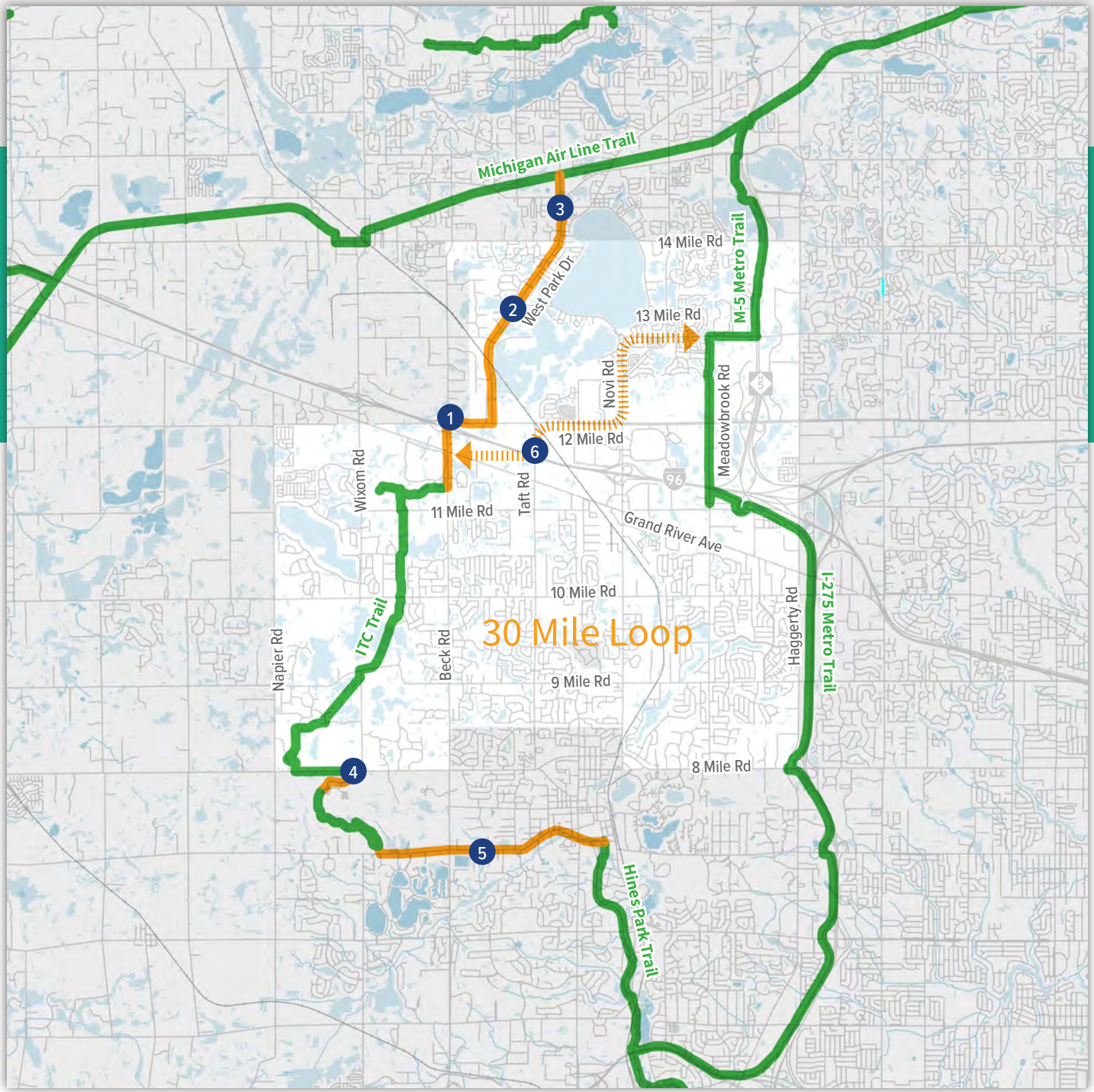
4. Coordinate with Maybury State Park to provide a trail connection in the vicinity of the park entrance from the sidepath on the north side of 8 Mile Road to the park trailhead.
5. Support the City of Northville and Northville Township in their efforts to complete a pathway connection along 7 Mile Road to Hines Park Trail.

Taft Road Alternative

6. Recognizing the strong desire to establish a non-motorized connection across I-96 at Taft Road, linking the northern and southern parts of the city, it is recommended that the city actively seek opportunities for its construction as the anticipated City West district develops.

Greenways Map

- Existing Trail
- Future Regional Trail Network
- Taft Road Alternative



Local Road Routes

The proposed connections focus on creating family-friendly routes that connect neighborhoods to each other and to local destinations such as schools, parks and trails. This network prioritizes the utilization of low-stress bike routes that traverse neighborhood roads while also emphasizing the creation of crucial sidewalk and pathway connections within subdivisions. These measures enhance mobility and strengthen connectivity to nearby destinations and trails, fostering a more accessible and cohesive urban environment. The following pages outline policies, programs and infrastructure recommendations to support this network.

Map Notes:

1. Provide direct pathway connections between adjacent neighborhoods and school.
2. Trail ends abruptly into parking lots at Deerfield Elementary and Wildlife Wood Park. Continue trail so it links into the City's pathway network.
3. Explore neighborhood nature trail to ITC Trail from Woodworth Drive through community open space.
4. Connect neighborhood to ITC Trail from Sandpiper Court.
5. Connect neighborhood to ITC Trail from Cheltenham Drive or Heartwood Street
6. Connect adjacent neighborhood between Galway Drive and Coldspring Drive.
7. Explore options for a direct pathway connection to the anticipated City West district from W 11 Mile Road.
8. Connect adjacent neighborhood between Arcadia Drive and Cider Mill Road.
9. Formalize pathway connection between Taft Road and Kerri Court.
10. Add pathway through city owned parcel between Thatcher Drive and Novi Road.
11. Extend existing pathway all the way to Taft Road from Ella Mae Power Park.
12. Add pathway between Fountainpark Drive and Highland Drive.
13. Explore optional pathway through city owned parcel between Chattman St/ Balcombe Dr to Malott Drive.
14. Explore options for a direct pathway connection between neighborhoods and the commercial area at Eight Mile Road and Haggerty Road.
15. Explore options for a direct pathway connection to Twelve Mile Road from Sandstone Drive and Steinbeck Glen.
16. Add pathway between Sandstone Drive and Steinbeck Glen.
17. Add pathway connection to Lakeshore Park Mountain Bike Trails from 12 Mile Road and improve access from 12 1/2 Mile Road.
18. Extend sidewalk from 12 Mile Road to Wixom Road.
19. Add pathway connection between ITC Trail and Bosco Fields

Local Road Routes Map

Local Road Bike Routes

Examples of low-stress bicycle route following neighborhood roads.

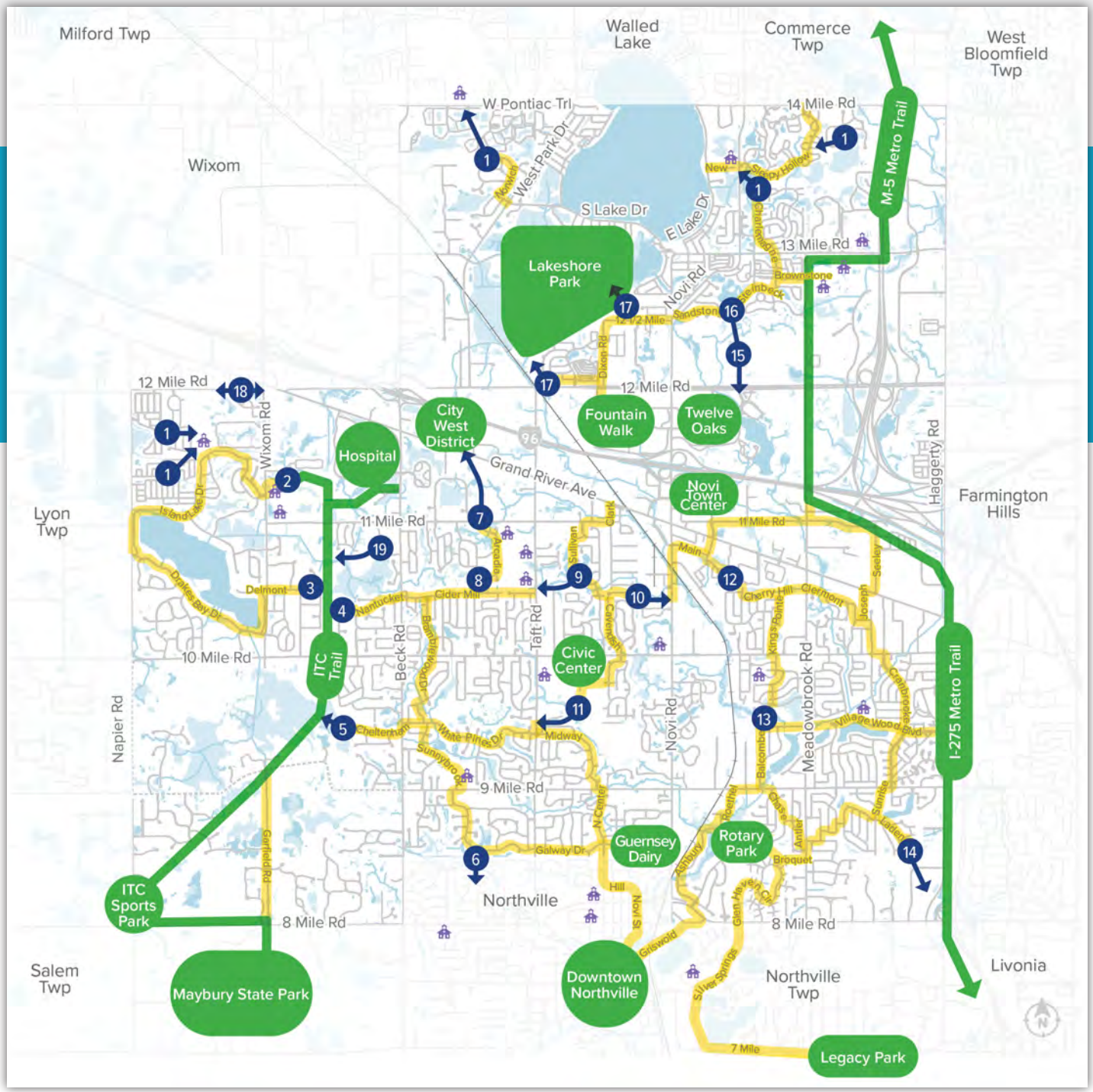
Opportunity for Short Pathway Links

Short pathway links that connect neighborhoods away from major road corridors. Surface may vary and easements may be required. See map notes for details.

Destinations and Existing Regional Trails

Schools

Map Notes



Support the Local Road Routes



Low-stress bicycle routes following neighborhood roads, identified on bicycle maps and reinforced with pavement markings.

These routes should be clearly identified on bicycle maps for easy reference. To further enhance safety and navigation, wayfinding signs should be strategically placed at neighborhood entrances along major road corridors, indicating the distance, direction and time to nearby destinations. Additionally, pavement markings can be employed on local roads to reinforce the designated bicycle route through the neighborhood.



Ensure new developments provide pedestrian and bicycle links to adjacent neighborhoods and local destinations.

To promote a pedestrian and bicycle-friendly urban environment in new developments, non-motorized transportation should be integrated into urban planning by enforcing design standards and prioritizing accessibility. Encourage connectivity planning, offer incentives for exceeding infrastructure requirements, and promote mixed-use development within walking or biking distance. Engage the community for input, establish regular maintenance, collaborate with local agencies, and conduct education and outreach programs to foster active transportation as a sustainable lifestyle choice.



Provide safe routes for walking and biking to schools from nearby neighborhoods

To establish safe routes to schools in neighborhoods without sidewalks, start by working closely with subdivisions to understand their needs. Conduct safety assessments, develop a comprehensive plan, and seek funding sources for necessary infrastructure improvements, like sidewalks and crosswalks. While working on long-term solutions, consider temporary measures like speed limits and traffic calming. Prioritize high-traffic areas and engage in educational initiatives. Maintain open communication with the community throughout the process and establish regular maintenance plans. Continuously evaluate the program's effectiveness and make adjustments as needed to ensure students can safely walk and bike to school.



Build short pathway links that connect neighborhoods away from major road corridors (surfaces may vary and easements may be required).

These pathways should be designed with flexibility, acknowledging that surface conditions may vary, and in some cases, securing easements may be necessary to facilitate these connections. These short pathways not only promote safe and convenient pedestrian and bicycle travel but also foster a sense of community, as they enable residents to easily access neighboring areas, local amenities, and recreational spaces. Investing in these linkages will enhance mobility, promote active lifestyles, and strengthen the overall connectivity of the city. For new developments with designated open space areas, make sure the development language permits paved trails.



Near-Term Network

The Near-Term Network illustrates projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands.

The Near-Term network focuses on eliminating gaps and providing the framework for a continuous network to access key destinations and trails throughout the city. These Near-Term recommendations should be reviewed and consulted whenever there is road work (repaving, restriping or reconstruction) being planned within the City. Many of these recommendations could be implemented with modifications to the existing road cross-section.

Implementation of the Near-term Network will require close coordination with the Road Commission for Oakland County, Wayne County Road Commission, and MDOT at the earliest stages of roadway improvement planning.

The Near-Term Network is the focus for the foreseeable future.

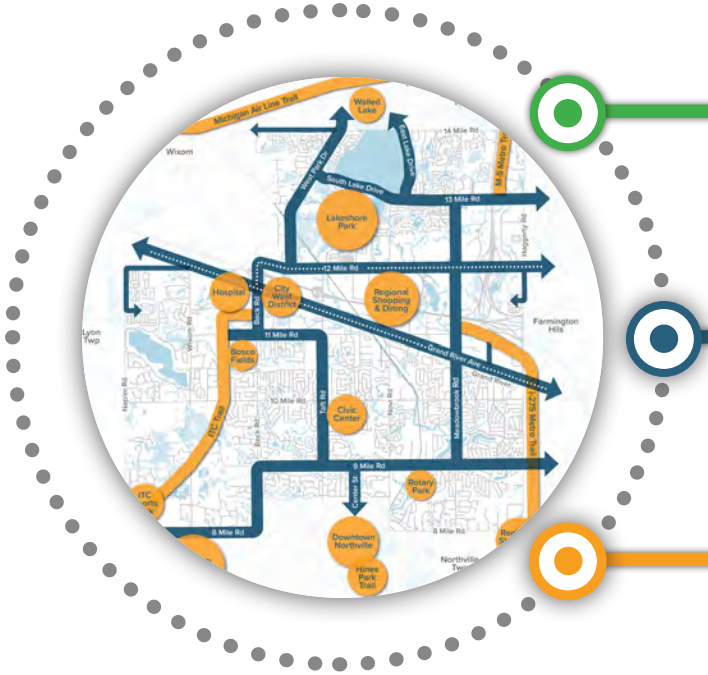
- Near-Term Network Overview
- Neighborhood Greenway Network
- Preparing for Transit
- Improved Access to Shopping &Dining

Near-Term Network Overview

The purpose of the Near-Term Network is to create a comprehensive framework and set of guidelines with the aim of enhancing and promoting active modes of transportation, such as walking and biking, within the community. Its primary focus is on utilizing existing facilities to establish a functional city-wide network that links key destinations.

The Near-Term Network consists of three main components: the Neighborhood Greenway Network, Connecting to Transit, and Improved Access to Shopping and Dining. The following section provides an outline of recommendations for the Near-Term Network.

NEAR-TERM NETWORK



THREE MAIN COMPONENTS

Neighborhood Greenway Network

A continuous non-motorized network with amenities to enhance the overall experience for people who walk and bike

Connecting to Transit

Proactively addressing the needs of non-motorized users to provide safe and convenient access to transit

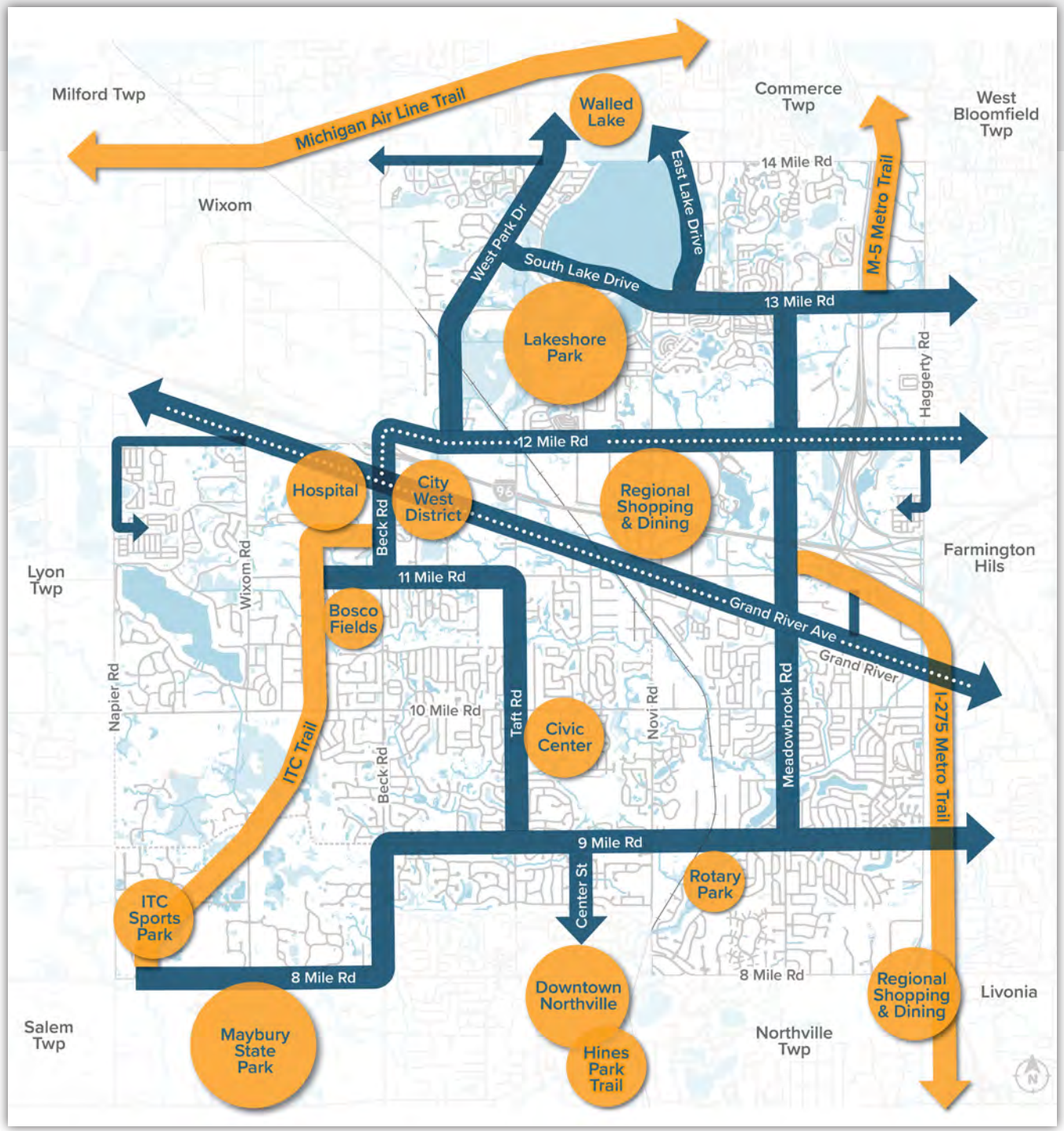
Improved Access to Shopping and Dining

A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street

Near-Term Network Map

This map illustrates the primary framework of the near-term network.

- Near-Term Network (*Priority Corridors for Active Mobility Improvements)*
- New Transit Routes
- Regional Shared Use Paths
- Key Destinations



Neighborhood Greenway Network



The Neighborhood Greenway Network is a continuous non-motorized network with amenities to enhance the overall experience for people who walk and bike.

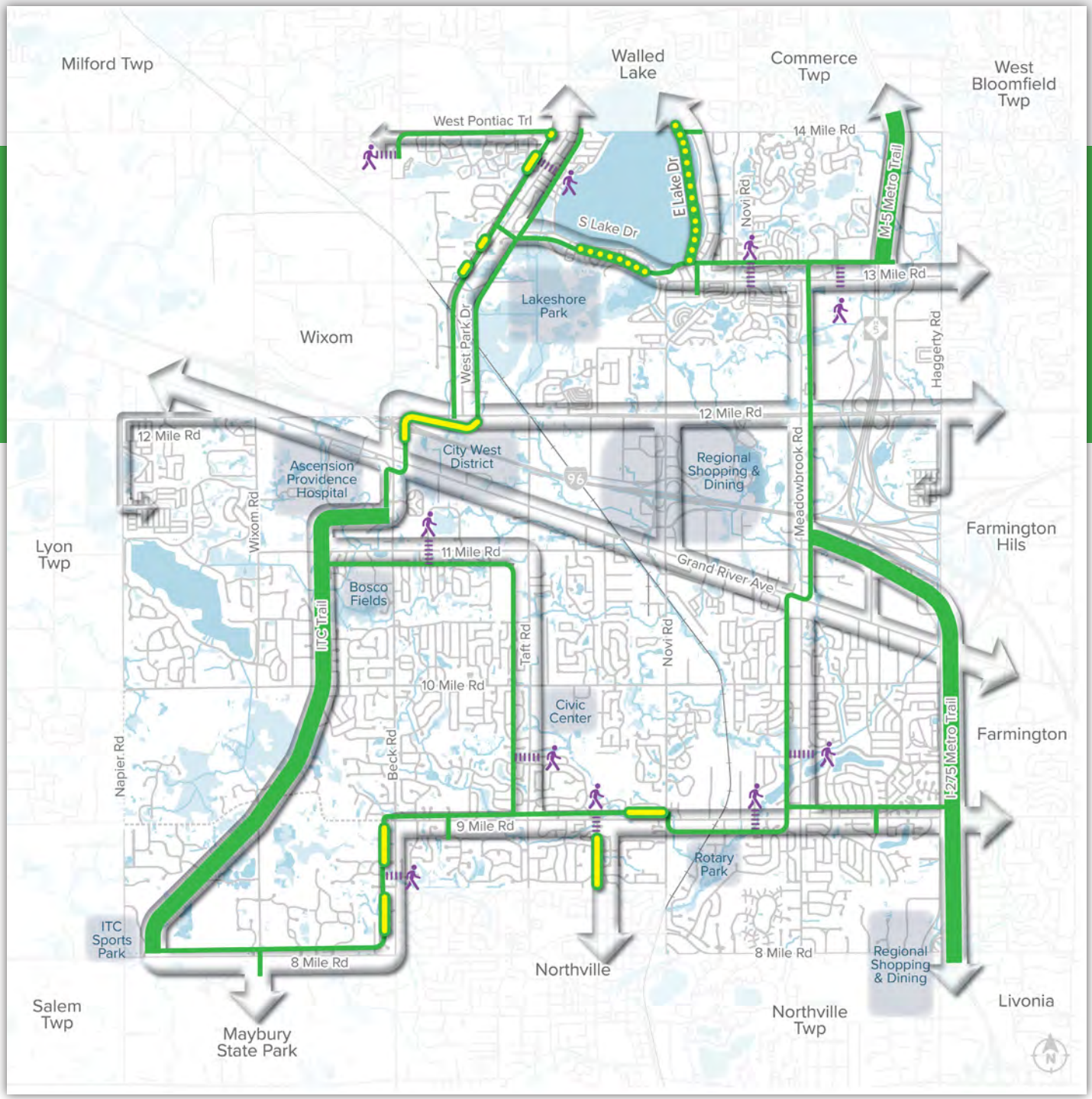
The Neighborhood Greenway Network prioritizes the implementation of modest yet highly impactful interventions, including the completion of key sidewalk gaps and crosswalks. These small-scale enhancements play a pivotal role in establishing a continuous route across the city, providing a framework for linking neighborhoods to essential destinations.

A near-term priority involves establishing a connection across the Beck Road overpass, a critical undertaking given the limited opportunities to cross the expressway. This connection assumes even greater significance in light of the anticipated City West district and the new transit routes along Grand River Avenue and 12 Mile Road. Notably, the existing bridge deck provides ample width to facilitate a retrofit for a pathway connection.

East Lake Drive and South Lake Drive are well-traveled non-motorized routes along the lakeshore, connecting to two major parks and downtown Walled Lake. While there is a desire to upgrade the current facilities, a corridor study is necessary to address traffic patterns and safety concerns. Please see the *Specific Area* section for more details on East Lake Drive and South Lake Drive.

Neighborhood Greenway Map

- Existing Sidewalks/Pathways
- Off-Road Trails
- Pathway/Sidewalk Gap
- Corridor Study required before upgrading facilities
- Proposed Mid-block Crosswalk
- Near-Term Network



Create safe and inviting routes both on and off-road



Attractive and sustainable landscapes in the buffer zone

Planting trees in the buffer zone between the sidewalk and road enhances pedestrian comfort by offering shade and creating a vertical barrier between motor vehicles and pedestrians. The tree canopy also reduces the heat island effect of built up areas and holds rain water helping to mitigate the impact of heavy rain events. The integration of rain gardens in the buffer offer another sustainable and cost effective solution for the managing stormwater runoff. Together, street trees and rain gardens provide an attractive and varying landscape with many benefits.



Community art and interpretive signage

Integrating community art and informative signage along the routes adds cultural and educational value to the network. It helps celebrate local culture, history, and natural features, making the routes not just transportation corridors but also destinations in themselves. Art and interpretive exhibits can be permanent, temporary, or even seasonal.



Links to parks and public buildings with water and restrooms

Seamless connections to parks and public buildings with water fountains and restroom facilities are essential for user convenience. These amenities encourage longer journeys, as users don't have to worry about basic necessities during their trips. The addition of bicycle repair stands and orientation maps make these rest areas even more helpful.



Periodic rest areas with benches

Establishing rest areas is essential for user comfort along a pathway. Benches and tables offer places for users to rest, take breaks, enjoy the scenery, and socialize with others. These rest stops are often located in shaded areas to provide protection from the sun. Placing trash and recycling receptacles nearby is important to promote trail cleanliness and discourage littering. These amenities contribute to a positive user experience and encourage people to utilize the non-motorized network.



Pedestrian scale lighting

Proper lighting is crucial for both safety and encouraging use. Lighting helps users feel more secure and promotes use at all times of day and night and during every season. While the installation of lighting is desirable, it can be a significant investment. Solar-powered lights should be considered in areas with ample direct sunlight to minimize both installation and operational expenses.

Evaluate the existing lighting levels on sidewalks along major roadways and existing crosswalk locations and develop a prioritization system to upgrade lighting for deficient locations. Special emphasis should be placed on providing lighting at unsignalized crosswalks to make sure that pedestrians crossing the street are visible to motorists.



Enhanced year-round maintenance

Establish a robust maintenance plan for year-round upkeep, including snow removal during the winter months. Consistent maintenance ensures that the routes remain safe and inviting in all seasons.

Please refer to the ***Implementation*** section for specifics.

Pet Waste Management

Provide pet waste bags, trash receptacles, and signage reminding pet owners that they are responsible for cleaning up after their pet.

Support the Community Greenway



Provide uniform wayfinding system that integrates with regional trail network and bike routes

A uniform wayfinding system is essential for user navigation and satisfaction. Consistent signage and directions ensure that users can easily find their way through the network and connect with other regional trails and bike routes.

In collaboration with adjacent communities, implement a wayfinding system for the area that includes uniform signage, information kiosks, maps, and online resources.



Promote the network through events, group rides, maps and by supporting local bike clubs

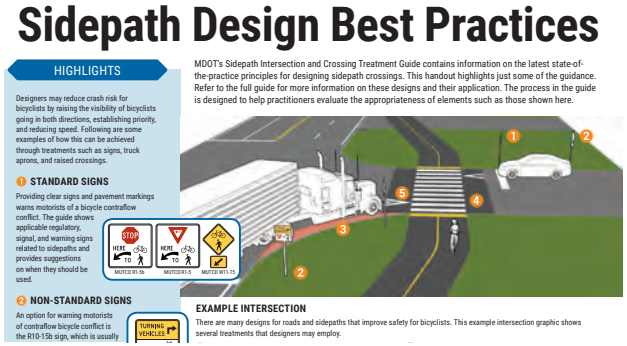
Active promotion through events, group rides, maps, and support for local bike clubs is crucial for raising awareness and encouraging usage. The outreach strategy should include hosting events like bike races, family rides, and nature walks to celebrate the network. Scheduled group rides on different routes can encourage users and create a sense of community. Creating user-friendly maps for both online and print will highlight the network's features. Collaborating with local businesses for map distribution and partnering with bike clubs for events and safety workshops would be beneficial. Additionally, offering educational programs in schools and community centers, maintaining a strong online presence, and actively gathering user feedback for network improvements based on their suggestions are all key components of this strategy.



Evaluate use through automatic counters and satisfaction through yearly surveys

Install permanent automatic counters for pedestrians, bicyclists, and micromobility vehicles along significant new facilities. Implement a program where temporary traffic counters are regularly moved to key destinations within the city on a predefined schedule. Ensure coordination with state and regional counting initiatives. Before constructing new facilities, establish baseline counts.

Introduce an annual resident survey to gauge community utilization and satisfaction with the multi-modal transportation system. This survey can inform adjustments and refine community priorities as needed.



Establish a grant program to improve safety at neighborhood entrances

Create a grant program aimed at improving safety at neighborhood entrances along the non-motorized routes. Encourage neighborhoods to incorporate enhanced safety measures in these critical areas. This program can be based on or an extension of the City's current Entryway Grant Program that focuses on landscaping.

Reference *MDOT Sidepath Reference Sheet* for more information on sidepath safety issues and design best practices.



Upgrade existing facilities to current best practices

Upgrade existing facilities to align with current best practices in non-motorized transportation to assure consistency across the roadway system. Assess near-term routes for safety, accessibility, and compliance with modern standards. Enhance safety with better crosswalks, signals, and signs. Add modern amenities like energy-efficient lighting, bike racks, benches, and wayfinding systems for user convenience. Phase upgrades to minimize disruptions, focusing on busy areas and key intersections. Stay flexible to adapt to evolving best practices and technologies, periodically reviewing facilities to ensure they meet high standards.

Please refer to the *Facility Types and Guides* section for more information on design guidelines and resources for best practices and the *Implementation* section for more information on processes.



Sponsor and adopt-a-greenway or trail amenity

Engage the community in the funding and care of greenway segments and amenities such as rain gardens and parklets through sponsorships and adoption programs. These public-private partnerships provide a means for local clubs and business to direct meaningful volunteer hours as well as a way for Novi based businesses to give back to the community. Appropriate recognition signage should be provided.

Focus on a continuous, near-term route



Establish high quality non-motorized link through the Beck Road overpass

Prioritizing the creation of a high-quality link through the Beck Road overpass demonstrates a commitment to safety and accessibility. Given the limited opportunities to cross the expressway, this connection serves as a vital link, particularly in light of the new transit developments along Grand River and 12 Mile Road. The existing bridge deck is sufficiently wide to accommodate a retrofit for a spacious pathway connection. An aesthetically pleasing overpass not only encourages usage but also fosters connectivity between different sections of the network. Ensuring that this connection is safe, accessible, and visually appealing is paramount. This improvement will require additional engineering studies and changes to signalization to assure the proper treatments are being implemented.



Address the critical gaps in sidepath network to provide continuous off-road trail and sidepath system

Identifying and addressing critical gaps in the sidepath network is essential for creating a user-friendly non-motorized system. The near-term network identifies priority gaps in the network that should be addressed first.

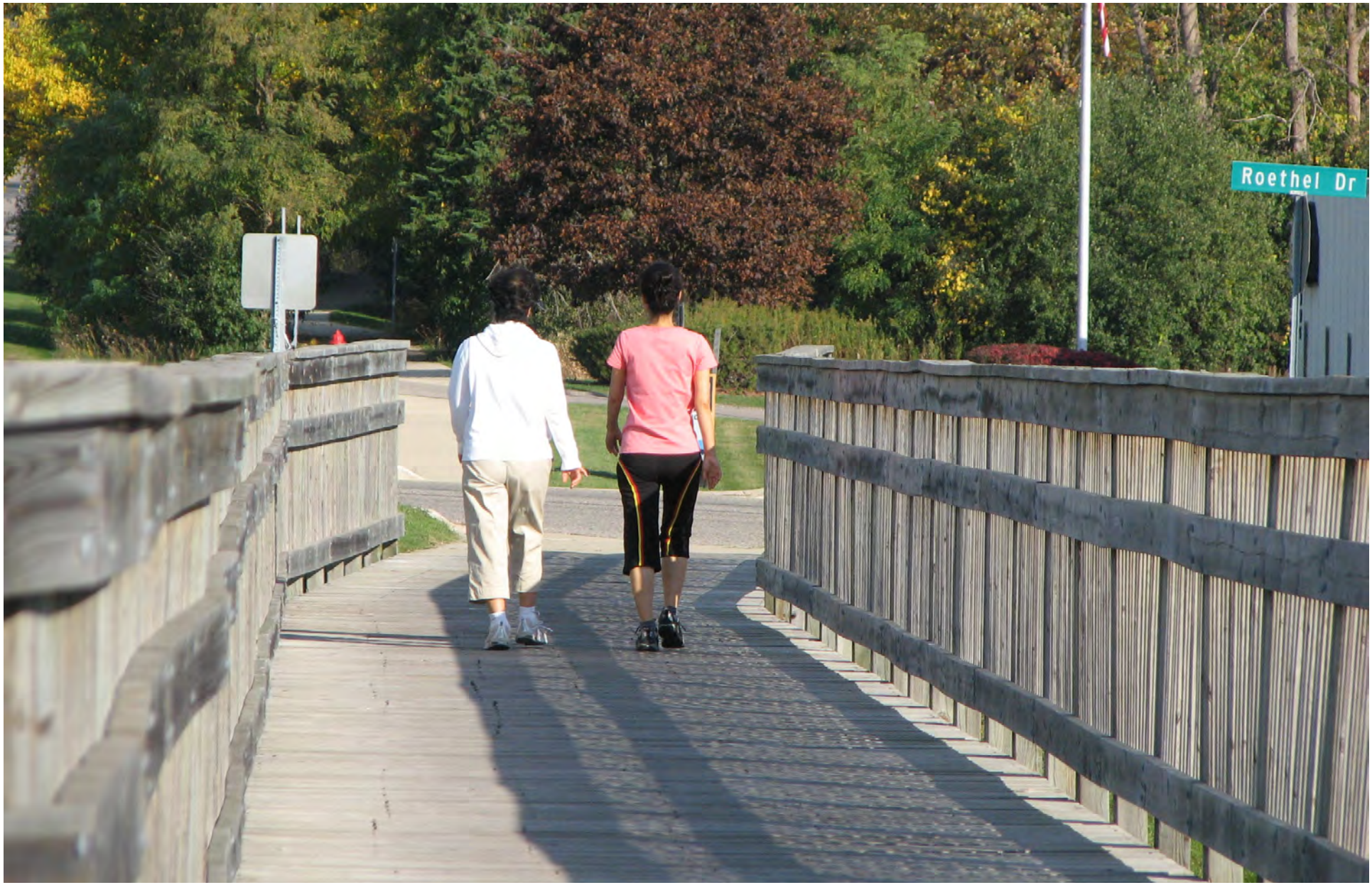
Provide warning and detour signs for dead end pathways

To address existing gaps in the system install signage at key decision points, like intersections, to alert users to gaps and prevent them from inadvertently following a route that abruptly ends without any safe means to cross the road to another facility. This proactive approach improves safety and navigation throughout the network.



Integrate major off-road trails into the network, such as the ITC Trail and the I-275 Metro Trail

To seamlessly integrate major off-road trails like the ITC Trail and the I-275 Metro Trail into the non-motorized network, it's vital to assess potential connection points and establish guidelines for safety and usability. Collaborate closely with trail managers, implement clear wayfinding signage, prioritize safety measures at intersections, and conduct outreach campaigns to inform the community. Enhance trailheads with user-friendly amenities and determine if additional trail access points are needed. Regularly monitor trail usage and satisfaction levels to ensure a successful and well-integrated network that promotes active and sustainable transportation.


Roethel Dr

Connecting to Transit

Addressing the needs of non-motorized users to provide safe and convenient access to transit.

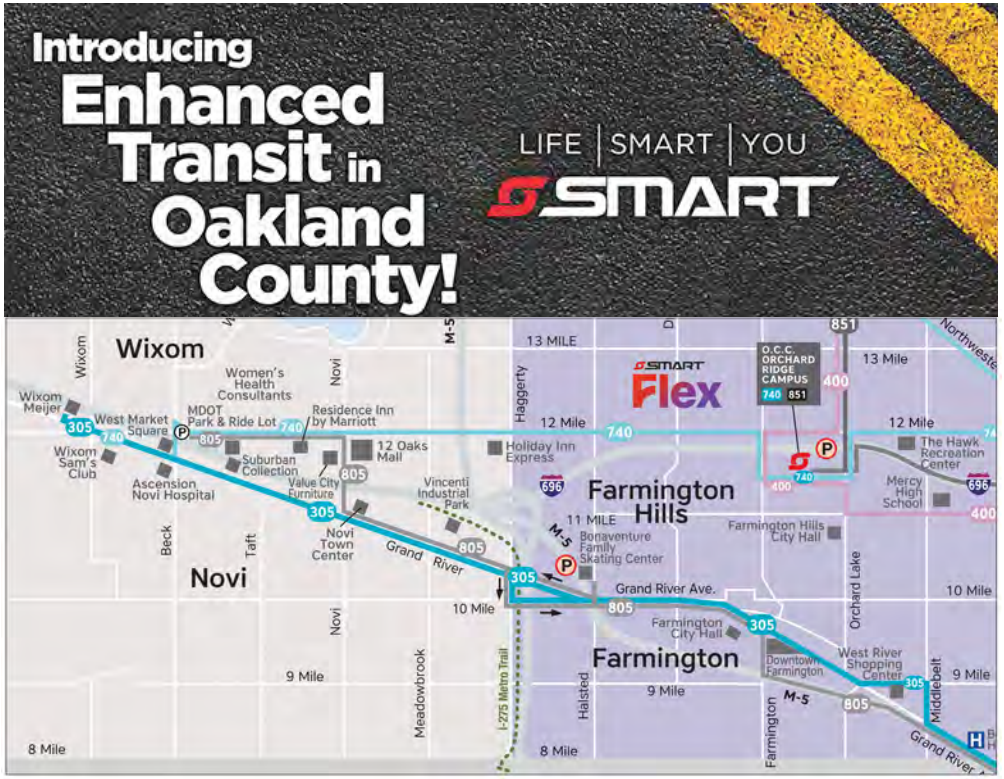
In 2023, SMART introduced enhanced transit in Oakland County, offering local service along key routes such as Grand River, 12 Mile, and Novi Road. This section outlines strategies designed to address gaps in the pedestrian network and create a support system, ensuring the creation of safe and convenient access to the newly established transit stops.

Novi's New Transit Service:

SMART 740

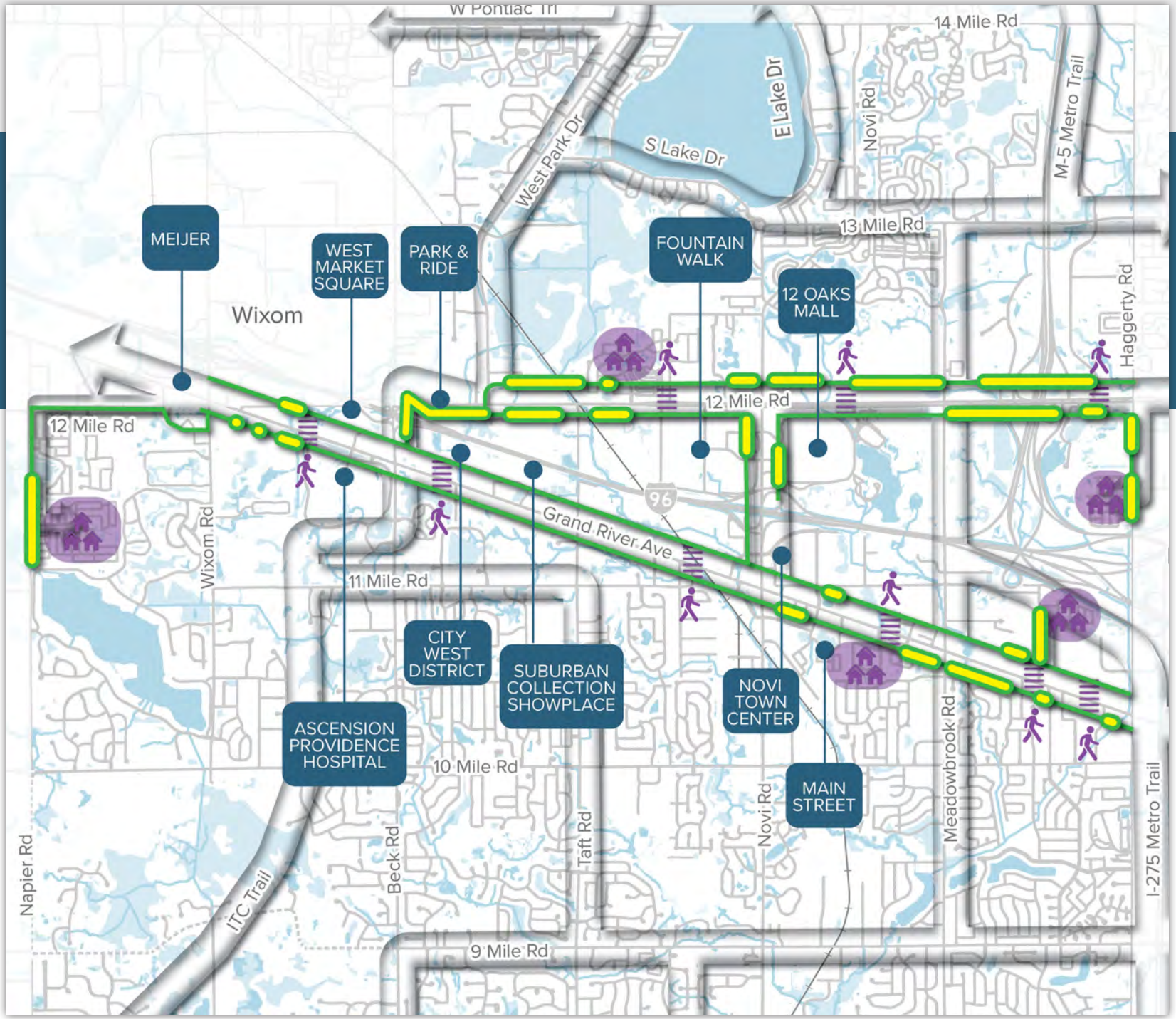
SMART 305

SMART 805



Connecting to Transit Map

- Existing Sidewalks/ Pathways
- Pathway/ Sidewalk Gap
- Proposed Crosswalk
- Connect Isolated Neighborhoods to Transit
- Near-Term Network



Support the New Transit Routes



Provide direct access to major destinations along the route

Engage in partnerships with local businesses to provide pathways that guide transit users to their establishments, focusing on attractive, pedestrian-friendly routes. Ensure these pathways meet accessibility standards, accommodating all individuals with features like ramps and clear signage. Highlight the economic benefits of this connection, including more visitors, increased business, and potential job opportunities, to gain support from stakeholders and foster a thriving local economy.



Coordinate crosswalks with transit stops

To ensure a safe and efficient connection between transit stops and pedestrian crosswalks, it is recommended to strategically place crosswalks adjacent to transit stops, ensuring they align with passenger traffic patterns. Enhanced safety features, including crossing islands, beacons, lighting, and high-visibility crosswalks, should be employed. By situating crosswalks where they are most needed, a more user-friendly and accessible non-motorized network will be established, promoting the utilization of public transportation and enhancing pedestrian safety throughout the community.



Incorporate streetscape amenities to create an inviting and pedestrian-friendly environment at transit locations

This involves including elements like adequate lighting, comfortable seating, aesthetically pleasing landscaping, bike parking and shading structures. These improvements serve not only to enhance safety but also to promote the utilization of public transportation by creating a more appealing and enjoyable experience for pedestrians. Locations offering more amenities, especially shelters, typically have a larger draw area, enticing individuals to walk a bit farther to access transit stops.

Establish mobility hubs, a place where people can connect to multiple modes of transportation.

Establish mobility hubs at transit stops that include:

- Wayfinding kiosks
- Short and secured long-term bike parking
- Bike repair stations
- E-bike charging
- Security cameras and emergency call boxes

Establish transit-friendly business program

- For business near stops
- Provide real-time bus information display boards
- Focus on cafés, convenience stores, and lodging



Source: Collaborative Mobility UK

Improved Access for Shopping & Dining



A welcoming environment that facilities easy access for bicyclists and pedestrians to reach businesses directly from the street.

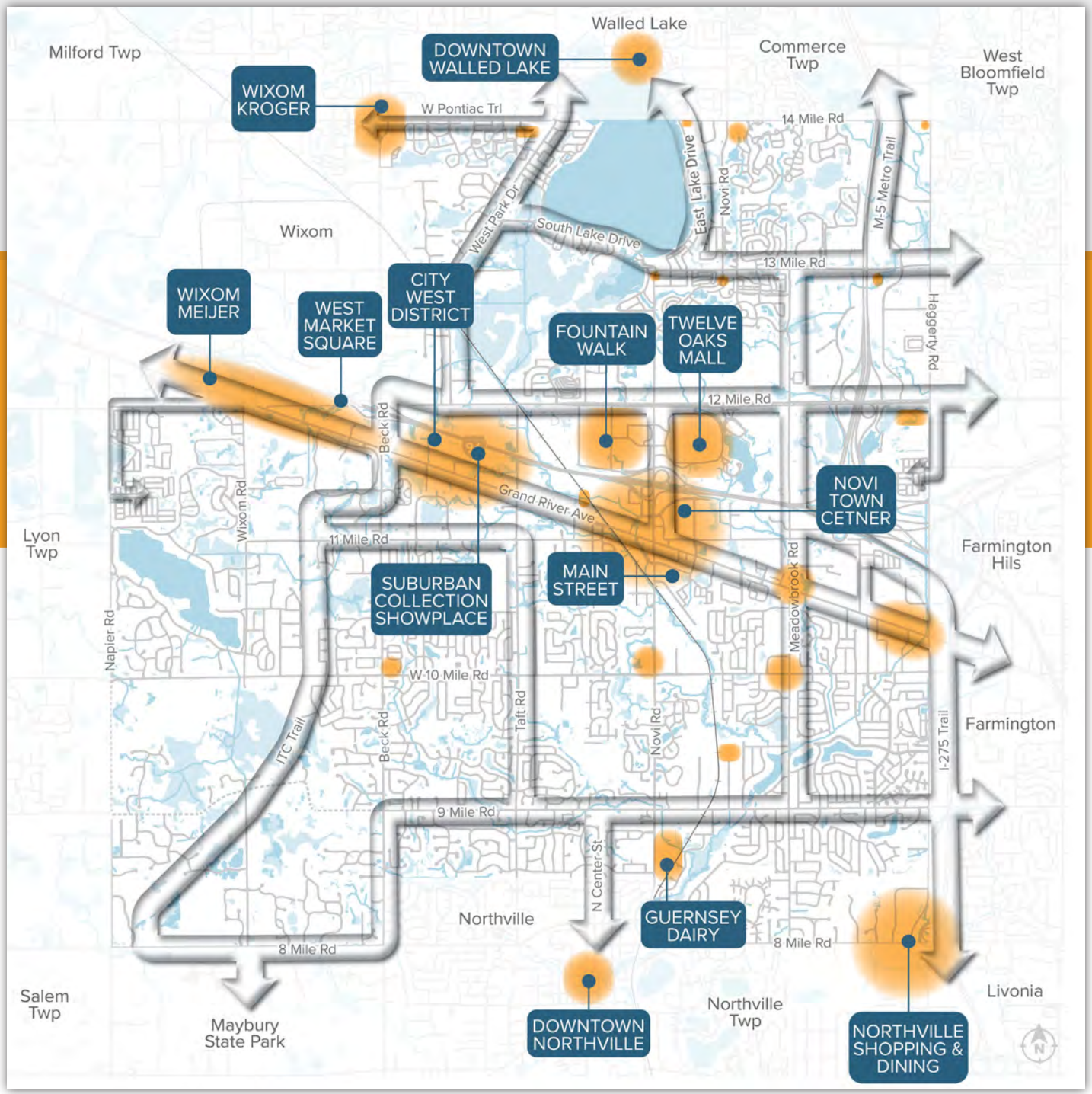
Novi has long been known for its regional shopping opportunities, but until recently, the landscape has been predominantly car-centric. The city boasts a wide range of retail destinations and dining establishments, making it an attractive hub for shoppers from across the region. However, the arrival of new transit routes to the area is poised to usher in a significant shift. With the potential for increased pedestrian traffic, there's a growing recognition of the need to transform Novi into a more welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street. This transformation is not only essential for the convenience and enjoyment of both visitors and residents but also aligns with the broader goal of creating a sustainable and vibrant urban landscape that embraces diverse modes of transportation.

See the ***City West*** section for specific details on the integration of non-motorized solutions into this new and evolving district.

Improved Access for Shopping and Dining Map

Shopping and Dining Areas

Near-Term Network



Supporting Access to Shopping and Dining



Establish a bicycle friendly business program

Cities can engage in the League of American Bicyclists' Bicycle Friendly Business program by encouraging local businesses to apply for certification. Businesses interested in certification can submit applications detailing their cycling infrastructure, policies, and programs. These applications are assessed by the League's panel, considering factors like bike parking, support for bike commuting, and community engagement. Businesses meeting the criteria receive certification, and their level (Platinum, Gold, Silver, or Bronze) depends on their efforts. Certified businesses gain recognition, access resources, join a network of bicycle-friendly companies, and can renew their certification every four years, promoting a more bike-friendly community with city support.

Learn more at https://bikeleague.org/



Subsidize placing bike racks in existing developments

Establish a program to install additional permanent and seasonal bike parking in commercial districts. Create a bulk rack purchase, technical assistance and cost-sharing program to assist businesses to install bike parking. Require bike parking to be included as part of all re-developments.



Provide grants to help retrofit existing developments with high quality connections

Establish a dedicated grant fund within the non-motorized plan's budget to support retrofitting projects and allocate resources that can create a significant impact on various developments. Define precise eligibility criteria and offer technical assistance to applicants. Allocate funding based on project scope and impact, setting clear and measurable goals.



Encourage trail centered site development plans

Revise zoning ordinances and land-use regulations to prioritize the inclusion of trails and pedestrian pathways in new developments. Enforce design guidelines that encourage the seamless integration of trails into site plans. Offer incentives, such as density bonuses or tax incentives, to developers who incorporate trails and pedestrian-friendly infrastructure into their projects. These incentives can motivate developers to prioritize non-motorized access.



Provide site plan approval checklist and technical assistance for existing development

Create a comprehensive checklist outlining the non-motorized infrastructure and design elements that development or redevelopments should incorporate to enhance accessibility. This checklist should cover aspects such as pedestrian pathways, bike lanes, bike racks, crosswalks, signage, and accessibility features. Explore the option of offering incentives, such as expedited permitting or fee reductions, to developments that actively integrate non-motorized improvements as per the checklist's recommendations. Acknowledge that retrofitting existing developments might necessitate flexibility in meeting checklist requirements, taking into account factors like available space and budget constraints.

A welcoming environment that facilitates easy access for bicyclists and pedestrians to reach businesses directly from the street



Provide access from the public pathways and bike lanes along the street to the business' front door

Collaborate with local businesses to jointly design pathways that are accessible and welcoming. Ensure these pathways comply with accessibility standards, incorporating elements like ramps and clear signage to accommodate individuals of all abilities. Highlight the economic benefits of this connection, such as increased foot traffic, boosted business activity, and potential job opportunities, to gain support from stakeholders and energize the local economy.



Better access to public sidewalks and transit for visitors at hotels

Improving access to public sidewalks and transit for hotel visitors is essential. Work with local partners to upgrade pedestrian pathways between hotels and transit stops, ensuring they remain well-maintained and accessible. Additionally, provide easily understandable transit information within hotel lobbies, encourage the availability of bike-friendly amenities, and improve crosswalks at crucial intersections. Explore potential partnerships with public transit agencies to create incentives for guests and provide educational resources to inform them about non-motorized travel options and routes to near-by destinations.



Use new developments, such as the City West District, to model pedestrian and bicycle elements

Prioritize pedestrian and bicycle infrastructure from the outset, including wide sidewalks, protected bike lanes, and accessible crossings. Encourage mixed-use zoning, establish interconnected routes within the district, and seamlessly integrate public transit. Design buildings that face the trail and create pedestrian and bicycle-friendly spaces and amenities to enhance connectivity and promote active transportation options.



Capital Improvement Projects

UNDER CONSTRUCTION/ RECENTLY BUILT

1. Construct the missing sections of sidewalk near the Knightsbridge Gate (segment 178) and along the fronts of the City's future Northwest Neighborhood Park (segment 45). ***COMPLETE***
2. Bike lanes would be added along Taft Road as recommended by the non-motorized master plan to improve non-motorized connectivity. A roundabout would replace the current four-way stop at the intersection of Taft and 9 Mile Roads. ***COMPLETE***
3. Construction of 1,750 feet of 6-foot-wide sidewalk and ADA improvements along the north side of 9 Mile Road from Novi Road to CSX Railroad.
4. Water main project on 11 Mile and Meadowbrook
5. Water main project on Meadowbrook
6. Construction of 5, 300 feet of pathway on south side of 10 Mile from Haggerty to Meadowbrook. ***COMPLETE***

PLANNED BIKE/PED IMPROVEMENTS

1. An 8-foot asphalt pathway (Segment 52a) will be added to the south side of 11 Mile Road between Wixom Road and the ITC Trail.
2. Construction of a 10-foot wide asphalt pathway and 14-foot wide boardwalk to serve as a connection between the ITC Trail and Bosco Fields.
3. ADA improvements will be included at intersections, and sidewalk will be added to the gap on the east side of Wixom Road, between the Novi Middle School driveway and Target.
4. Sidewalk on the north side of 11 Mile Rd between Beck Road and East Mandalay Circle
5. Construction of a 6-foot sidewalk on both the north and south side of Village Wood Road
6. This sidewalk would connect the existing path in Village Wood Lake Park to the east side of Meadowbrook Road, with a crossing over Meadowbrook Road at Chattman Drive. An 8-foot concrete sidewalk would be used from the park to the existing 5-foot sidewalk on the south side of the Meadowbrook Road bridge. A 5-foot sidewalk would be used north of the bridge to the Chattman Drive crossing. Some boardwalk would be needed over the wetlands adjacent to Village Wood Lake Park.
7. ADA improvements at intersections on Novi Road
8. The adjacent sidewalk ramps will also be upgraded to current ADA standards with 13 Mile Road rehabilitation
9. An 8-foot concrete sidewalk on the east side of Napier Road would connect the sidewalk along the north side of the ITC Community Sports Park entrance drive to the Villa Barr Art Park at 22600 Napier Road.
10. The Napier Road Connector portion of the ITC Corridor Trail would connect the southern end of the existing trail west across the northern edge of the park to Napier Road.
11. Widen Beck Road as 5-lane road or 4-lane boulevard. Estimate includes intersection and traffic signal modernization of Beck and 10 Mile Roads. ADA ramp upgrades and pathway gaps included.

OTHER PROJECTS AND OPPORTUNITIES

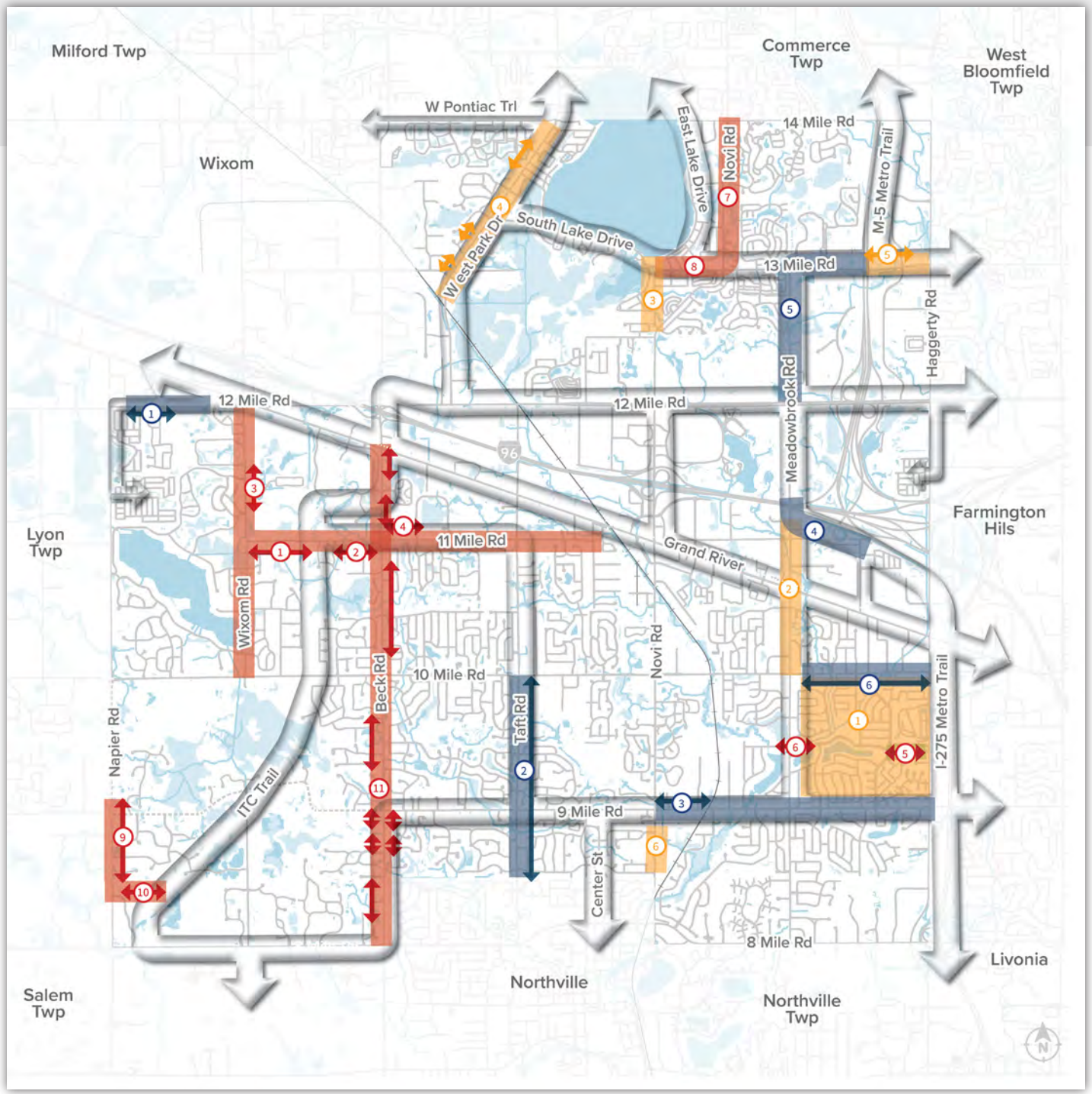
1. Option to add sidewalks to neighborhoods when ditches are enclosed
2. Road rehabilitation on Meadowbrook
3. Any bicycle or pedestrian improvements included with road rehabilitation on Old Novi Road
4. Road rehabilitation and signal modernization on West Park Dr - Option to complete sidewalk gaps on west side of road or provide mid-block crosswalks at apartment complexes to access existing sidewalks along corridor
5. 13 Mile Road rehabilitation - Option to complete sidewalk gaps on north side of corridor
6. According to SECMOG TIP and RTP, Oakland County plans to rehab Novi Road from 8 Mile Rd to 9 Mile Rd in 2025. No sidewalks are planned as part of the project. Option to reconfigure lanes to a consistent 3-lane road and add crossing island near Galway Drive

Based on Novi's Capital Improvement Program - Adopted by City Council on May 8, 2023

Coordination with Capital Improvement Projects

Integrating non-motorized improvements with upcoming construction projects present a compelling opportunity to realize both economic and community benefits. The preceding page outlines upcoming capital improvement projects that included non-motorized elements.

- Under Construction/ Recently Built
- Planned Bike/Ped Improvements
- Other Projects and Opportunities
- Near-Term Network



Near-Term Infrastructure Projects

The Near-Term Plan illustrates projects that can generally be implemented without changing the curb lines and are, for the most part, within the public right-of-way or public lands. Inventory and analysis, along with public input, helped identify the near-term infrastructure projects. These projects focus on completing key gaps in the sidewalk and pathway network, identifying priority crosswalk locations, and featuring a new expressway crossing at Beck Road.

The selection of priority projects was influenced by their capacity to provide access to transit, shopping and dining districts, and their role in connecting residential neighborhoods with essential destinations. Equity, demand, and safety considerations were pivotal factors in the selection process. For further insights into the inventory and analysis process that guided the project selection, as well as the Priority Corridors Composite Map that steered the decision-making process, please refer to the Existing Condition Section.

The prioritization of these projects represents a notable shift in the city's approach to near-term sidewalk and pathway initiatives, effectively supplanting the previous biannual report system. Furthermore, this revised approach incorporates crosswalk enhancements, which play a crucial role in bridging gaps within the sidewalk and pathway network and may offer a more cost-effective near-term solution while addressing more challenging segments is deferred.

While these represent near-term priorities, bicycle and pedestrian improvements should also be incorporated whenever roadways are reconstructed or widened. In such cases, it is advisable to reference the ***Major Corridor Guidelines*** section.

The following pages list the specific near-term infrastructure projects outlined in the plan.



3.1
Miles of Sidewalk



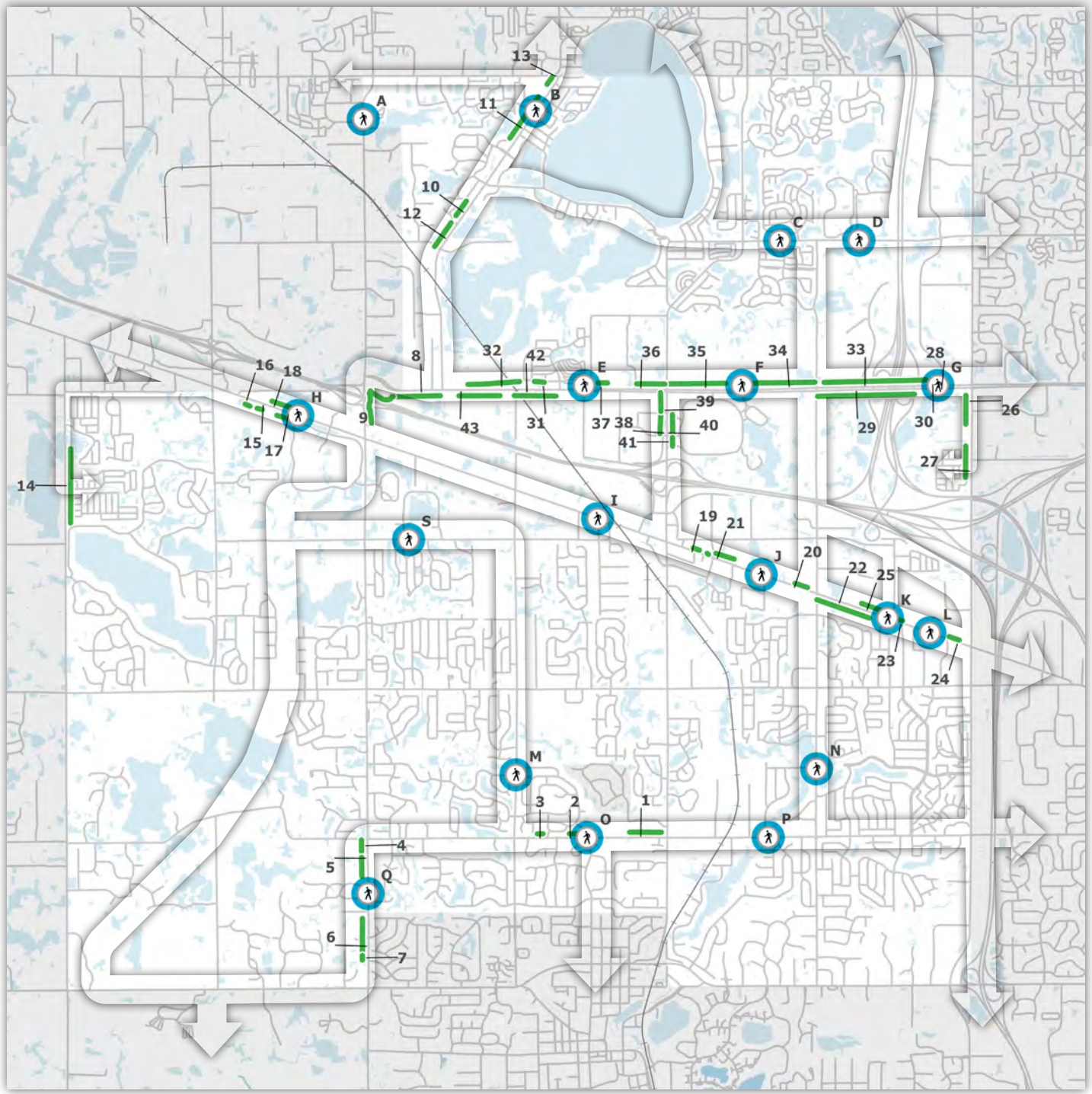
5.3
Miles of Shared Use Pathways



17
Crosswalk Improvements

Near-term Infrastructure Projects

The following map uses the Map ID to reference projects listed in the spreadsheet.



Locations for Crosswalk Improvements

Sidewalks and Pathways

Near-Term Network

Map ID	Type	Street Name	Location	Length	Asset ID
1	Sidewalk	9 Mile	North side of 9 Mile west of Novi Road	1122 LF	SKS-024197
2	Shared Use Path	9 Mile	North side of 9 Mile east of Taft Road	273 LF	SKS-023555
3	Shared Use Path	9 Mile	North side of 9 Mile east of Taft Road	200 LF	SKS-023555
4	Shared Use Path	Beck	West side of Beck south of 9 Mile	414 LF	SKS-024174
5	Shared Use Path	Beck	West side of Beck south of 9 Mile	608 LF	SKS-023582
6	Shared Use Path	Beck	West side of Beck south of 9 Mile	1307 LF	SKS-023583
7	Shared Use Path	Beck	West side of Beck south of 9 Mile	165 LF	SKS-023583
8	Shared Use Path	Beck	South side of 12 Mile between Beck and Park	1668 LF	SKS-201189
9	Shared Use Path	Beck / 12 Mile	East side of Beck north of Grand River	2803 LF	SKS-023466
10	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	628 LF	SKS-023422
11	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	1780 LF	SKS-023424
12	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	1020 LF	SKS-023421
13	Shared Use Path	West Park	West side of West Park between West and Pontiac Lake	417 LF	SKS-023425
14	Shared Use Path	Napier	East side of Napier south of 12 Mile	2626 LF	SKS-023456
15	Shared Use Path	Grand River	South side of Grand River between Wixom and Beck	188 LF	SKS-023462
16	Shared Use Path	Grand River	South side of Grand River between Wixom and Beck	186 LF	SKS-023463
17	Shared Use Path	Grand River	North side of Grand River between Wixom and Beck	402 L	SKS-023464

Spreadsheet (page 1 of 4)

Map ID	Type	Street Name	Location	Length	Asset ID
18	Shared use Path	Grand River	North side of Grand River between Wixom and Beck	681 LF	SKS-023461
19	Shared use Path	Grand River	South side of Grand River between Novi and Main	293 LF	SKS-023509
20	Shared Use Path	Grand River	South side of Grand River East between Fountain Park and Meadowbrook	463 LF	SKS-023512
21	Shared Use Path	Grand River	North side of Grand River between Town Center and Meadowbrook	677 LF	SKS-023510
22	Shared Use Path	Grand River	South side of Grand River between Meadowbrook and Joseph	1965 LF	SKS-023504
23	Shared Use Path	Grand River	South side of Grand River between Joseph and Bashian	290 LF	SKS-023503
24	Shared Use Path	Grand River	South side of Grand River between Karim and Haggerty	383 LF	SKS-023501
25	Shared Use Path	Grand River	North side of Grand River between Meadowbrook and Seely	1038 LF	SKS-023499
26	Sidewalk	Haggerty	West side of Haggerty between 12 Mile and Ruston	1019 LF	SKS-201060
27	Sidewalk	Haggerty	West side of Haggerty between 12 Mile and Ruston	1112 LF	SKS-023494
28	Shared Use Path	12 Mile	South side of 12 Mile between M-5 and Haggerty	335 LF	SKS-023124
29	Shared Use Path	12 Mile	South side of 12 Mile between Meadowbrook and Haggerty	3430 LF	SKS-023493
30	Sidewalk	12 Mile	North side of 12 Mile Road between Meadowbrook and Haggerty	100 LF	SKS-023443
31	Sidewalk	12 Mile	North side of 12 Mile Road between Taft and Dixon	349 LF	SKS-023452
32	Sidewalk	12 Mile	North side of 12 Mile Road between Park and Taft	1838 LF	SKS-023453
33	Sidewalk	12 Mile	North side of 12 Mile Road between Meadowbrook and Haggerty	3611 LF	SKS-023444
34	Sidewalk	12 Mile	North side of 12 Mile Road between Novi and Meadowbrook	2613 LF	SKS-023445
35	Sidewalk	12 Mile	North side of 12 Mile Road between Novi and Meadowbrook	2021 LF	SKS-023447

Spreadsheet (page 2 of 4)

Map ID	Type	Street Name	Location	Length	Asset ID
36	Sidewalk	12 Mile	North side of 12 Mile Road between Carlton and Novi	1000 LF	SKS-023450
37	Sidewalk	12 Mile	North side of 12 Mile Road between Dixon and Carlton	329 LF	SKS-023451
38	Shared Use Path	Novi	West side of Novi between 12 Mile Road and Oaks Drive	683 LF	SKS-023474
39	Shared Use Path	Novi	West side of Novi between 12 Mile Road and Oaks Drive	663 LF	SKS-023597
40	Sidewalk	Novi	East side Novi between 12 Mile and I-96	683 LF	SKS-023477
41	Sidewalk	Novi	East side Novi between 12 Mile and I-96	308 LF	SKS-201077
42	Shared Use Path	12 Mile	South side of 12 Mile Road between Taft and Novi	1476 LF	SKS-023472
43	Shared Use Path	12 Mile	South side of 12 Mile Road between Park and Taft	1453 LF	SKS-024425
A	Rectangular Rapid Flash Beacon with Island	Beck Road	North side of intersection at Hickory Street	N/A	N/A
B	Rectangular Rapid Flash Beacon with Island	West Park	North side of intersection at Gateway Rd	N/A	N/A
C	Rectangular Rapid Flash Beacon with Island	13 Mile	East side of intersection at Hemingway Dr/Plateu Dr	N/A	N/A
D	Rectangular Rapid Flash Beacon with Island	13 Mile	East side of intersection at Lenox Park Dr	N/A	N/A
E	Pedestrian Hybrid Beacon with Island	12 Mile	Coordinate with existing signal at Cabaret Dr - coordinate with transit stops	N/A	N/A
F	Pedestrian Hybrid Beacon with Island	12 Mile	Coordinate with existing signal at12 Oaks Mall Rd - coordinate with transit stops	N/A	N/A
G	High Visibility Crosswalk	12 Mile	Incorporate crosswalk into existing signals at Cabot Drive - coordinate with transit stops	N/A	N/A
H	Pedestrian Hybrid Beacon with Island	Grand River	East side of intersection at Providence Parkway - coordinate with transit stops	N/A	N/A
I	Pedestrian Hybrid Beacon with Island	Grand River	West side of intersection at Clark St - coordinate with transit stops	N/A	N/A

Spreadsheet (page 3 of 4)

Map ID	Type	Street Name	Location	Length	Asset ID
J	Pedestrian Hybrid Beacon with Island	Grand River	West side of intersection at Fountain Park Dr - coordinate with transit stops	N/A	N/A
K	Pedestrian Hybrid Beacon with Island	Grand River	Upgrade existing marked crosswalk west of Seely Road intersection - coordinate with transit stops	N/A	N/A
L	Pedestrian Hybrid Beacon with Island	Grand River	West of Karim Blvd - coordinate with transit stops	N/A	N/A
M	Rectangular Rapid Flash Beacon	Taft	North side of White Pines Drive	N/A	N/A
N	Rectangular Rapid Flash Beacon	Meadowbrook	South side of Chattman St - coordinate with new pathway construction through Village Wood Lake Park	N/A	N/A
O	Rectangular Rapid Flash Beacon	9 Mile	Between Plaisance Blvd and N Center St	N/A	N/A
P	Rectangular Rapid Flash Beacon with Island	9 Mile	Between Ennishore Dr and Chase Dr	N/A	N/A
Q	Rectangular Rapid Flash Beacon with Island	Beck	North side of Casa Loma Ct	N/A	N/A

Spreadsheet (page 4 of 4)


STOP

Specific Areas

This section directs our attention to specific areas within the city that hold significant potential for transformation, emphasizing the creation of a vibrant and pedestrian-friendly community. These areas are highlighted because additional coordination and further study are required.

East Lake Drive and South Lake Drive play pivotal roles as essential routes for both bicyclists and pedestrians. However, they currently lack dedicated facilities for both bicyclists and pedestrians, leading to safety concerns. This section presents feedback on preliminary plan alternatives and outlines the necessary steps to address safety issues and incorporate bicycle and pedestrian infrastructure effectively.

Additionally, how the anticipated City West district, a proposed urban area situated near the intersection of I-96 and Beck Road is integrated into the nonmotorized network is explored. This section focuses on coordination efforts with the City West Design Guide, emphasizing the integration of non-motorized solutions into this proposed district.

Lastly, this section discusses multi-jurisdictional coordination with the City of Northville's Riverwalk Vision.

- East Lake Drive and South Lake Drive
- City West
- Northville's Riverwalk Vision

East Lake Drive & South Lake Drive

East Lake Drive and South Lake Drive, tracing the southern and eastern shores of Walled Lake, serve as crucial routes for both bicyclists and pedestrians. East Lake Drive features two lanes with bike lanes in both directions, while South Lake Drive consists of two lanes with a segment of pathway connected by a narrow one-way bike lane. Neither road consistently provides sidewalks for pedestrians, leading to pedestrians walking in the bike lane and on the roadway. Also, many pedestrians and bicyclists travel in groups that spill out into the motor vehicle lanes from narrow bike lanes. Both roadways experience significant non-motorized use. Major challenges include a highly variable right-of-way and many physical constraints.

To address the safety concerns of bicyclists and pedestrians along this corridor, alternative solutions for incorporating dedicated bike and pedestrian facilities were initially presented in the preliminary plan. Feedback from the community underscored their primary concerns include excessive speeding of motorized traffic, high motorized traffic volumes, through truck traffic, and aggressive driving including passing where prohibited. The community indicated that they are willing to explore potential remedies beyond those presented, including the implementation of one-way traffic flow and/or traffic diverters.

It is important to recognize the contrasting perceptions of what these corridors represent. From a planning perspective, these roads are classified as Major Collectors, which ties adherence to specific standards to eligibility for Surface Transportation Program funds. Conversely, residents view these corridors as local residential roads and seek measures to reduce speeds and traffic volumes. South Lake Drive is also a key route for emergency vehicles traveling from the fire station on 13 Mile Road to areas along West Park Drive.

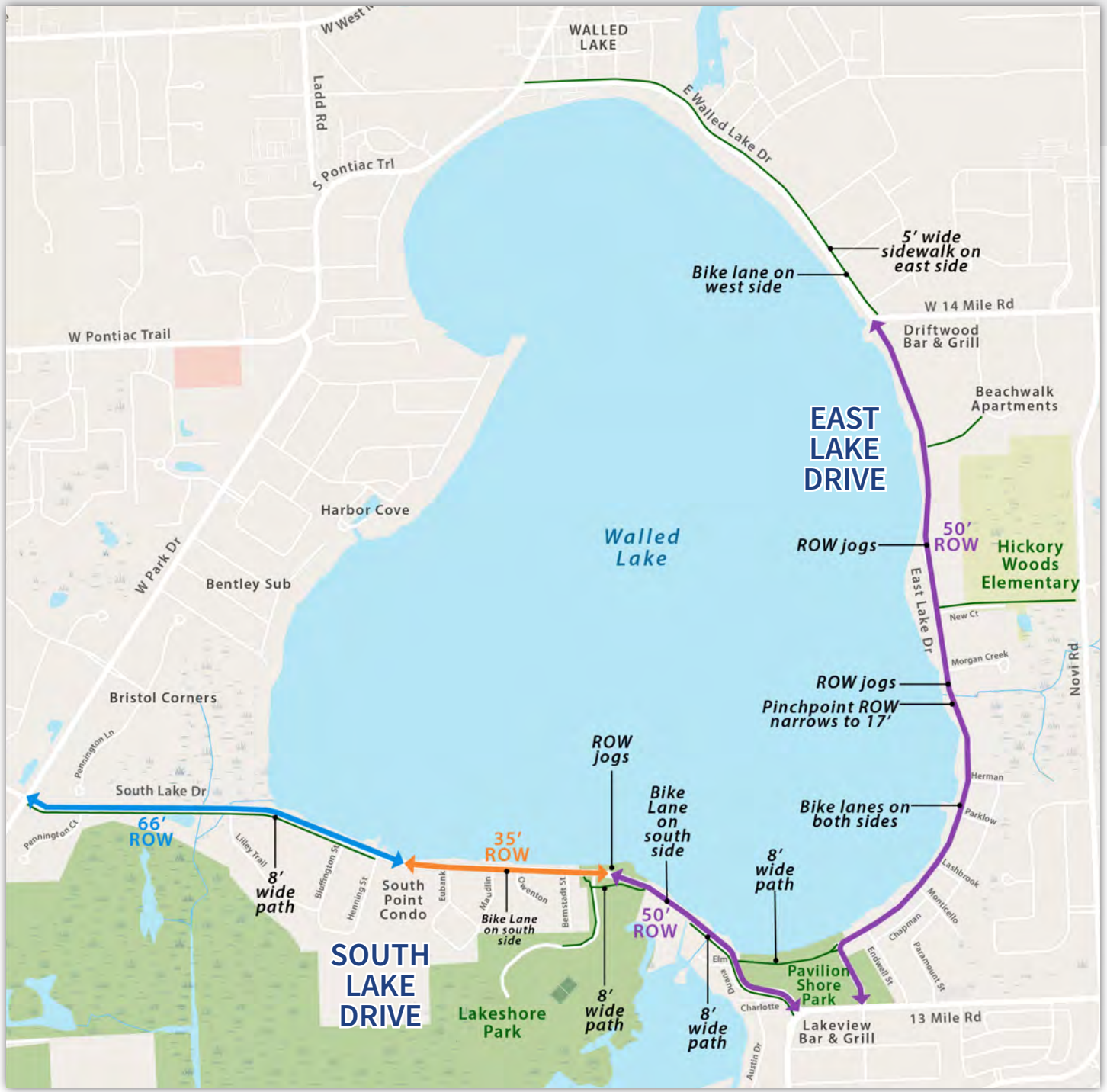
Solving the details of this corridor are beyond the scope of this project. A comprehensive traffic study is recommended to thoroughly examine this corridor and include more focused public engagement. Such a study will yield insights into traffic patterns, safety concerns, and the required infrastructure adjustments to effectively meet the needs of bicyclists and pedestrians.

Based on initial community feedback, the study should investigate the feasibility of transforming these roads into one-way routes, with East Lake Drive becoming northbound and South Lake Drive becoming westbound, while reallocating any available right-of-way to benefit dedicated bicycle and pedestrian facilities.

The following pages showcase the feedback collected on the alternatives presented during the preliminary planning phase.

Preliminary Plan Existing Conditions Map

- 66’ Right-of-way
- 35’ Right-of-way
- 50’ Right-of-way
- Existing Sidewalks and Pathways

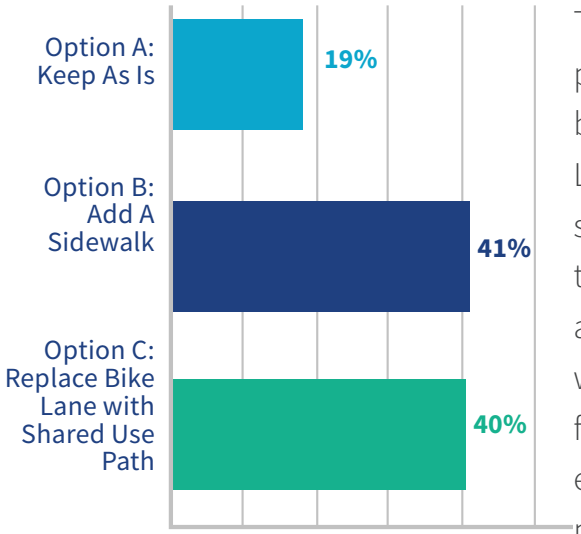


Preliminary Plan Feedback For South Lake Drive

Preliminary Plan Alternatives were developed for South Lake Drive to work within the general framework of the existing roadway. Minimal bicycle and pedestrian facilities were proposed due to lack of available right-of-way and the location of utilities. Based on the survey, over 80 percent of respondents expressed a desire for non-motorized improvements along this corridor.

Specific concerns were raised regarding safety where the Shared Use Path from Lakeshore Park meets the east bound bike lane on South Lake Drive and further to the east where the one-way bike lane abruptly transitions back to a Shared Use Path. The elevation change and curve of the roadway limits sight-lines at these transitions adding to the safety concerns. There is significant pedestrian and bicycle activity going in both directions in the single narrow east-bound bike lane.

While some adjacent property owners were willing to provide additional ROW to accommodate bicycle and pedestrian facilities, an approximately equal number were adamantly opposed to any expansion of the roadway width. Many of the residents saw the benefits of a one-way conversion outweighing the drawbacks.



There was also interest expressed in providing a non-motorized connection between South Lake Drive to West Lake Drive. This is the only natural shoreline of the entire lake. It includes the structures that set the lake level and many wetlands. Any connection would need to respect both the natural features as well as the functional elements. The City is discussing potential solutions with EGLE.

Option A Keep As Is



- Existing one-way bike lane along the south side of the road
- No existing sidewalks

Option B Add a Sidewalk



- Add narrow sidewalk along north side of curb
- Keep existing one-way bike lane on south side
- Existing right-of-way available
- A few easements may be required
- New crosswalk at Lakeshore Park

Option C Replace Bike Lane with Shared Use Path



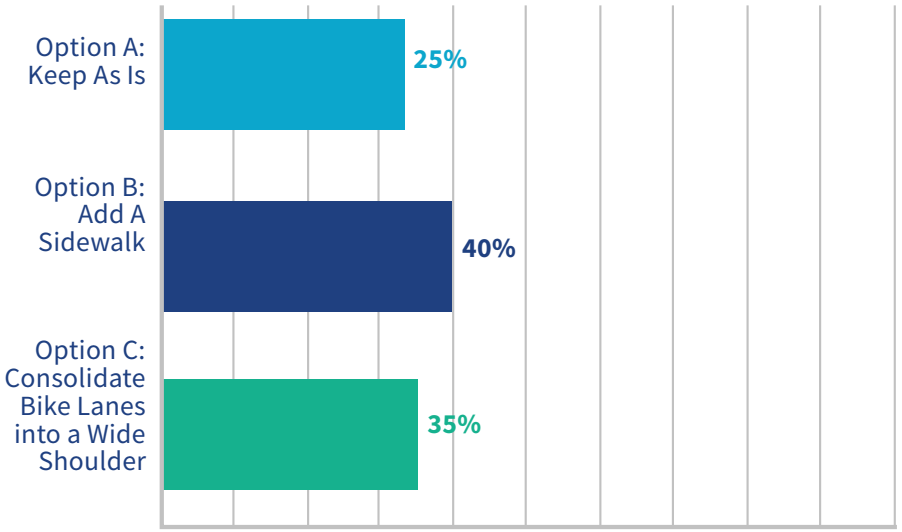
- Replace one-way bike lane with new Shared Use Path for bicycles and pedestrians
- Right-of-way not available, would required easement from residents
- Need to work around utility poles and mailboxes

Preliminary Plan Feedback For East Lake Drive

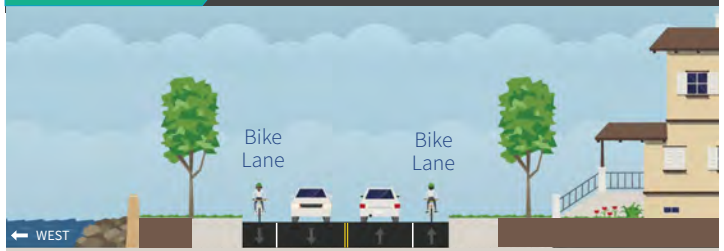
Preliminary Plan Alternatives were developed for East Lake Drive to work within the general framework of the existing roadway. Although East Lake Drive offers more available space than South Lake Drive, the proposals for facilities were constrained by limitations in right-of-way and the location of utilities. Based on the survey, 75 percent of respondents expressed a desire for non-motorized improvements along this corridor.

Specific concerns were raised about widening the roadway or shifting motor vehicle traffic any closer to the residences along the roadway. There was also resistance to the idea of obtaining any additional ROW for a sidewalk or expansion of the bike lanes. There were also concerns that widening the roadway to make more room for bicyclists and pedestrians would increase motor vehicle speeds.

Given the proximity of Novi Road and Paramount Street, many of the residents saw the inconvenience of a one-way conversion as minimal and more than offset by benefits of reducing cut-through traffic, reducing speeding, and providing facilities for pedestrians and bicyclists.

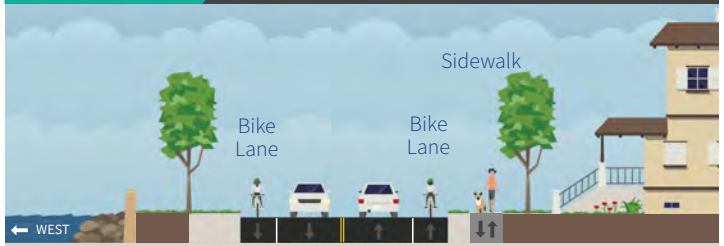


Option A **Keep As Is**



- Existing bike lanes in both directions
- No existing sidewalks

Option B **Add a Sidewalk**



- Add a sidewalk along east side of the road
- Keep existing bike lanes in both directions
- A few easements may be required
- Sidewalk may need to change sides of the road based on available rights-of-way

Option C **Consolidate Bike Lanes into a Wide Shoulder**



- Consolidate bike lanes to create a wide shoulder for bicycle and pedestrian travel
- Within the existing roadway and no easements required
- Option to paint green and add bollards to separate traffic from non-motorized lane

City West

The anticipated City West district, located southeast of the I- 96 and Beck Road intersection along Grand River Avenue, holds immense potential as a vibrant, mixed-use urban area. The City West Design Guide, introduced in 2023, emphasizes the creation of a high-density, walkable environment with a strong focus on pedestrian-friendly spaces, building orientation, and outdoor amenities, all aligned with design guidelines. To fully realize this vision, the seamless integration of bicycle and pedestrian infrastructure is imperative. This integration becomes particularly crucial as it supports the implementation of new transit routes along Grand River Avenue and ensures convenient access for all residents and visitors.

In light of the area's layout, frequent pedestrian road crossings will be essential to provide safe non-motorized access to the site. To address this, the incorporation of pedestrian hybrid beacons with crossing islands at mid-block locations emerge as key safety measures. While pedestrian bridges are an option, it's important to acknowledge that they pose challenges, including a large footprint to accommodate ADA ramps and that many individuals will be hesitant to use the ramps and will still cross at street level. If the city desires a pedestrian bridge over the Grand River, a more successful approach involves integrating a covered pedestrian bridge with the buildings, making them more accessible and appealing to users, as was done in the Somerset Collection Mall in Troy.

City West Design Guide Recommendations

Pedestrian Circulation:

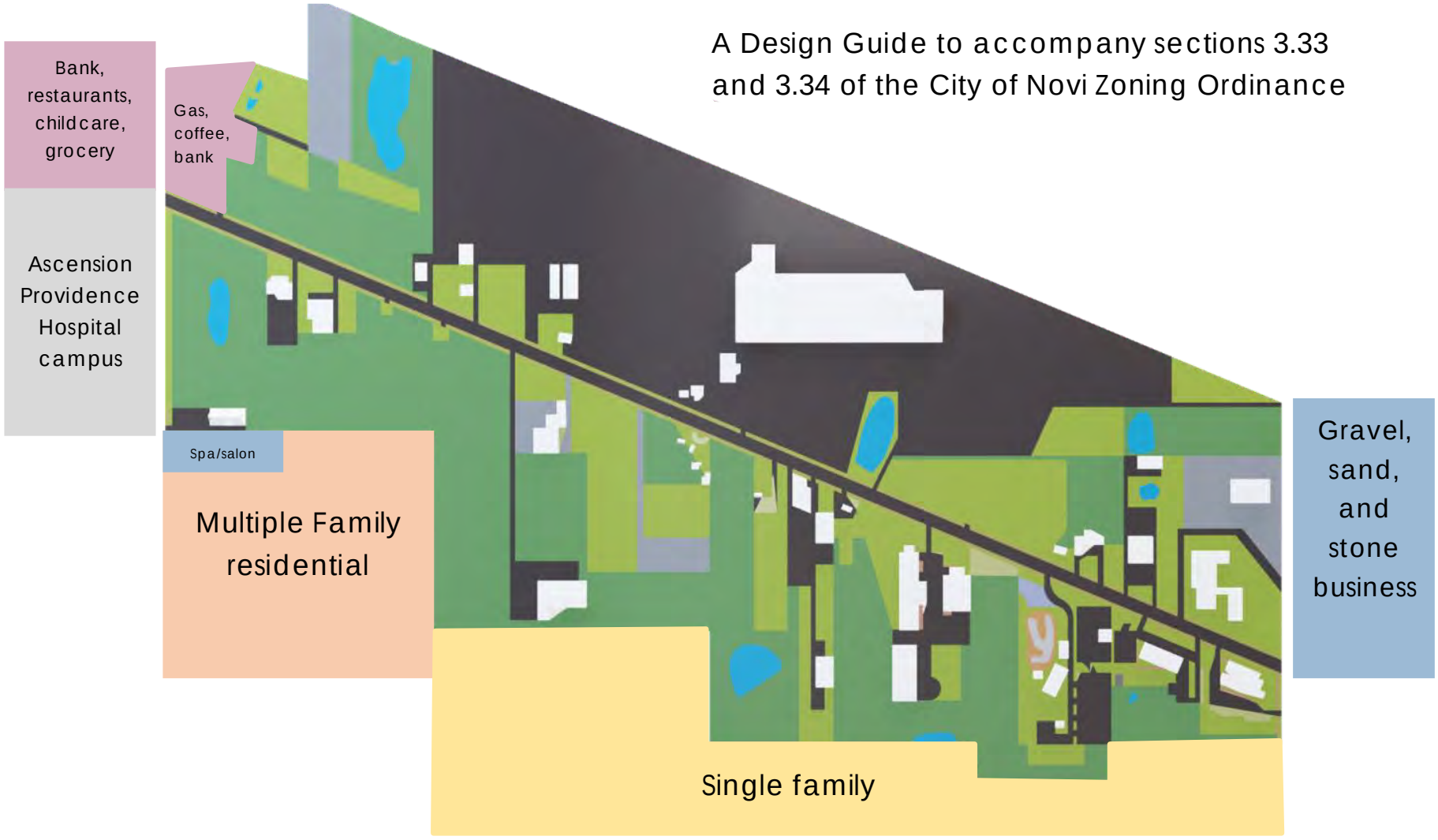
- Create pedestrian-friendly spaces with outdoor amenities.
- Place parking to the side or rear of buildings.
- Consolidate driveways on major streets.
- Allow on-street parking on secondary streets.
- Align buildings parallel to pedestrian streets.
- Use attractive colors and materials for entrance doors.
- Add plazas, seating, lighting, and other amenities.
- Use clear signage for pedestrian routes.

Bicycle Amenities:

- Provide bicycle parking meeting or exceeding standards.
- Consider adding bicycle fix-it stations.

City West Design Guide

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

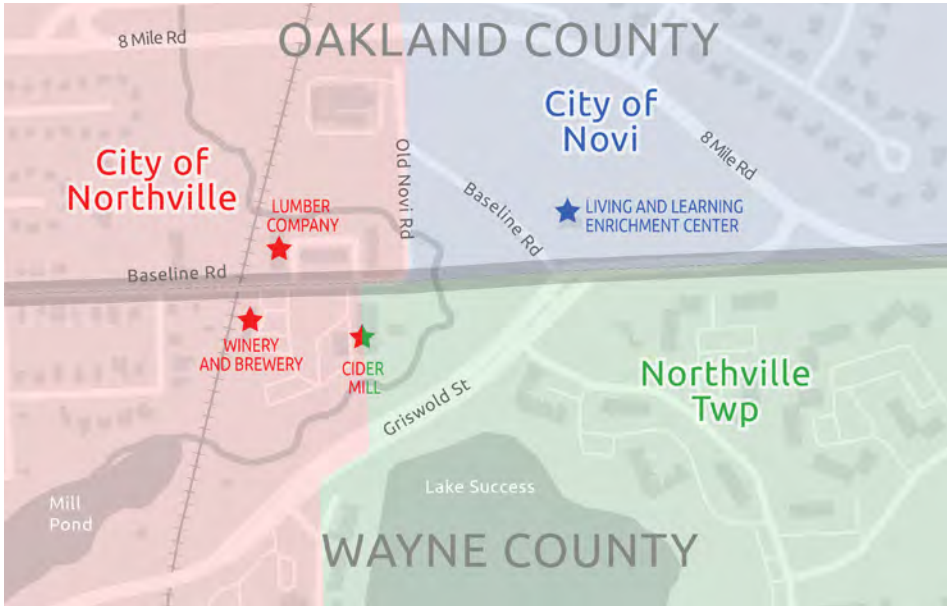


Northville's Riverwalk Vision

Northville's Riverwalk Vision is a long-term project aimed at connecting parks and destinations within the community by tracing segments along the Middle Rouge River. One of the primary objectives is to establish a connection between the City of Northville and Rotary Park in Novi. However, this route presents several challenges, including issues related to available rights-of-way, infrastructure costs, environmental considerations, and the necessity for coordination with external organizations.

Recognizing that some parts of the Riverwalk Vision will take several years to implement, alternative near-term routes have been identified in the Northville Non-motorized Plan 2023 Update. These routes also fulfill the purpose of addressing everyday non-motorized mobility.

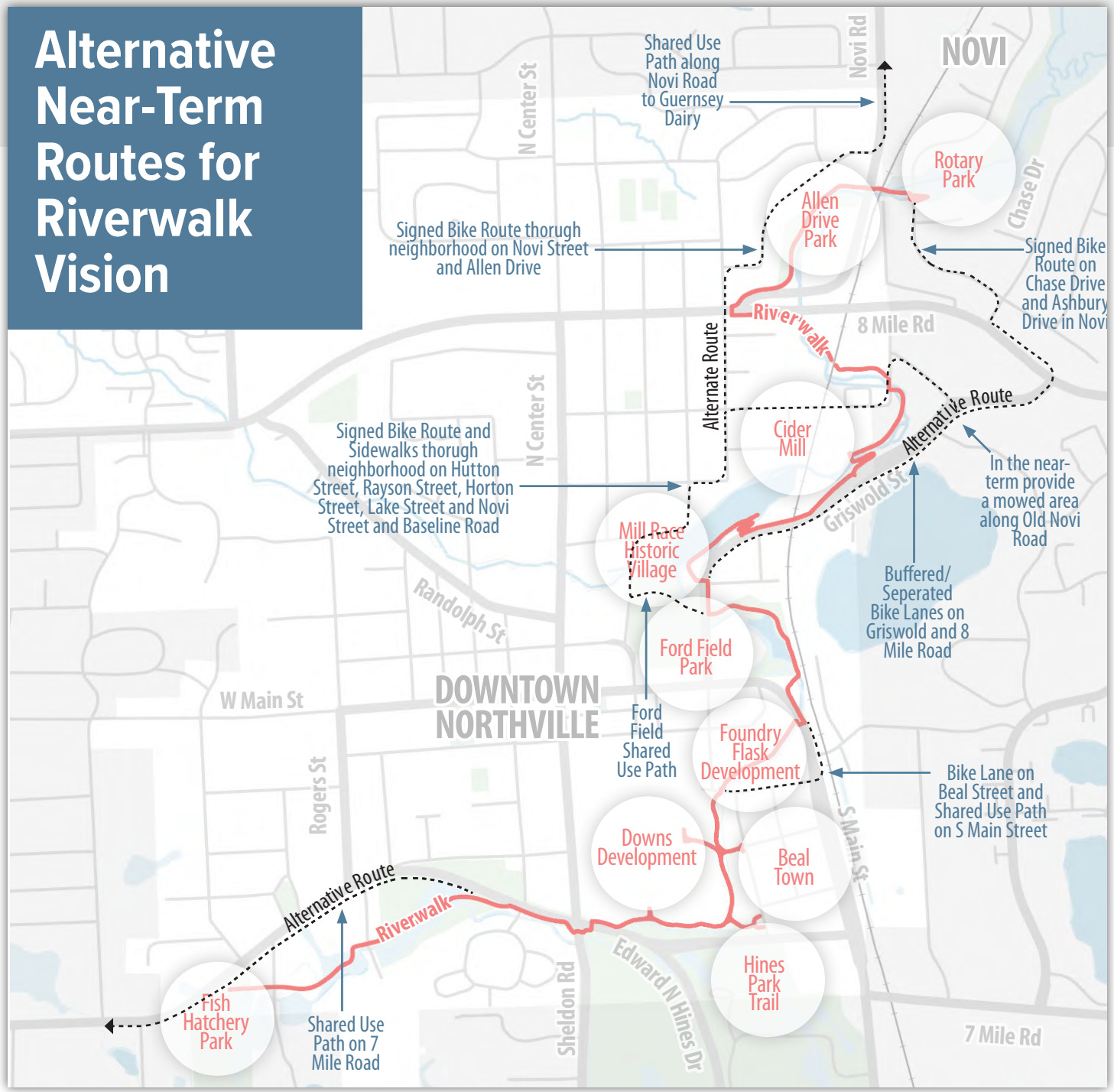
Successful realization of the Riverwalk Vision will require collaboration with multiple entities, including the Oakland County Road Commission, Wayne County Road Commission, City of Northville, City of Novi, and Northville Township. Coordinating actions and planning on Griswold Road, Old Novi Road, Baseline Road and 8 Mile Road is essential due to the complexity of transportation issues involving these various jurisdictions.



While there is a strong desire for a pedestrian connection along Old Novi Road to the Cider Mill Area, the challenging terrain, including steep grades, tight curves, and truck traffic, currently limits viable options. Additionally, the Living and Learning Enrichment Center offers an opportunity for non-motorized access. In the short term, it is recommended to establish a cleared/mowed area alongside the road to facilitate access. A long-term bike-ped connection between Old Novi Road, Baseline Road and Griswold Road should be actively pursued.

Alternative Near-Term Routes for Riverwalk Vision

Refer to the **Northville Non-motorized Plan 2023 Update** for details on the Riverwalk Vision and specific corridor recommendations for Griswold Street and 8 Mile Road.




STOP

Implementation

The successful realization of an active mobility plan hinges upon the effective execution of proposed strategies and the availability of adequate funding mechanisms. While the planning stages lay the foundation, the true transformation occurs during implementation. As financial resources play a critical role in shaping the feasibility and sustainability of any project, this chapter addresses the diverse avenues of funding that can be harnessed to support the implementation of the plan.

- Implementation Framework
- Funding Strategies
- Maintenance

Implementation Framework

Whenever any improvement is made to a roadway for motorized traffic, it is an opportunity to economically implement active mobility improvements. Guidelines for resurfacing, restoration, and rehabilitation projects recommend addressing safety concerns as part of the project even if it is outside of the scope of primary purpose of the improvement such as resurfacing the roadway. Given the 20-to-25-year life-span of a typical roadway reconstruction project, this is the only way to create a complete street network.

On many road segments in Novi, the most basic pedestrian and bicycle facilities and safety measures are absent. To improve or expand facilities for motorized traffic while neglecting the safety of active mobility users is unconscionable and flies in the face of complete streets policy. In general, Novi has done a good job of integrating elements such as sidewalks and sidepaths into roadway projects but there is room for improvement. The following is a measured approach to incrementally implementing the major road guidelines as part of roadway projects. This will require close coordination with the Road Commission for Oakland County, Wayne County Road Commission and MDOT.



Pavement Marking

Depending on the nature of the pavement markings (paint vs. thermoplastic) these improvements are made at least once a year or at least every three years. Often pavement marking is simply a repeat of what is currently in existence. But standards have changed over time and there are markings that should be reconfigured or upgraded. For example, there are places where the bike lane is to the right of a designated right-turn lane. The first step would be to evaluate all current pavement markings to see if they comply with current best practices. Then based on that evaluation the following improvements should be incorporated into all pavement marking projects:

- **Bike Lanes and Paved Shoulders.** Place bike lanes appropriately, using pocket bike lanes between through and designated right-turn lanes. Narrow travel lanes to 11' wide to maximize the width of paved shoulders / bike lanes. Use dashed bicycle intersection crossings with green paint as per the guidelines. Add Bike Boxes and Two-Stage Turn Queue Box at intersections as per the guidelines.
- **Crosswalks.** Upgrade parallel line marked crosswalks to high-visibility ladder style crosswalks with 1' bars and 2' spacing.



Source: FHWA Crosswalk Visibility Enhancements

Resurfacing, Restoration, and Rehabilitation (3R) Projects

These projects are done throughout the 20-to-25-year lifespan of a typical roadway. These projects should incorporate the most pressing safety measures. Add all safety elements within the road ROW including:

- **Bike Lanes.** In many cases some combination of narrowing the travel lanes and widening the shoulder will be necessary. Buffered bike lanes using pavement markings and delineator posts may be used as an interim measure where separated bike lanes are called for in the long-term plan. Incorporate appropriate safety and regulatory signage.
- **Completing Sidewalk and Sidepaths.** Gaps should be filled based on the guidelines but the existing facilities do not necessarily need to be brought up to current standards. If the existing sidewalk or sidepath is also in need of repair, those facilities should upgraded as per the guidelines. Incorporate appropriate safety and regulatory signage.
- **Mid-block Crosswalks.** In most cases, this will require widening the roadway and/or removing by-pass or acceleration/deceleration lanes. The mid-block crosswalks should be constructed as per guidelines. Incorporate appropriate safety and regulatory signage, beacons, and signals.
- **Intersections.** Depending on the active mobility facilities approaching the intersection, upgrade the intersection to accommodate the intersection treatments as per the guidelines. Incorporate appropriate safety and regulatory signage.

If roadway lighting is a part of the 3R projects, address the lighting at crosswalks and intersections. Evaluate the feasibility of incorporating solar based lighting at intersections and mid-block crosswalks.

Capital Improvement Plan (CIP) Projects

Standalone active mobility CIP projects should prioritize implementation of facilities identified in the Near-term Network. Other non-transportation-related CIP projects such as underground utility work that will require the removal of existing active mobility infrastructure, the active mobility infrastructure should be replaced as per the guidelines. When non-transportation related CIP utility projects clear a linear path within a road right-of-way where a Sidewalk or Sidepath is proposed, the utility project should include the construction of the sidewalk or Sidepath as per the guidelines.

CIP projects are also an appropriate place to address lighting, landscaping, amenities, and wayfinding projects.

New Construction / Reconstruction (4R) Projects

All facilities and other key elements should be incorporated into the project.

Roadway Widening

All facilities and other key elements should be incorporated into the project.

Safety Projects

Any spot or corridor based motorized safety improvements should also incorporate all active mobility safety facilities within the road ROW as outlined under the 3R projects. Address lighting at crosswalks and intersections.

Project Communication

Develop a communication strategy for key projects in collaboration with the Community Relations department. To effectively communicate to the community and ensure transparency, the following strategies are recommended:

- **Complete an implementation update on an annual basis.** These updates should be shared through various channels such as newsletters, community meetings, social media platforms, and website announcements.
- **Integrate project updates into existing promotional endeavors to keep the community informed and involved.** This may involve incorporating updates and progress announcements during events, distributing updated maps reflecting completed segments or forthcoming alterations, and collaborating with local bike clubs to share information and gather feedback from cycling enthusiasts within the community.
- **Encourage the Walkable Novi Committee to share project updates with the community at large.** This committee can serve as a valuable liaison between the city and residents, providing insights into project developments and gathering feedback from the community.
- **Feature key projects from the plan on the Walkable Novi webpage**, providing regular updates on progress and timelines to keep residents informed. Share recent successes and ongoing projects related to nonmotorized transportation. Recognize completed segments by private developers. Additionally, include a website dashboard that tracks annual infrastructure development, policy implementation, and outreach efforts related to active mobility.

Funding Strategies

To be eligible for non-motorized grants, most projects must align with AASHTO guidelines, ensuring safety and design standards. Wealthier communities, like Novi, are often expected to provide an over match in funding due to their higher socioeconomic status and lower percentage of at-risk populations. This entails a more substantial contribution to projects.

MDOT Transportation Alternatives Program (MDOT TAP):

- Funds projects that improve pedestrian and bicycle facilities like sidewalks, bike lanes, and trails. It also supports streetscape enhancements, historic preservation, safe routes to school, and other initiatives promoting active transportation and community livability. Local agency safety funds may also be available through MDOT. MDOT local safety funds may also be available.

SEMCOG Transportation Alternatives Program (SEMCOG TAP):

- Finances projects that enhance pedestrian and bicycle infrastructure, trails, streetscape improvements, and safe routes to school initiatives. While similar to the MDOT TAP, the SEMCOG TAP is more regionally focused and aligns with local priorities, fostering community-driven improvements that cater to the unique needs of the Southeast Michigan area.

Safe Routes 2 School (SR2S):

- Focuses specifically on improving the safety and accessibility of routes that students take to school. Funding can be used for projects that enhance sidewalks, crosswalks, bike lanes, traffic calming measures, and educational initiatives to encourage walking and biking to school.

Michigan Resources Trust Fund (Trust Fund):

- Supports projects that enhance outdoor recreation and natural resources, including recreation trails, trail amenities and property acquisition. Funding from this source contributes to improving pedestrian and cyclist access to natural areas and recreational facilities.

Act 51 Sec. 10k:

- Funding focuses on projects that enhance pedestrian and bicycle safety within transportation corridors, including planning, education and construction. This funding opportunity supports improvements like crosswalk upgrades, sidewalk enhancements, and traffic calming measures that prioritize non-motorized safety.

Ralph C. Wilson, Jr. Foundation:

- Provides funding to enhance parks and trails, creating vibrant spaces for community engagement. This includes investments in pedestrian and bicycle infrastructure, trail development, and amenities that promote active lifestyles and accessible outdoor spaces.

General Fund, Mileages, TIFA/DDA:

- General funds, special assessments, tax increment financing authorities (TIFA), and Downtown Development Authorities (DDA) can be used to fund a wide range of non-motorized elements. These funding sources can be may support initiatives like sidewalk improvements, bike lane installations, streetscape enhancements, and other pedestrian-friendly amenities.

Foundations & Business:

- Foundations and businesses contribute to non-motorized projects by providing grants and sponsorships for infrastructure development, community engagement, and safety initiatives. These funds can support a variety of non-motorized elements, but typically have specific criteria and special purpose funds can be created.

Maintenance

Maintenance of non-motorized facilities is crucial to ensure the safety, accessibility, and aesthetics of public spaces. Scheduled preventative maintenance is generally more cost effective as well as easier to budget for than relying on reactionary maintenance. The City should establish a detailed maintenance plan that specifies standards, schedules, and quality control based on best practices.

To better address unscheduled maintenance needs that arise from storms, vandalism, crashes, etc., The city should expand awareness of the request assistance text program by including information about the program on signs along key non-motorized facilities.

The following pages outline key yearly and proactive maintenance tasks to be performed on and along non-motorized facilities and associated amenities.

Trail Maintenance Resources

- **Michigan Recreation and Parks Association Hard Surface Trail Maintenance Manual**

  This Michigan specific document for trail managers is designed to help develop a detailed plan and budget for ongoing and long-term trail management.



- **Indiana Local Technical Assistance Program Best Practices in Trail Maintenance**

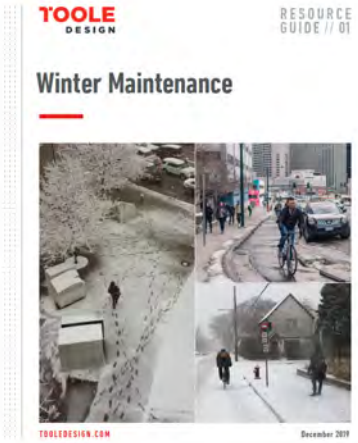
  This manual, prepared for the Ohio River Greenway, includes information on prioritizing maintenance needs and quick reference for commonly encountered maintenance needs.



Winter Maintenance Resource

- **Toole Design Resource Guide on Winter Maintenance**

  Information on approaches to snow and ice removal on non-motorized facilities that address environmental concerns, equipment, transit, and ADA requirements.



Maintenance Cost Resource

- **Rails-to-Trails Conservancy's Yearly Routine Rail-Trail Maintenance Costs Per Mile**

  This document, typically updated yearly, provides costs per mile based on six trails in different contexts from around the country.



Seasonal Scheduled Maintenance

Spring

Sidewalks and Shared Use Pathways:

- Sweep pathways of all debris accumulated over the winter
- Collect trash & recyclables weekly

Boardwalks:

- Sweep boardwalk of all debris accumulated over the winter
- Inspect railings and repair any winter damage

Mid-Block Crossings

- Sweep Crossing Islands of all debris accumulated over the winter

Roadways:

- Scrape excess soil and vegetation from shoulders and bike lanes
- Sweep paved shoulders and bike lanes monthly
- Update painted pavement markings

Amenities:

- Clear debris from seating/rest areas
- Turn on water faucets and repair any damage
- Clear out trash and debris from planting beds and rain gardens
- Mulch planting beds and plant annuals
- Refill pet waste bags every other week
- Inspect path and intersection lighting
- Replace pump gaskets and replace any missing tools in bike repair stands
- Mow grass every two weeks

Summer

Sidewalks and Shared Use Pathways:

- Remove encroaching soil and grass/vegetation from the trail surface
- Trim overhead and adjacent vegetation
- Sweep pathways monthly

Boardwalks:

- Trim encroaching overhead and adjacent vegetation

Mid-Block Crossings

- Inspect and maintain/replace signage and delineator posts as necessary

Roadways:

- Sweep paved shoulders and bike lanes monthly

Amenities:

- Mow as needed
- Weed planting beds and rain gardens
- Refill pet waste bags every other week
- Collect trash & recyclables weekly
- Replace any missing tools in bike repair stands
- Mow grass every two to three weeks as neccessary

Fall

Sidewalks and Shared Use Pathways:

- Clear pathway of fallen leaves mid-fall and end of season

Boardwalks:

- Clear boardwalks of fallen leaves mid-season and end of season

Mid-Block Crossings

- Clear mid-block crossings of debris

Roadways:

- Sweep paved shoulders and bike lanes monthly

Amenities:

- Weed planting beds and rain gardens
- Plant annuals
- Shut off water faucets and blow out water lines
- Refill pet waste bags every other week
- Collect trash & recyclables weekly
- Replace pump gaskets and replace any missing tools in bike repair stands
- Mow grass every two weeks

Winter

Sidewalks and Shared Use Pathways:

- Clear snow accumulations over 1/2" from all paved off-road trails, sidepaths, and sidewalks along primary roads
- Salt/sand as necessary for ice control
- Collect trash & recyclables every two weeks or as necessary

Boardwalks:

- Clear all snow accumulations over 1/2"
- Sand as necessary for Ice Control (avoid salt over wetland areas and waterway crossing if possible)

Mid-Block Crossings

- Clear all snow accumulations over 1/2"
- Salt/Sand as necessary for Ice Control

Roadways:

- Clear bike lanes and paved shoulders of all snow accumulations over 1/2"
- Salt/Sand as necessary for Ice Control

Amenities:

- Update wayfinding signs as necessary based on new construction
- Refill pet waste bags every other week
- Clear snow from all Bus Stops

Proactive Scheduled Maintenance

Every Two Years

Address 1/2 of the City Each Year

Sidewalks and Shared Use Pathways:

- Clean out culverts and ditches
- Repair potholes and broken pavement
- Crack seal pathways
- Update thermoplastic pavement markings

Boardwalks and Bridges:

- Inspect and repair any loose wood decking
- Clean wood decking of mold/mildew to assure good traction
- Inspect gaps at abutment and adjust trail grade as necessary
- Conduct structural engineering inspection and perform any neccessary critical repairs

Mid-Block Crossings

- Inspect all signs, signals, and delineator posts and repair or replace as necessary

Roadways:

- Crack seal bike lanes

Amenities:

- Inspect and repair site furnishings as necessary

Every Five Years

Address 1/5 of the City Each Year

Sidewalks and Shared Use Pathways:

- Inspect and rate surface condition
- Inspect for positive drainage of surface
- Repair surface defects
- Grind uneven concrete joints
- Sealcoat asphalt pathways

Boardwalks and Bridges:

- Inspect and repair wood decking and railings
- Sealcoat boardwalk decking and railings

Mid-Block Crossings

- Inspect and repair curbs and walkways

Roadways:

- Sealcoat asphalt paved shoulders and bike lanes

Amenities:

- Inspect and replace plantings as necessary
- Inspect and repair kiosks and interpretive signage as necessary

Every Ten Years

Address 1/10 of the City Each Year

Sidewalks and Shared Use Pathways:

- Perform an ADA assessment and address any critial issues
- Resurface asphalt pathways

Boardwalks and Bridges:

- Inspect and repair concrete decking
- Repaint all metal elements

Mid-Block Crossings

- Replace signs as necessary to meet reflectivity standards
- Upgrade beacons as necessary to meeting current standards

Roadways:

- Resurface asphalt shoulders and bike lanes

Amenities:

- Inspect and replace site furnishings as necessary
- Inspect and replace bike repair stations as necessary

Every Twenty to Twenty Five Years

Sidewalks and Shared Use Pathways:

- Reconstruct asphalt pathways

Boardwalks and Bridges:

- Reconstruct boardwalks and bridges, repairing or replacing abutments and pilings as neccessary

Mid-Block Crossings

- Reconstruct mid-block crossing curbs and pavement

Roadways:

- Reconstruct intersections

Amenities:

- Replace kiosks and interpretive signage

Active Mobility Network Map

Complementary to the Active Mobility Plan Report, the Active Mobility Network Map provides a comprehensive visual depiction of the plan's components. This poster-sized map offers an overarching perspective, illustrating how all elements converge and can serve as a valuable tool for steering future planning discussions. Furthermore, the Geographic Information Systems (GIS) underpinning this map can be integrated with the city's existing database, enhancing data accessibility and utilization.

Active Mobility Plan 2023





Near-Term Network

The Near-Term Network is a set of projects within public areas, requiring minimal road changes, aimed at creating a continuous network for reaching key destinations and trails in the city. It emphasizes walking and biking using existing facilities and consists of three main components:



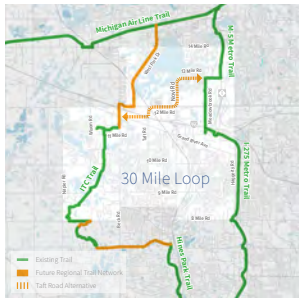
Neighborhood Greenway Network
A seamless walking and biking path with added features for a better experience.



Connecting to Transit
Making it safe and easy for pedestrians and cyclists to reach new transit routes.



Improved Access to Shopping and Dinning
Creating a friendly environment that lets people easily walk or bike to businesses from the street.



Regional Trail Network



The Active Mobility Plan aims to connect Novi to the broader regional trail network, potentially creating a 30-mile trail loop. These connections include creating a trail link across the I-96 interchange at Beck Road with Wixom, closing sidepath gaps along West 12 Mile and West Park Drive to West Pontiac Trail, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for pathway connections along 7 Mile Road to Hines Park Trail are emphasized, along with actively seeking opportunities for non-motorized connections across I-96 at Taft Road with future development.



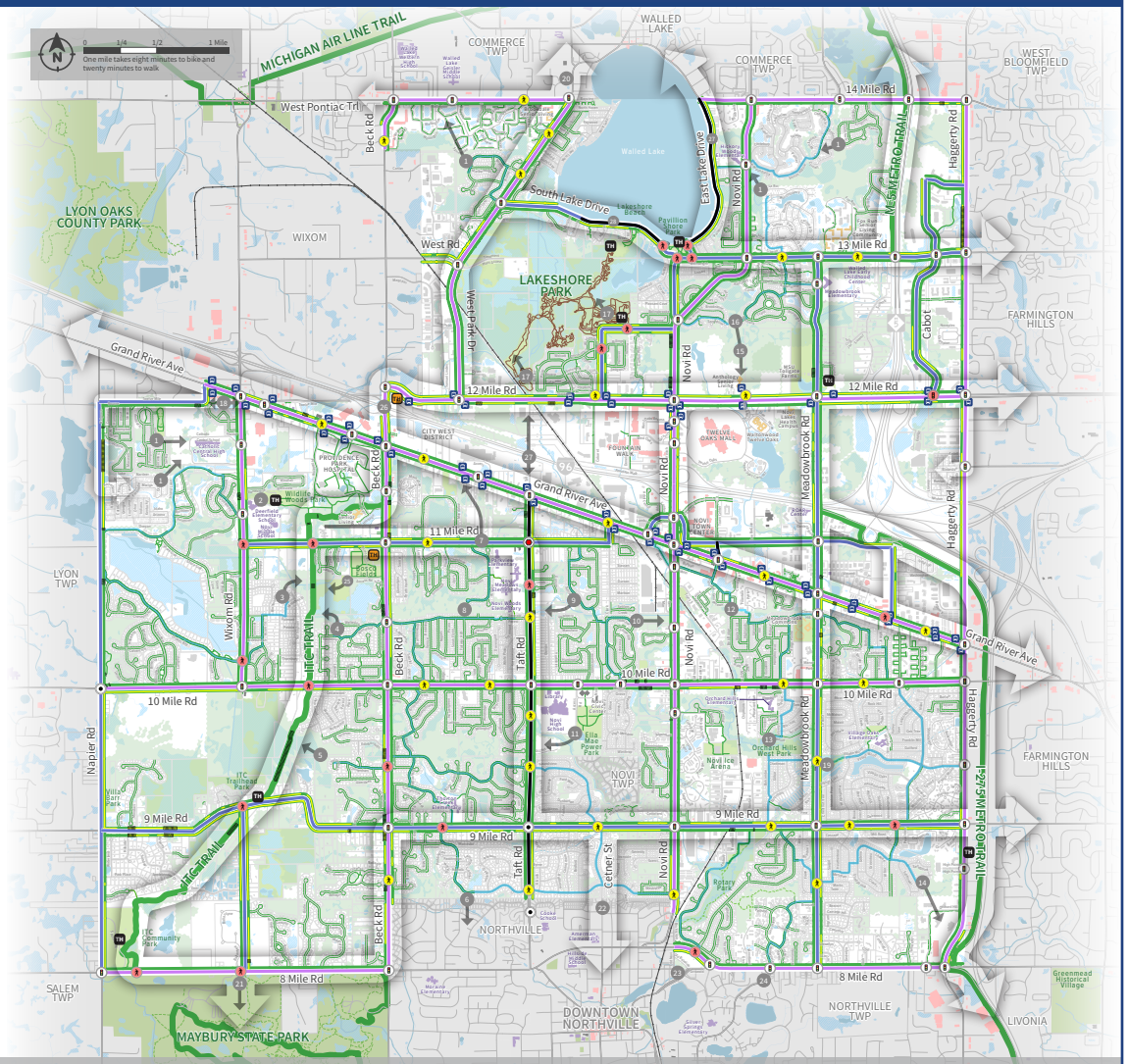
Major Corridor Classifications

Major Roadway Classifications help determine the features to enhance active mobility on different road types in Novi. They serve as a framework for applying current best practices to enhance safety and promote bicycle and pedestrian mobility. These classifications should be consulted when a road is undergoing reconstruction or widening to ensure that it operates as a complete street.

Crosstown Corridors
These roads have moderate speeds and traffic volumes, primarily providing access to residential areas.

Suburban Corridors
These roads are characterized by higher-speed and greater traffic volumes. They serve as access routes to a combination of local commercial and residential areas

Multi-Modal Thoroughfares
These are the highest-speed and highest-volume roads within the city, primarily serving as through routes and providing access to regional commercial areas.



Legend:

- Signalized Intersection
- Stop-controlled Intersection
- Roundabout
- Mid-block Crosswalk
- Upgrade Existing Crosswalk
- New Crosswalk Location
- Existing Trailheads
- Proposed Trailheads
- SMART Transit Stops
- Sidewalks and Pathways
- Regional Trails
- Mountain Bike Trails
- Hiking/Natural Trails
- Bike Lanes
- Boardwalk
- Sidewalk and Pathway Gaps
- Proposed Local Road Routes
- Proposed Bike Lane
- Proposed Separated Bike Lane or Shared Use Path
- Near - Term Network
- Retail and Dining
- Schools and Libraries
- Senior Living
- Government Buildings
- Wetlands
- Lakes, Rivers and Streams
- Woodlands
- Parks

Map Notes:

1. Provide direct pathway connections between adjacent neighborhoods and school.
2. Trail ends abruptly into parking lots at Deerfield Elementary and Wildlife Wood Park. Continue trail so it links into the City's pathway network.
3. Connect neighborhood to ITC Trail from Woodworth Drive through community open space.
4. Connect neighborhood to ITC Trail from Sandpiper Court.
5. Connect neighborhood to ITC Trail from Cheltenham Drive or Heartwood Street.
6. Connect adjacent neighborhoods between Galway Drive and Coldspring Drive.
7. Explore options for a direct pathway connection to anticipated City West district from 11 Mile Road.
8. Connect adjacent neighborhood between Arcadia Drive and Cider Mill Road.
9. Formalize pathway connection between Taft Road and Kent Court.
10. Add pathway through city owned parcel between Thatcher Drive and Novi Road.
11. Extend existing pathway all the way to Taft Road from Ella Mae Power Park.
12. Add pathway between Fountainpark Drive and Highland Drive.
13. Explore optional pathway through city owned parcel between Chartman St/ Balcombe Dr to Mallott Drive.
14. Explore options for a direct pathway connection between neighborhoods and the commercial area at Light Mile Road and Haggerty Road.
15. Explore options for a direct pathway connection to Twelve Mile Road from Sandstone Drive and Steinbeck Glen.
16. Add pathway between Sandstone Drive and Steinbeck Glen.
17. Add pathway connection to Lakeshore Park Mountain Bike Trails from W 12 Mile Road and improve access from 12 1/2 Mile Road.
18. Extend sidewalk from 12 Mile Road to Wixom Road.
19. Add sidewalk connection from Meadowbrook to existing path in Village Wood Lake Park as part of upcoming CIP project.
20. Collaborate with Walled Lake to provide a trail connection to the Michigan Air Line Trail from Pontiac Trail and Wi Park.
21. Coordinate with Maybury State Park to provide trail connection at park entrance at 8 Mile Road.
22. Coordinate with the City of Northville to provide a safe route to Amerman Elementary and Downtown Northville.
23. Multi-jurisdictional coordination is required for Griswold Road, Old Novi Road, Baseline Road, and 8 Mile Road due to the complexity of transportation issues involving different jurisdictions and to plan for future connections to Northville's Riverwalk.
24. Coordinate with Northville Township to provide a connection to Legacy Park on 7 Mile Road following Silver Spring Drive.
25. Add pathway connection between ITC Trail and Bosco Fields.
26. Establish a trail connection across the I-96 interchange at Beck Road with the City of Wixom.
27. Recognizing the strong desire to establish a non-motorized connection across I-96 at Taft Road, linking the northern and southern parts of the city, it is recommended that the city actively seek opportunities for its construction as City West develops.
28. A traffic study is recommended for East Lake Drive and South Lake Drive to analyze traffic patterns, safety issues, and necessary infrastructure changes for bicyclists and pedestrians.

Appendix Materials

The project website, located at http://walkbike.info/novi, hosts an extensive digital appendix containing a wealth of information regarding the development of the plan and its supporting materials. The following appendix materials are available on the project website or can be obtained directly from the City of Novi:

Active Mobility Network Map

- Large Format Display Map of Plan

Inventory and Analysis

- Maps, Existing Plans and Economic Impact of Crashes

Public Engagement

- Meeting Materials, Presentations and Results

Geographic Information System

- Existing and Planned infrastructure





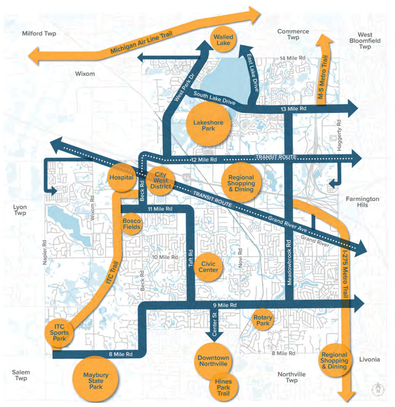
Active Mobility Plan 2023

DRAFT ACTIVE MOBILITY PLAN
NETWORK MAP

Active Mobility Plan 2023



Map Prepared by The Greenway Collaborative, Inc - Draft: 03/14/24



Near-Term Network

The Near-Term Network is a set of projects within public areas, requiring minimal road changes, aimed at creating a continuous network for reaching key destinations and trails in the city. It emphasizes walking and biking using existing facilities and consists of three main components:



Neighborhood Greenway Network

A seamless walking and biking path with added features for a better experience.



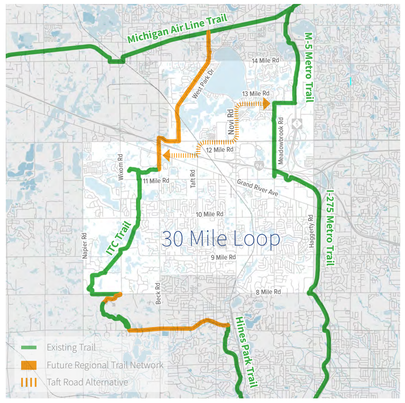
Connecting to Transit

Making it safe and easy for pedestrians and cyclists to reach new transit routes.

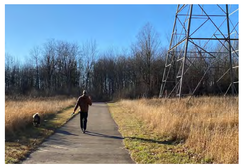


Improved Access to Shopping and Dinning

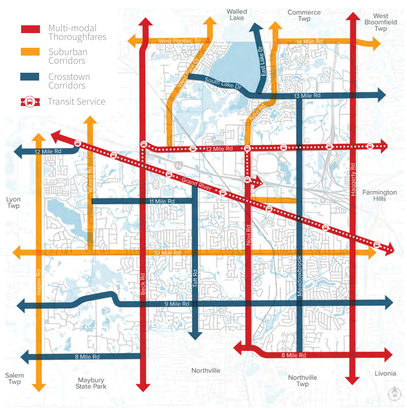
Creating a friendly environment that lets people easily walk or bike to businesses from the street.



Regional Trail Network



The Active Mobility Plan aims to connect Novi to the broader regional trail network, potentially creating a 30-mile trail loop. These connections include creating a trail link across the I-96 interchange at Beck Road with Wixom, closing sidepath gaps along 12 Mile Road and West Park Drive to West Pontiac Trail, and collaborating with Walled Lake to connect to the Michigan Air Line Trail. Additionally, coordination with Maybury State Park and support for pathway connections along 7 Mile Road to Hines Park Trail are emphasized, along with actively seeking opportunities for non-motorized connections across I-96 at Taft Road with future development.



Major Corridor Classifications

Major Roadway Classifications help determine the features to enhance active mobility on different road types in Novi. They serve as a framework for applying current best practices to enhance safety and promote bicycle and pedestrian mobility. These classifications should be consulted when a road is undergoing reconstruction or widening to ensure that it operates as a complete street.

Crosstown Corridors

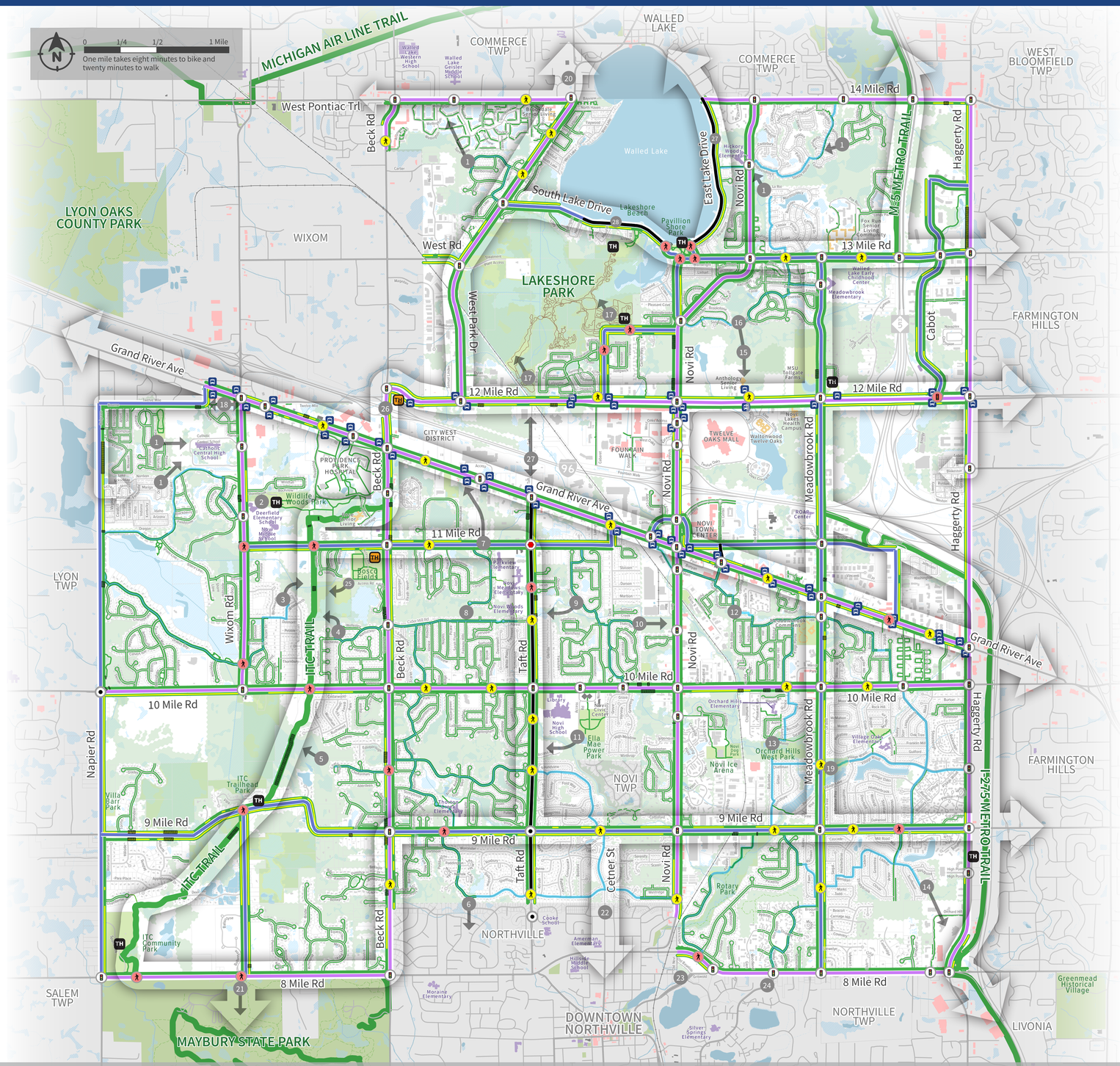
These roads have moderate speeds and traffic volumes, primarily providing access to residential areas.

Suburban Corridors

These roads are characterized by higher-speed and greater traffic volumes. They serve as access routes to a combination of local commercial and residential areas

Multi-Modal Thoroughfares

These are the highest-speed and highest-volume roads within the city, primarily serving as through routes and providing access to regional commercial areas.



Legend:

- Signalized Intersection
- Stop-controlled Intersection
- Roundabout
- Mid-block Crosswalk
- Upgrade Existing Crosswalk
- New Crosswalk Location
- TH Existing Trailheads
- TH Proposed Trailheads
- SMART Transit Stops
- Sidewalks and Pathways
- Regional Trails
- Mountain Bike Trails
- Hiking/Natural Trails
- Bike Lanes
- Boardwalk
- Sidewalk and Pathway Gaps
- Proposed Local Road Routes
- Proposed Bike Lane
- Proposed Separated Bike Lane or Shared Use Path
- Near - Term Network
- Retail and Dining
- Schools and Libraries
- Senior Living
- Government Buildings
- Wetlands
- Lakes, Rivers and Streams
- Woodlands
- Parks

Map Notes:

1. Provide direct pathway connections between adjacent neighborhoods and school.
2. Trail ends abruptly into parking lots at Deerfield Elementary and Wildlife Wood Park. Continue trail so it links into the City's pathway network.
3. Explore neighborhood nature trail to ITC Trail from Woodworth Drive through community open space.
4. Connect neighborhood to ITC Trail from Sandpiper Court.
5. Connect neighborhood to ITC Trail from Cheltenham Drive or Heartwood Street.
6. Connect adjacent neighborhoods between Galway Drive and Coldspring Drive.
7. Explore options for a direct pathway connection to anticipated City West district from 11 Mile Road.
8. Connect adjacent neighborhood between Arcadia Drive and Cider Mill Road.
9. Formalize pathway connection between Taft Road and Kerri Court.
10. Add pathway through city owned parcel between Thatcher Drive and Novi Road.
11. Extend existing pathway all the way to Taft Road from Ella Mae Power Park.
12. Add pathway between Fountainpark Drive and Highland Drive.
13. Explore optional pathway through city owned parcel between Chattman St/ Balcombe Dr to Malott Drive.
14. Explore options for a direct pathway connection between neighborhoods and the commercial area at Eight Mile Road and Haggerty Road.
15. Explore options for a direct pathway connection to Twelve Mile Road from Sandstone Drive and Steinbeck Glen.
16. Add pathway between Sandstone Drive and Steinbeck Glen.
17. Add pathway connection to Lakeshore Park Mountain Bike Trails from W 12 Mile Road and improve access from 12 1/2 Mile Road
18. Extend sidewalk from 12 Mile Road to Wixom Road.
19. Add sidewalk connection from Meadowbrook to existing path in Village Wood Lake Park as part of upcoming CIP project.
20. Collaborate with Walled Lake to provide a trail connection to the Michigan Air Line Trail from Pontiac Trail and W Park.
21. Coordinate with Maybury State Park to provide trail connection at park entrance at 8 Mile Road.
22. Coordinate with the City of Northville to provide a safe route to Amerman Elementary and Downtown Northville.
23. Multi-jurisdictional coordination is required for Griswold Road, Old Novi Road, Baseline Road, and 8 Mile Road due to the complexity of transportation issues involving different jurisdictions and to plan for future connections to Northville's Riverwalk.
24. Coordinate with Northville Township to provide a connection to Legacy Park on 7 Mile Road following Silver Spring Drive.
25. Add pathway connection between ITC Trail and Bosco Fields
26. Establish a trail connection across the I-96 interchange at Beck Road with the City of Wixom.
27. Recognizing the strong desire to establish a non-motorized connection across I-96 at Taft Road, linking the northern and southern parts of the city, it is recommended that the city actively seek opportunities for its construction as City West develops.
28. A traffic study is recommended for East Lake Drive and South Lake Drive to analyze traffic patterns, safety issues, and necessary infrastructure changes for bicyclists and pedestrians.

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Consideration of a resolution requesting Oakland County amend its agreement with People's Express (PEX) to add transportation services to the City of Novi.

SUBMITTING DEPARTMENT: City Manager
Parks, Recreation, and Cultural Services/OAS

BACKGROUND INFORMATION:

The Older Adult Needs Committee was formed by City Council in January 2023 to advise Council on the needs of older adults in Novi, identify best practices for service delivery needs, as well as to formulate and recommend plans to meet the critical needs of older adults and adults with disabilities.

Senior Transportation was one of the focus areas identified for research and discussion by the Older Adult Needs Committee. City staff provided ridership statistics and discussed the challenges facing Novi's Senior transportation services. The OAS Needs Committee presented their findings and recommendations to the Mayor and City Council on October 9, 2023. At that time, the Committee recommended City Council contract a 3rd party provider covered under the Oakland County transportation millage to expand transportation to include more hours and days of service and potentially open services to all residents.

Novi Youth Council, representing potential teen riders, has expressed interest in the service, citing feeling safer with a City of Novi-approved provider than Uber or Lyft and favoring a more affordable option.

In November 2022, Oakland County voters approved the Oakland County Public Transportation millage. This is a 10-year, .95 mill tax dedicated to expanding and maintaining public transit services throughout Oakland County. The millage amounts to approximately $4.4 million, which Novi residents pay to Oakland County for public transportation services. Current services provided to Novi by the millage are the two SMART fixed bus routes operating on 12 Mile and Grand River Ave. Oakland County is utilizing selected providers (PEX, WOTA, NOTA, OPC, and SMART) to provide curb-to-

curb services within each community. Novi is currently the only community operating its own system.

To expand and improve Senior Transportation for Novi residents, staff recommends approving the following resolution which would initiate the creation of an implementation strategy with PEX to begin delivering services here in Novi. They have an established operation, offering more hours and a much shorter time to make a ride reservation (three days, compared to a week). PEX's driver pool is well-trained with a full-time support network to ensure they are up to date on all necessary protocols/procedures related to offering services to vulnerable populations.

People's Express (PEX) was born in Northfield Human Services, which was incorporated in 1991 to address the human service needs of Northfield Township. The organization initially sought to address the transportation needs of low-income individuals within their community. As a result of these efforts, PEX transportation service was launched with only one bus and one driver. In 2007, PEX grew from a specialized service program to its own organization. Today, PEX maintains a fleet of 74 vehicles, has 81 employees, and services the transit needs for the Wixom, South Lyon, Lyon Township, Milford Township, Commerce Township, and the Villages of Milford and Wolverine Lake along with the City of Detroit.

If Council agrees with this course of action, City administration can engage PEX representatives regarding ridership fare deals or programs for Novi residents, using the current budget allocation. More importantly, the proposed move to PEX through the County's expanded transportation millage means there is no increase in expenditure from the City's budget. These expanded hours and services to all residents aged 14 and older (including non-disabled) all fall under the new millage.

RECOMMENDED ACTION: Approval of a resolution requesting Oakland County amend its agreement with People's Express (PEX) to add transportation services to the City of Novi.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION REQUESTING OAKLAND COUNTY AMEND ITS AGREEMENT WITH PEOPLE'S EXPRESS TO ADD SERVICES TO THE CITY OF NOVI

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 _____, 2024, at 7 o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers_____

ABSENT: Councilmembers_____

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

WHEREAS, on November 8, 2022, the citizens of Oakland County approved a countywide .95 transportation millage for ten years, to improve and expand transit services, creating and expanding new fixed routes for bus service, expanding transportation services for seniors, veterans, individuals with disabilities and other related transportation needs as authorized by law;

WHEREAS, the principal providers of public transportation services in Oakland County are Suburban Mobility Authority for Regional Transportation (SMART), Western Oakland Transportation Authority (WOTA), North Oakland Transportation Authority (NOTA), the Rochester Hills-Oakland-Rochester-Older Persons' Commission (OPC) and Peoples' Express Inc. (PEX), all of whom Oakland County has contracted with to provide expanded transportation services within the County;

DRAFT

WHEREAS, the City is receiving some transportation services from SMART and has been advised by Oakland County that it is eligible to receive additional transportation services from one of the transportation providers;

WHEREAS, the City has reviewed the options for receiving services from the transportation providers under contract with Oakland County, and has determined that the transportation area and services offered by PEX, which gives priority service to individuals aged 55 and older, low-income individuals, persons with disabilities and Veterans, and door-to-door services for people with mobility devices in need of assistance, will be the most advantageous transportation to make available to the residents within the City, in addition to services provided by SMART;

WHEREAS, the City would like to have the contract between Oakland County and PEX include the City of Novi as one of the communities that PEX is required to service.

NOW THEREFORE, IT IS THEREFORE RESOLVED that the City of Novi requests the Oakland County Board of Commissioners to approve an amendment to the County's agreement with Peoples' Express Inc., or PEX, to include the City of Novi as one of the communities where PEX is required to provide transportation services.

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 _____, 2024, 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

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

FROM: JEFF MUCK, PRCS DIRECTOR
KIT KIESER, OAS MANAGER
VICTOR CARDENAS, CITY MANAGER

SUBJECT: NOVI SENIOR TRANSPORTATION STATUS

DATE: FEBRUARY 23, 2024

At the January 23, 2023, meeting, City Council, led by Mayor Gatt, passed a resolution creating the Older Adult Needs Committee. Three City Council members and four community members were appointed:

- Laura Casey, Mayor Pro Tem
- Brian Smith, City Council
- Ericka Thomas, City Council
- Kathy Crawford, Historical Commission
- Kim Nice, Historical Commission
- Debbie Wrobel, Historical Commission
- Jay Dooley, PRCS Commission

Older Adult Needs Committee's responsibilities outlined in the resolution included: advise City Council on the needs of older adults in Novi, identify best practices for service delivery needs, and formulate and recommend plans to meet critical needs of older adults and adults with disabilities.

Senior Transportation was one of the focus areas identified for research and discussion by the Older Adult Needs Committee. City staff provided ridership statistics and discussed the challenges facing Novi's Senior transportation services. The OAS Needs Committee presented their findings and recommendations to the Mayor and City Council on October 9, 2023. At that time, the Committee recommended City Council contract a 3rd party provider covered under the Oakland County transportation millage to expand transportation to include more hours and days of service and potentially open services to all residents.

The Committee cited:

- **Gaps in scheduling availability.** Riders are often unable to schedule rides with fewer than 7 days' notice due to driver and vehicle availability.

- **Expansion of evening and weekend hours.** This may exclude residents from evening events and activities with the City or elsewhere. The City does not currently offer service on Sundays.

- **An increase in rides from private senior living facilities.** Multiple facilities have increased the cost of their transportation pricing to encourage riders to use free City transportation or have eliminated their service entirely.

- **High cost and 12+ month lead time to obtain ADA accessible vehicles.** We would need to increase our fleet by several vehicles to meet the demand. Each vehicle purchase is estimated to cost $80,000.

- **Challenges with driver recruitment and retention.** Current Novi driver wages fall short of market, made more difficult by our part-time-only staffing model. To be competitive, the City would need to move to a full-time staffing model for drivers and schedulers, increase hourly wages by $6-10 an hour, and add additional drivers to the roster of employees.

- **Frequent rides for ongoing medical treatments (up to 6 rides per-person each week).** Appointments for ongoing treatments can be made indefinitely, challenging our ability to provide rides with shorter notice. Medical rides are prioritized, leaving less availability for social, work, and daily errand requests.

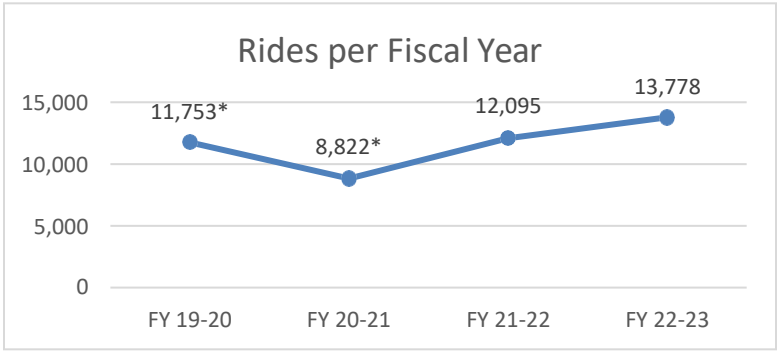
- The Committee's recommendation included maintaining a few vehicles to be utilized for PRCS/OAS programming that is currently limited due to availability.

Additional items not cited in the OAN Committee's presentation:

- With an average staff team age of over 70 years old, many of our staff members are near retirement, work limited hours and have their own mobility concerns, limiting those who can provide assistance to riders who need it.

- The free-to-ride model has increased no-shows and same-day cancellations to 6-10 rides per week.

- Ride demand is trending upward. FY 22-23 saw a 13.9% increase over the previous year. We anticipate FY 23-24 to be an additional increase of 4% or higher.



*Only medical rides were provided during COVID-19 pandemic.

<u>Oakland County Transit</u>

In November 2022, Oakland County voters approved the Oakland County Public Transportation millage. This is a 10-year, .95 mill tax dedicated to expanding and maintaining public transit services throughout Oakland County. The millage amounts to approximately $4.4 million paid by Novi residents to Oakland County for public

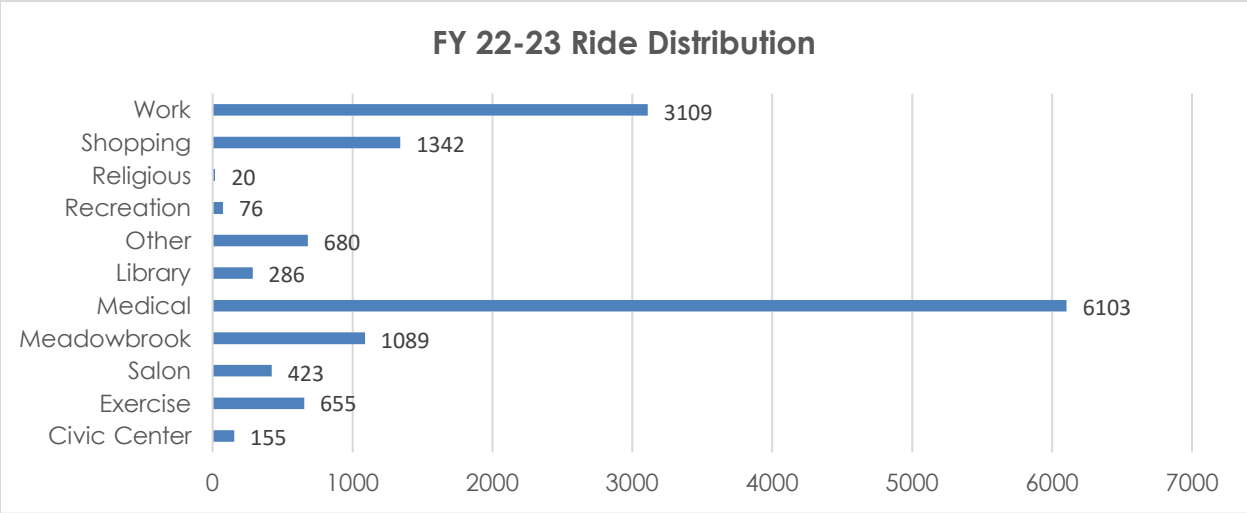
transportation services. Current services provided to Novi by the millage are the two SMART fixed bus routes operating on 12 Mile and Grand River Ave.

Novi Senior Transportation averages an expense of $170,000 per year. The City receives approximately $50,000 in credits from the Suburban Mobility Authority for Regional Transportation (SMART). SMART contracts with cities, villages, and townships (CVT) to provide Municipal Credit funds, which are made available to it by the Michigan Legislature pursuant to Michigan Public Act 51 of 1951. Additionally, after the passing of the millage, Oakland County developed a reimbursement program for CVTs already offering transit services. This was a one-time reimbursement program, and Oakland County has informed us that they do not plan on developing another in 2024. As stipulated in the correspondence sent to City Council in August of 2023, Oakland County's model utilizes selected providers (People's Express, WOTA, NOTA, OPC, and SMART) to provide curb-to-curb services within each community. Novi is currently the only community operating their own system. Independence Township was in a similar position but began the process to negotiate with the North Oakland Transit Authority (NOTA) this past Monday.

The County is utilizing selected providers (People's Express, WOTA, NOTA, OPC and SMART) to provide curb-to-curb services within each community.

City of Novi – OAS and Senior Transportation are operated through PRCS

Number of vehicles:	7 total vehicles, 4 ADA
Staffing:	3 PT schedulers/dispatchers, 17 PT drivers
Rides per year:	~14,000
Cost to rider:	Free within Novi city limits and $5 outside of Novi (within 10 miles of Civic Center)
Service hours:	Monday - Friday 8am – 4pm, Saturday 9am-3pm
Expense:	~$386,000 in FY 22-23, with an average net negative of $274,000 per year over the last 5 years



Below is information regarding transportation programs in neighboring communities Novi has historically referenced in benchmarking programs and services it offers:

Independence Township – Negotiating services with NOTA

Canton Township - Services contracted to Nankin Transit Commission (with SMART vehicles)

Sterling Heights – Minibus Service is operated by the Parks and Recreation Senior Center

Number of vehicles:	10 ADA vehicles
Staffing:	1 FT coordinator, 19 PT drivers In need of additional dispatch/office staff
Service hours:	Monday - Friday 8:30am – 3:30pm
Cost to rider:	Free
Rides per year:	~12,000
Expense:	~$275,000, with SMART credits and 5310 funding

Troy - Troy R.Y.D.E. is operated by the Department of Public Works

Number of vehicles:	7 ADA vehicles, vehicles are leased from SMART
Staffing:	1 FT coordinator, 1 PT dispatcher, 15 PT drivers, 1 FT driver. Anticipating an increase to FT driver pool.
Service hours:	Monday - Friday 8am - 4pm
Cost to rider:	Free
Rides per year:	~20,000
Expense:	~$700,000, trending +$50,000 each year, with 5310 funding

Livonia – Community Transit is operated by their Housing Department

Number of vehicles:	19 with 9 on the road at a time
Staffing:	1 FT coordinator, 1 FT dispatcher, 2 PT dispatchers, 15 PT drivers
Service hours:	Monday - Friday 7 a.m. to 6:30 p.m.
Cost to rider:	$2 per stop
Rides per year:	~15,000
Expense:	~$1,000,000

Following OAN Committee's recommendation and to complete due diligence in order to make a recommendation to City Council, a request for proposal (RFP) was sent to three County-approved entities operating in the Novi area: Western Oakland Transportation Authority (WOTA), People's Express (PEX), and Suburban Mobility Authority for Regional Transportation (SMART). SMART elected not to respond to the RFP.

Request for Proposals

To assist City staff with identifying which of the county-approved providers could best serve the community, a request for proposals (RFP) was sent to the three providers operating around Novi: WOTA, PEX, and SMART. Only WOTA and PEX submitted proposals. A representative from SMART shared the following:

"SMART will not be submitting a response to the RFP. As the Federal Transit Administration's designated public transportation provider for metro Detroit, we do not compete with our sub-recipients (like WOTA and People's Express) to provide service. SMART has over 100 communities in its service area, and it would be chaotic if each of those individual cities wanted us to apply to be their provider.

In addition, our microtransit service, FLEX, is still in a pilot project phase, and no decisions have been made about where expansion of that service will occur next."

A group of City employees evaluated the two proposals and deemed that PEX would offer the best services to Novi residents for many reasons; one being that they offer services to all residents—not just seniors and adults with disabilities. Their service hours, extensive and diverse vehicle fleet, and driver training and safety protocols propelled them to the top of all the evaluators scoring.

Recommendation

In hopes of expanding and improving Senior Transportation for Novi residents, staff recommends entering negotiations via Oakland County with People's Express. They have an established operation, offering more hours and a much shorter time to make a ride reservation (three days, compared to a week). PEX's driver pool is well-trained with a full-time support network to ensure they are up to date on all necessary protocols/procedures related to offering services to vulnerable populations. If the City of Novi were to ramp up operations to meet this level of service, it would be a significant financial investment with the need to shift to a full-time staffing model, adding employees, and increasing the current fleet of vehicles.

If Council agrees with this course of action, City administration can engage PEX representatives regarding ridership fare deals or programs for Novi residents, using the current budget allocation. More importantly, the proposed move to PEX through the County's expanded transportation millage means there is no increase in expenditure from the City's budget. These expanded hours and services to all residents (including non-disabled) all fall under the new millage.

Additional Options for Consideration

If Council elects to continue Novi Senior Transportation operations in-house, the following are additional options for consideration:

1. **Maintain existing service as-is, recognizing challenges will increase with additional rider demand, length of time for scheduling services and recruitment and retention of staff. PRCS will subsidize the program at approximately $170,000 annually.**

2. Maintain current services with significant adjustments to staffing and wages including the addition of full-time staff.

Staff	Qty	Wage	Base salary	Hours	Weeks	FICA	Benefits	Yearly staffing cost
FT Coordinator	1	$26.00	$54,080.00	40	52	1.0765	$27,750.00	$85,967.12
PT Dispatcher	2	$22.00		20	50	1.0765		$47,366.00
FT Drivers	4	$24.00	$49,920.00	40	52	1.0765	$27,750.00	$325,955.52
PT Drivers	16	$22.00		10	50	1.0765		$189,464.00
Safety Coordinator	1	$24.00		10	50	1.0765		$12,918.00
							total staffing	**$661,760.64**

Add. ops costs	Qty	Expense		
ADA Ford Transit	4	$80,000.00		$320,000.00
Software	1	$6,800.00		$6,800.00
GPS tracking	12	$225.00		$2,700.00
Based on 8 vehicles running 8am-5pm M-F; 320 on-road staff hours per week			**Total Non-staff**	**$329,500.00**
Not included: staff training & development, fuel, maintenance			**Total**	**$991,170.64**

3. Move to a medical rides-only model, operating M-F 8am-5pm.

	Qty	Wage	Base salary	Hours	Weeks	FICA	Benefits	Yearly staffing cost
FT Coordinator	1	$26.00	$54,080.00	40	52	1.0765	$27,750.00	$85,967.12
PT Dispatcher	1	$22.00		20	50	1.0765		$23,683.00
PT Drivers	16	$22.00		10	50	1.0765		$189,464.00
Safety Coordinator	1	$24.00		10	50	1.0765		$12,918.00
								$312,032.12

Add. ops costs	Qty	Expense		
ADA Ford Transit	1	$80,000.00		$80,000.00
Software	1	$6,800.00		$6,800.00
GPS tracking	12	$225.00		$2,700.00
Based on 4 vehicles running 8am-5pm M-F; 170 on-road staff hours per week			**Total Non-staff**	**$89,500.00**
Not included: staff training & development, fuel, maintenance			**total**	**$401,532.12**

4. Expand days and hours to match Oakland County contracted services:

Staff	Qty	Wage	Base salary	Hours	Weeks	FICA	Benefits	Yearly staffing cost
FT Coordinator	1	$26.00	$54,080.00	40	52	1.0765	$27,750.00	$85,967.12
FT Dispatcher	2	$24.00	$49,920.00	40	52	1.0765	$27,750.00	$162,977.76
FT Drivers	21	$24.00	$49,920.00	40	52	1.0765	$27,750.00	$1,711,266.48
Safety coordinator	1	$24.00	$49,920.00	40	52	1.0765	$27,750.00	$81,488.88
							total staffing	**$2,041,700.24**

Add. ops costs	Qty	Expense		
ADA Ford Transit	4	$80,000.00		$320,000.00
Software	1	$6,800.00		$6,800.00
GPS tracking	12	$225.00		$2,700.00
Based on 10 vehicles running 6am-9pm M-F; 5 vehicles 8am-5pm Sa-Su			**Total non-staff**	**$329,500.00**
840 on-road staff hours per week			**Total**	**$2,371,200.24**
Not included: staff training & development, fuel, maintenance				



Connecting Communities. *Expanding Access.*

OUR MISSION

People's Express (PEX) is dedicated to providing safe and reliable public transportation to empower all individuals to maintain their independence and enhance their quality of life, with attention to underserved populations including, but not limited to: aging adults, people with disabilities, lower-income, underemployed, and those with limited access to transportation due to rural geography.

People's Express

Booking a Reservation

Call: (877) 214-6073
Monday-Friday | 8 a.m. to 7 p.m.
To guarantee your ride, please book your reservation at least three business days in advance.

Confirmation Call
Expect a confirmation call one business day prior to your scheduled ride.

Pick-Up
Drivers may arrive up to 15 minutes before or after scheduled pick-up time and will wait for five minutes before departing.

Learn More

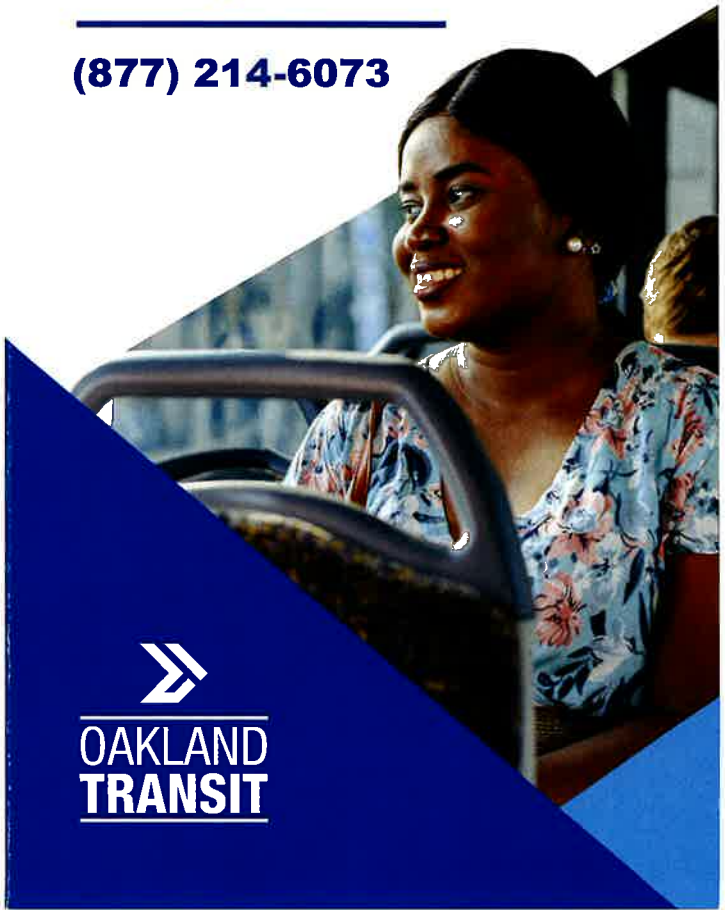
PeoplesExpressMi.com/Oakland

People's Express

Oakland County Transportation Services

Safe, Reliable, and Timely Transportation

(877) 214-6073



OAKLAND TRANSIT

Who Can Ride?

Residents of:

- City of South Lyon
- City of Wixom
- Commerce Township
- Lyon Township
- Milford Township
- Village of Milford
- Village of Wolverine Lake

Expanded Services

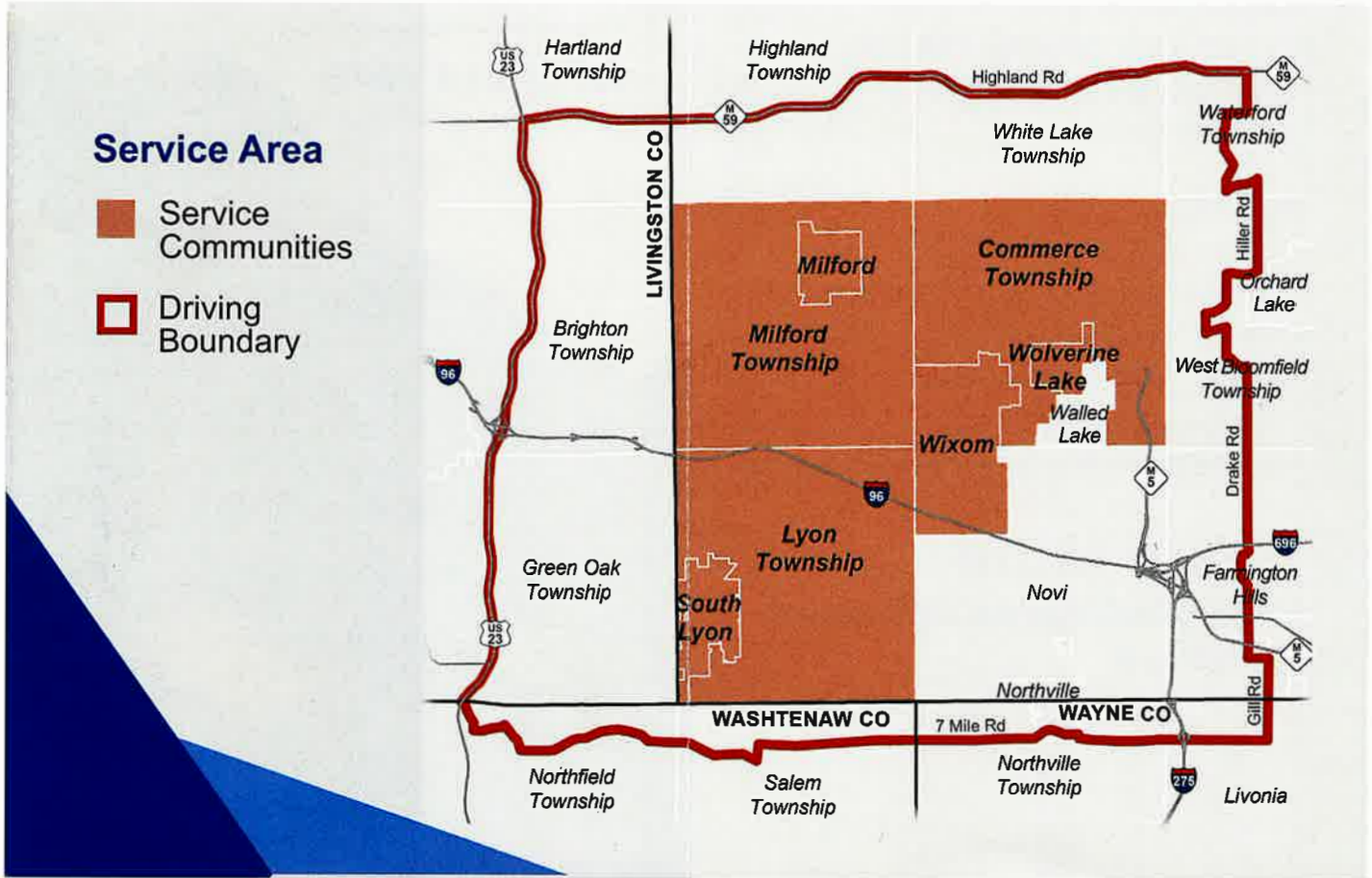
New Service Hours

Weekdays	6 a.m. to 9 p.m.
Saturday	6 a.m. to 5 p.m.
Sunday	9 a.m. to 5 p.m.

Limited service on holidays.
Call for more details

New Service Boundaries

Northern Boundary	M-59
Southern Boundary	7 Mile Road
Eastern Boundary	Drake Road
Western Boundary	US-23



Pricing

In-Boundary Trips

General Public	$4 (one-way)
Discounted Fares	$2 (one-way)

Out-of-Boundary Trips

General Public	$4 + $2.50/mile
Discounted Fares	$2 + $1.25/mile

Excluding holidays

Who is Eligible for Discounted Fares?

- Low-income individuals
- Veterans
- Seniors 55+
- Persons with disabilities

"We are making real progress toward accessible, affordable public transportation throughout Oakland County. Local providers like People's Express are leading the way by expanding service and increasing ridership as more people learn about the benefits of the system. Our new Transit Division looks forward to working with People's Express to improve service and create a truly countywide system."

David Coulter
Oakland County Executive

PEX Rider Guidelines

People's Express (PEX) is a low-cost public transportation service for select townships and cities in Southeast Michigan. Most of our buses and vans are lift-equipped and they all meet ADA requirements. We are the driving force that enables people to remain an independent, active part of their communities.

PEX is dedicated to providing safe and reliable public transportation to empower all individuals to maintain their independence and enhance their quality of life, with attention to underserved populations including, but not limited to: aging adults, people with disabilities, lower-income, underemployed or unemployed, and those with limited access to transportation due to rural geography.

How to book a ride:

Call People's Express at **877-214-6073** between **8:00 AM and 7:00 PM Monday through Friday** to schedule your ride. A call back will be given one business day before your scheduled ride. On the day of your trip, please be ready. Drivers will wait five minutes. They may arrive up to 15 minutes before or after scheduled pick-up times. **Reservations must be made at least three business days in advance.** If you call before 2 pm on Monday, Monday counts as a business day, and you can get a ride on Thursday. If you call after 2 pm on Monday, the three business days start the next day, and you can get a ride on Friday.

Scheduling Guidelines

Rides are based on a first come first serve basis, with priority given to: Medical/Dental Appointments, Work Rides, Shopping for food, and all others. No ride is guaranteed. Riders requesting shopping trips will be assigned a flex time. High-priority trips will be given accommodations first and shopping trips will be subsequently scheduled.

PEX is demand response public transportation and schedules change daily based on rides that day, how many people are on the vehicle, traffic, weather, late passengers, issues with passengers, etc. We have no fixed routes. Please be patient and understand your ride will not be the same every time. We have different drivers and different routes daily.

The driver can only take the passenger to the destination that was scheduled with the dispatcher. Drivers cannot make scheduling adjustments; these must be done ahead of time with dispatch.

Voicemail is not available to schedule rides. You must speak with dispatch.

PEX does not allow transportation for medical emergencies. Call 9-1-1.

Payment

Riders can pay in exact change or check. Drivers will not give change.

Cancellation Policy:

To avoid excessive cancellations for scheduled transportation trips, the following policy has been adopted by People's Express to help us better serve you and keep costs down. People's Express defines a cancellation as any scheduled trip that is:

- Called off the same day as the trip.

- Failure to appear for the scheduled trip and/or complete the trip once the driver has arrived at your designated pick-up location.

Business days are Monday, Tuesday, Wednesday, Thursday, and Friday.

Calls received after 3:00 PM are considered to be the next business day.

- Three (3) cancellations on the same day within 30 days will result in a 30-day suspension of transportation services. Clients must have good reasoning as to why they cancel to not be suspended from services.
- After the first suspension, cancellation of only two (2) days during 30 days will result in a 60-day suspension of services.
- Cancellation beyond this will jeopardize your privilege to ride the People's Express permanently.

People's Express DOES NOT operate on the following days:

- New Year's Eve
- New Year's Day

- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Friday after Thanksgiving
- Christmas Eve
- Christmas Day

Rules to follow once on board:

- Seat belts must be worn at all times on PEX vehicles for safety.
- Smoking or using electronic cigarettes is prohibited onboard.
- Children under 14 require parental supervision
- Children MUST have proper child transportation seats as required by law to ride
- Any form of abuse or harassment towards passengers or staff results in immediate action.
- No passenger may act in a threatening, harmful, criminal, or unsafe manner, which may jeopardize the passenger, the driver, or other passengers.
- Keep noise levels low during the ride to ensure comfort for everybody on board.
- Store personal belongings in designated areas to maintain accessibility and safety on board.
- Eating and drinking are not allowed on the vehicle, except for medical needs
- Any passenger-caused damage to the vehicle may result in liability and loss of service privileges.
- Illegal activities, such as vandalism or assault, will lead to immediate termination of service.
- No guns, knives, or weapons of any kind will be permitted on our vehicles.
- No hazardous, explosive, or corrosive materials will be permitted on our vehicles.
- Maintain personal hygiene for the comfort of all passengers, especially seniors and individuals with disabilities.
- Board and exit the vehicle in an orderly manner to ensure safety, particularly for those with mobility challenges.
- Your feedback is valuable for improving PEX services. Report any concerns or complaints promptly for resolution.

Hazardous Conditions

Any potentially communicable health condition (open wounds/sores, bodily fluids, lice, bed bugs) is considered hazardous. Failure to conform to this standard will result in a temporary suspension of service.

Personal Hygiene

To protect the health and well-being of PEX personnel and our passengers, PEX requires all passengers to maintain an acceptable standard of personal hygiene. Failure to conform to this policy will result in probationary status and/or a temporary suspension of service.

Boarding and Exiting

Our buses offer the advantage of easy boarding and exiting for passengers of all abilities. Please arrive at the designated pick-up location a few minutes early to ensure a timely departure. Our drivers will assist passengers with boarding, including those with mobility aids or other special requirements. When exiting the bus, please allow others to disembark safely before moving to ensure a smooth transition.

Please note that driveways and private roads must be passable and cleared of hanging branches and snow.

Shopping bags on vehicles

Dispatchers will tell clients that they are only allowed to bring 6 little Kroger/Wal-Mart bags and 3 big bags of groceries back from their trips when scheduling grocery trips. If the clients do not follow this, drivers will inform dispatchers after the client is dropped off. Dispatchers will call clients and let them know that this is unacceptable and that if it happens again they could be kicked off the service for 2 weeks for shopping trips only. Drivers are not permitted to help clients with their shopping bags. If a client is unable to carry their shopping bags, they should have an escort/aide with them.

Walkers, Canes, Crutches, Strollers

Passengers using walkers, canes, or crutches are responsible for their own personal medical equipment. None of these, including strollers occupied by children, shall be stored in the wheelchair securement areas. Drivers are prohibited from using the Q-

Straint tie-downs to secure anything other than wheelchairs, scooters, adult strollers, or companion chairs.

Accessibility and Accommodations

Our vehicles are equipped with features to accommodate passengers with mobility challenges, such as wheelchair lifts and securement systems. Passengers with scooters or battery-operated wheelchairs that are not compatible with the Q-Straint straps will need to either be transferred to the vehicle's seat, or a wheelchair provided by PEX. **Please inform us in advance if you require any specific accommodations.**

Service Animal policy

People's Express, in compliance with the Americans with Disabilities Act (ADA), must allow people with disabilities to bring their service animal into all areas where passengers are normally allowed to go.

Under this policy, a service animal is defined as an animal that is individually trained to perform tasks for people with disabilities such as guiding people who are blind, alerting people who are deaf, pulling wheelchairs, alerting and protecting a person who is having a seizure, or performing other special tasks.

People's Express acknowledges that we **may**:

- Ask if an animal is a service animal
- Ask what tasks the animal has been trained to perform
- Charge a passenger with a disability for damage caused by their service animal

People's Express also acknowledges that we **cannot**:

- Require special ID cards for the animal
- Ask about the person's disability
- Charge extra fees for the service animal
- Treat a person with a disability who uses a service animal less favorably than other passengers
- Ask a person with a disability to remove their service animal from the bus unless the animal is out of control and the owner does not take effective action to control it OR if the animal poses a direct threat to the health and safety of others*

***Allergies or fear of animals are generally not valid reasons for denying access or refusing service to passengers with service animals.**

People's Express is **not** required to provide care of food for a service animal.

Personal Care Attendants (PCA)

A PCA is anyone whose purpose is to help you meet your disability-related personal needs. One (1) Personal Care Attendant (PCA) may accompany you at no additional charge. Please tell the scheduler that a PCA will accompany you.

Customer Complaints:

In the event of any customer complaints or concerns regarding our transportation services, we encourage riders to promptly reach out to our dedicated Dispatch Department at **(877)-214-6073**. Our team is readily available to address issues with the utmost urgency and professionalism. Your feedback is invaluable to us as we strive to enhance the quality of our service continuously. Rest assured, we are committed to resolving any grievances efficiently and ensuring your satisfaction with every aspect of your journey with PEX.

Compliance:

Failure to comply with one or more of the terms of this policy may result in an immediate, temporary, or permanent suspension of transportation services and/or probation. Except for an immediate temporary suspension, a rider shall be notified of any planned disciplinary action and shall be given three (3) days to appeal. Violations result in the following suspensions over the course of a one-year rolling calendar: first violation: 7-day suspension, second violation: 14 days, third violation: 21 days, fourth violation: 28 days. Any violation after the fourth one may result in additional suspension time or permanent suspensions of transportation services.

People's Express

Communities:

Wixom
South Lyon
Lyon Township
Milford Township and Village
Commerce Township and Wolverine Lake

Date Ranges

July 2023 – September 2023
October 2023 – December 2023
January 2024

Statistics Provided:

Total Community Riders vs Total Oakland Riders
Rider Demographics
Trip Purposes
***Broken down by Weekday, Saturday, and Sunday**

People's Express

Oakland Accounts
Date Range: July 2023 - September 2023

Oakland Accounts					
Description	**Weekday**	**Saturday**	**Sunday**	**Total**	**Percentage**
Wixom	469	9	9	487	**11%**
South Lyon	1,196	14	9	1,219	**28%**
Lyon Township	574	0	0	574	**13%**
Milford Township/Village	892	2	4	898	**21%**
Commerce Township/Wolverine Lake	927	10	9	946	**22%**
Other	148	10	1	159	**4%**
Total Demand Response Passengers	4,206	45	32	4,283	

Oakland Accounts					
Description	**Weekday**	**Saturday**	**Sunday**	**Total**	**Percentage**
Passengers - Regular	340	0	1	341	**8%**
Passengers - Elderly	2,438	35	25	2,498	**58%**
Passengers - Persons w/ Disabilities	284	0	0	284	**7%**
Passengers - Elderly Persons w/ Disabilities	1,144	10	6	1,160	**27%**
Total Demand - Response Passengers	4,206	45	32	4,283	

Oakland Accounts					
Description	**Weekday**	**Saturday**	**Sunday**	**Total**	**Percentage**
Medical	1,854	0	0	1,854	**43%**
Dialysis	453	2	0	455	**11%**
Personal	645	2	27	674	**16%**
Grocery Trip	289	11	0	300	**7%**
Educational	63	4	0	67	**2%**
Work	902	26	5	933	**22%**
Total Demand	4,206	45	32	4,283	

People's Express

Oakland Accounts
Date Range: October 2023 - December 2023

Oakland Accounts					
Description	**Weekday**	**Saturday**	**Sunday**	**Total**	**Percentage**
Wixom	684	64	28	776	**12%**
South Lyon	1,581	32	24	1,637	**25%**
Lyon Township	720	21	18	759	**12%**
Milford Township/Village	1,405	37	29	1,471	**22%**
Commerce Township/Wolverine Lake	1,605	29	52	1,686	**26%**
Other	201	11	5	217	**3%**
Total Demand Response Passengers	6,196	194	156	6,546	

Oakland Accounts					
Description	**Weekday**	**Saturday**	**Sunday**	**Total**	**Percentage**
Passengers - Regular	523	13	11	547	**8%**
Passengers - Elderly	3,663	152	105	3,920	**60%**
Passengers - Persons w/ Disabilities	602	5	16	623	**10%**
Passengers - Elderly Persons w/ Disabilities	1,408	24	24	1,456	**22%**
Total Demand - Response Passengers	6,196	194	156	6,546	

Oakland Accounts					
Description	**Weekday**	**Saturday**	**Sunday**	**Total**	**Percentage**
Medical	2,271	30	10	2,311	**35%**
Dialysis	539	0	18	557	**9%**
Personal	1,296	34	70	1,400	**21%**
Grocery Trip	350	12	2	364	**6%**
Educational	243	20	0	263	**4%**
Work	1,497	98	56	1,651	**25%**
Total Demand	6,196	194	156	6,546	

People's Express

Oakland Accounts
Date Range: January 2024

Oakland Accounts					
Description	Weekday	Saturday	Sunday	Total	Percentage
Wixom	276	17	13	306	**13%**
South Lyon	479	11	11	501	**21%**
Lyon Township	261	7	7	275	**11%**
Milford Township/Village	591	13	8	612	**25%**
Commerce Township/Wolverine Lake	584	9	14	607	**25%**
Other	117	2	2	121	**5%**
Total Demand Response Passengers	2,308	59	55	2,422	

Oakland Accounts					
Description	Weekday	Saturday	Sunday	Total	Percentage
Passengers - Regular	204	5	6	215	**9%**
Passengers - Elderly	1,338	42	46	1,426	**59%**
Passengers - Persons w/ Disabilities	262	4	3	269	**11%**
Passengers - Elderly Persons w/ Disabilities	504	8	0	512	**21%**
Total Demand - Response Passengers	2,308	59	55	2,422	

Oakland Accounts					
Description	Weekday	Saturday	Sunday	Total	Percentage
Medical	896	2	0	898	**37%**
Dialysis	177	0	0	177	**7%**
Personal	432	18	32	482	**20%**
Grocery Trip	110	8	0	118	**5%**
Educational	87	4	0	91	**4%**
Work	606	27	23	656	**27%**
Total Demand	2,308	59	55	2,422	

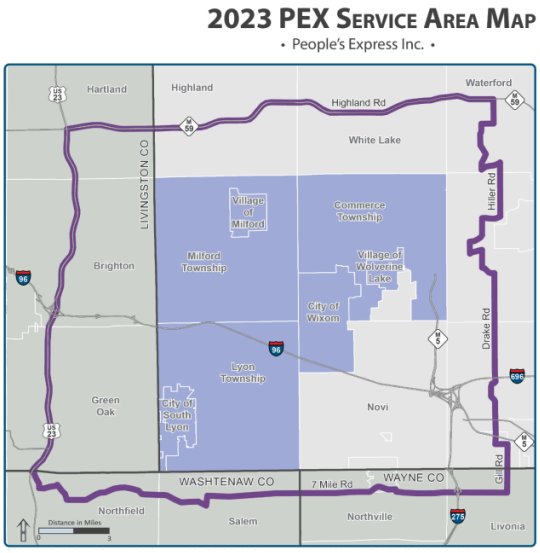
1. **Why is the City moving to People's Express?**
As a result of voter approval of the Oakland County transportation millage back in Nov. 2022, all Oakland County residents are now being taxed for the purpose of maintaining and expanding public transit services throughout Oakland County. We want to make sure you are getting the most service for your tax dollars.

2. **What does this mean for Novi resident riders?**
Novi residents will have access to expanded service hours and days, reduced time to schedule rides, access to destinations in a larger service area, and all Novi residents will be eligible to ride with People's Express.

3. **What are the days and hours of operation?**

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Start	6:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	6:00 AM	9:00 AM
End	9:00 PM	9:00 PM	9:00 PM	9:00 PM	9:00 PM	5:00 PM	5:00 PM

4. **Where can riders travel with People's Express?**
The entire City of Novi and the current 10-mile range set from the Civic Center will stay intact. PEX with provide service to additional areas that are currently available to the Oakland Communities by PEX will be added to the service coverage. **PEX's current Oakland county service area map is below and does not yet reflect the entirety of Novi's service area.**



PEX currently operates in some areas in Livingston and Washtenaw counties. These areas are not included in the Novi service area at base-fare but may be reached by riders paying a per-mile premium fare for miles traveled outside of the Oakland County service area.

5. **What if a client needs to go out of the driving boundary?**
This option is available for both the general public and our eligible riders but is based upon PEX availability. PEX is introducing an out-of-boundary trip at a fare of $4.00 per one-way trip, plus a mileage charge of $2.50 for each mile driven outside the boundary. Discounted fares are charged for out-of-boundary trips at a fare of $2.00 per one-way trip, plus a mileage charge of $1.25 for each mile driven outside the boundary.

6. **Who will be eligible to ride with People's Express?**
All Novi residents, regardless of age, ability, or income are eligible. Children under 14 require parental supervision.

7. **How will riders transition from Novi Senior Transportation to PEX?**
PEX will import existing riders' information from Ecolane (Novi's transportation software) into their system. From a rider's perspective, the transition should appear seamless from a scheduling standpoint.

Novi will maintain and gradually reduce services as PEX introduces services into the Novi service area over the course of 90 days (April to June). Novi will cease Senior Transportation operations June 28.

8. **How can residents book a ride with PEX?**
Call People's Express at 877-214-6073 between 8:00 AM and 7:00 PM Monday through Friday to schedule your ride. A call back will be given one business day before your scheduled ride. On the day of your trip, please be ready. Drivers will wait five minutes. They may arrive up to 15 minutes before or after scheduled pick-up times. Reservations must be made at least three business days in advance. If you call before 2 pm on Monday, Monday counts as a business day, and you can get a ride on Thursday. If you call after 2 pm on Monday, the three business days start the next day, and you can get a ride on Friday.

PEX anticipates a new software implementation in 2024 that will facilitate web-based scheduling as a supplement to the call center scheduling.

9. **How do I pay for rides?**
Riders can pay in exact change or check. Drivers will not give change.

10. **How much will ride fares cost?**
For seniors and persons with disabilities, $2 each way, $4 for all other rides, each way.

11. **What happens to existing drivers and schedulers?**
The current City of Novi Senior Transportation staff will have the opportunity to transition to employment with People's Express.

12. **What happens to Novi's Senior Transportation vehicles?**
Novi intends to retain the 14-passenger Ford E450 van and one wheelchair accessible Ford Transit vehicle. Remaining vehicles will be auctioned and/or offered for purchase by People's Express.

13. **What if I have an issue with People's Express?**
Riders are asked to share their user experience and feedback regarding PEX directly to the City of Novi's Older Adult Services Office.

14. **When will data be shared with the community regarding ridership and usage?**

	Q1 Jan-Mar	Q2 Apr-Jun	Q3 July-Sept	Q4 Oct-Dec	Annual
Local Providers					
Performance Report	Apr 30	July 30	Oct 30	Jan 30	Jan 10
Financial Statement					Apr 30

Smart Quarterly Report 1st Fiscal Quarter 2023-2024

FY 23-24		CITY OF NOVI SENIOR TRANSIT RIDERSHIP									
Breakdown		**Meadowbrook Commons** Residents	**Novi** Residents	**Total** Trips	**Elderly** Weekday	**Elderly** Saturday	**Elderly** Total	**Disabled** Weekday	**Disabled** Saturday	**Disabled** Total	**Total** Rides
July		107	999	1106	607	14	621	466	19	485	**1106**
August		126	1231	1357	701	16	717	628	12	640	**1357**
September		79	1103	1182	593	19	612	554	16	570	**1182**
3 mos totals		**312**	**3,333**	**3,645**	**1,901**	**49**	**1,950**	**1,648**	**47**	**1,695**	**3,645**
October		97	1213	1310	654	17	671	626	13	639	**1310**
November		106	1054	1160	576	5	581	568	11	579	**1160**
December		101	905	1006	500	6	506	487	13	500	**1006**
3 mos totals		**304**	**3,172**	**3,476**	**1,730**	**28**	**1,758**	**1,681**	**37**	**1,718**	**3,476**

REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, MARCH 4, 2024 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, Smith, Staudt, Thomas

ALSO PRESENT: Victor Cardenas, City Manager
Kristin Kolb, City Attorney

APPROVAL OF AGENDA:

Mayor Fischer stated that Item H on the consent agenda needed to be revised to say, "Enter executive session immediately following the regular meeting of March 4th, to discuss City Assessor Performance and confidential communications from the City's Legal Counsel. Member Staudt added that he would like to add "Council Review - PRO" to the Mayor and Council issues.

CM 24-02-28 **Moved by Casey, seconded by Smith; MOTION CARRIED: 7-0**

To approve the Agenda as amended.

Roll call vote on CM 24-02-28 **Yeas: Casey, Gurumurthy, Heintz, Smith, Staudt, Thomas, Fischer**
Nays: None

PUBLIC HEARINGS: None

PRESENTATIONS:

I-96 Flex Route - Brian Travis of the Michigan Department of Transportation (MDOT)

Brian Travis, Project Manager and Construction Engineer at the Michigan Department of Transportation, said he was at the meeting to talk about the upcoming work on I-96. He said that this is year number three and that the end of the construction is in sight. He said this year's proposed work would begin around March 23rd, 2024, with restriping of the eastbound lanes. He said the impact of the configuration will be felt in mid-April. He said this year all 12 miles of westbound pavement will be reconstructed, and last year, eastbound and most of the median barrier walls were reconstructed. He said the westbound side is what is left and will include all ramps. He said that at the end of the year both bounds will be back open and repaved, all ramps will be open, and the flex lanes will be operational. He said that there would be several overhead gantries with LED lane assignment signs, and the flex lanes would be open directionally during peak hours; so, eastbound in the morning, and westbound in the afternoon. He said the traffic impact will be two lanes in each direction all on the eastbound side from Kent Lake to I-275, all on new pavement, with a variable width shoulder to give room for disabled or first responder access. He said they have standing meetings with first responders every month

for ease of access when things change. He said the biggest ramp impacts to Novi are going to be the Westbound Novi entrance ramps. He said the northbound and southbound ramps will close from about mid-April to mid-September. He said the detour this year will be much easier. The eastbound detour would take traffic to Grand River to either Beck or Wixom. He said Beck and Wixom don't close for long and that the closures don't overlap. He said the southbound M-5 ramp to westbound I-96 also closes from mid-April to mid-September. So, that takes traffic southbound M-5 to Grand River, back to northbound M-5, to westbound I-96. He said the eastbound ramps stay open except for the eastbound back entrance ramp which stays closed all season. He said in the coming weeks they will get some information about what is closing and when to try to get ahead of it. He said the impact on the public is typical as there will be dust, noise, trucks, and work hours from 6:00 am – 6:00 pm. He added that if it is too hot to pave, they may have to work outside of the work hours but try to minimize noise from 7:00 am – 7:00 pm. However, there are times when they have to saw cut after hours or start-up concrete plants or trucks earlier in the morning. There will be two concrete batch plants this year, one at Beck Road and one at the M-5 and 12-mile Northwest Quadrant, going in most likely in a week. He said if there are any specific questions, the Engineering team has his contact information. He added that if a member of the public has questions there is a project phone number and a dedicated ombudsman that takes and returns all calls.

Mayor Fischer asked what the benefit of a flex lane is, and what we are trying to accomplish with flex routes. Mr. Travis responded that they alleviate the congestion problem that is specific in Metro Detroit. He said it helps to improve our travel time reliability. He said the reason it can not be open all the time is that it is a shoulder. If it was a full-time lane, it would not meet design standards. The flex lane is right up next to the barrier wall, so you have no shoulder, but it is allowed to be run at certain times of the day. Mayor Fischer added that another question he gets is about the Beck Road eastbound ramp, and why it cannot be operational at certain times but is shut down completely through the whole project. Mr. Travis explained that there must be a taper distance of 990 feet, but there is only about 700 feet at that location and that becomes a safety concern. He also noted that there is a batch plant there for contractor operations. He said if you keep that ramp open, you don't have proper merge distance which will create congestion, rear-end crashes, and more. Mayor Fischer clarified that it has been contemplated and studied. Mr. Travis added that people may ask why Novi and Wixom can stay open, but they have a dedicated merge lane there between the two ramps.

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

Anna Greg, 226 Linhart Street, said she was there to speak about the ordinance to stop parking in the subdivision. She said she read the proposal, complaint, and petition. She said the majority of the people who signed the petition are on Wayne Wright and are retirees or older couples who don't have children in their houses any longer or have a one-person residence, and that is not the case on Linhart St. She said the majority of

people on Linhart are families with two or more kids and multiple vehicles. She said that most of the houses on Linhart don't have driveways that can accommodate three, four, and five vehicles, which is the reason that they park on the street. She said other than the day-to-day impact the ordinance will have, she is struggling to understand what they should do for holidays, gatherings, barbecues, or any other kind of family get-together. She asked if the plan was to have families park in the city parking lot. She said she is assuming she will have to tell her 95-year-old dad and 90-year-old mom that they will have to walk half of a mile to her house in the snow, ice, rain, and mud, and hope that they do not get hurt in the process. She asked if she should be the shuttle service for the guests to come to her home. She also asked if she just shouldn't have guests at their home. Ms. Greg said this ordinance is a major inconvenience and makes the neighborhood unlivable. She added that the narrowness of the streets is the City's fault because the City develops the plans and approves them. She added that there was an opportunity to rectify the issue in the summer when the roads were redone, but instead, they were made to be narrower. She said that the City took small ditches with no drainage issues and turned them into four and five-foot trenches with standing water. Ms. Greg said instead of punishing all the residents for the actions of one person on Wainwright, and the mistake for the roads, she would propose that the money taken from developments around them be used for the betterment of the community such as coverage of drainage ditches, road expansion and curbs.

Brian Cartwright, 246 Wayne Wright, said both roads are narrow. He said this started over a dispute of someone parking their car in front of another person's driveway, so they couldn't get out. He said he believed the proposed solution was way out of line with the issue that was at hand. He said he could see restricting parking on one side of the street or the other, but parking being totally restricted on all the streets when there are too many people with multiple cars, is a nightmare. He asked if they were to have family over where they were to park. He said it is a solution that needs to be thought of a little more carefully because there will be a lot more complaints after the ordinance is implemented if it is not thought out.

Steve Angus, 145 Linhart, said his neighborhood has been through a lot over the last five years with constant construction. He said that when 80-year-old parents come over, they need a place to park. He said he only has a single-file driveway and no way to make his driveway bigger. He explained many houses were not built as two-lane driveways, and many folks have to park on the street. He said there is no other place to park. Mr. Angus added that many of the homes were built in the 1980s and that people with single driveways used to drive right in their front yards. He said that passing the ordinance forces people to do that or create new driveways. He said that the residents there have already been through enough. To him, this is an individual issue on Wainwright Street that needs to be addressed. He added that the ordinance proposed is a disservice to all of them. He said he is completely opposed to the ordinance and that it should be thrown out. He asked if the police had addressed the one individual issue on Wainwright. Mr. Angus stated not to force them to follow some edict that would make their lives even more miserable. He added that the construction that has been going on for the past four or five years has been enough for most of them. He said that the residents there have gone

through water issues and torn-up streets and it has been a long five years. He asked the Council not to make this any worse. He said he loves Novi, but if they have to go through something like this proposed ordinance, it will give him a very negative view. He said to please just leave them alone.

Donald Lapan, 176 Wainwright, stated most people on that street have single driveways and a single garage. He said that they cannot accommodate four or five cars to park. He said he understands the situation with emergency vehicles, but thinks it is a little extreme to shut down parking on all the streets. Mr. Lapan said that the city is going to cut down everyone that parks on their street for the 4th of July for the park, which they have been trying to cut down, but not eliminate for emergency vehicles to get through. He said that this instance this is going to totally shut down parking is not the way to go. There has to be another way of addressing the issue of parking on the streets. He said they have to be able to park. Mr. Lapan asked if they had a family function would they take up the parking at the park across the street. He said there has got to be another way to address the problem. He stated that the emergency vehicles don't need 17 feet, all they need is enough to put the outriggers out on the side of the street that it may be used. So, at best they need 12 to 15 feet. He said they have 20-foot streets and could just park on one side of them. He also stated that stripes could be put down on the width that you need for an emergency vehicle and let the people in front of those houses decide what they want to do. He added that expanded his parking in front of his home himself with a retaining wall and rock to make a parking space for his vehicle. He said there has to be another way rather than just banning parking.

Audra Racicot, 177 Linhart, said she has lived at that address for over 30 years. She stated that when you buy a home here, you know that you have parking in the street. She said it has been that way for over 40 years, and that her neighborhood is not some 'fancy new neighborhood'. She asked the council what they were thinking. She asked If they were to do this, then where they suggested people park. Ms. Racicot stated that they have a two-car driveway, and three to four cars. She said if their middle son is home from school, and they do not have a garage, then what is the plan to park. She asked what the city was going to do. She asked if they were going to make larger driveways or pay for that to be done. She stated that their driveway now couldn't be made into a double drive because the fire hydrant in their yard was moved from the corner of their yard to the front of their yard next to the driveway. She asked what they were to do as far as emergency vehicles on the road. She said her husband has driven for the Fire Department and Ambulances for over 30 years. He comes through the neighborhood a few times a week to honk. She said that getting through the neighborhood had never been an issue until the city created Pavilion Park. She stated there is not enough parking for the park, and in return, people park on both sides of their streets and take the available spots. She stated that it is not residents parking on the roads it is park users that park there. She said she suggests signage that says for residents only. Ms. Racicot added that her husband could not be at the meeting, but wanted to ask what the Council would do if this was at their house. She asked if they would be expected to park at a city park and walk through storms, rain, and snow, and that it is ridiculous. She stated it is not just an inconvenience that would last a few months, but that would become there

forever, every day. She mentioned that they should take care of the single car that started the issue. She asked again where she would have to park, and if she would get a ticket for parking at her own home. She stated that if she gets a ticket, she will not pay to park at her own home.

Kazi Afzal, 48160 Andover Dr., stated he has been a resident for over five and a half years. He thanked the people who spent time at the open house at the Novi Mosque that Sunday afternoon. He said people came from Novi, Northville, and Lansing. He stated the intention was to share information on what Muslims believe in, what Islam is, and who Muslims are. He said Muslims are regular people who, like others, love, peace, care for others, care for justice, and care for all creations. He said they are working-class people who like to help others and their neighbors and deserve peace. He stated that he came in February to both City Council Meetings and others came before in January. He said that despite listening to so many of the Novi residents who are active in the community, the Council has ignored the call for a ceasefire resolution. He said that Northville found a way to support its people by issuing a ceasefire proclamation. Afzal stated that the war in Gaza and now in Rafah is hitting home hard. He asked the Council what was stopping them from putting a ceasefire resolution into motion. He referenced the media slides he provided to the Council. He stated they show proof of torture and humiliation to an unprecedented level, endless death, and destruction of innocent people, and the ultimate example of sacrifice and protest and kills carried out by a former U.S. intelligence officer. He said that they are bombing homes without knowing how many children are inside, they are picking for maximum destruction and killing. He said not only killing is enough by the bombing and snipers, but now it is hunger. He said active serviceman Aaron Bushnell paid the ultimate price for protesting by self-emulation against what was being carried out. He has no connection to the people of Palestine or the Middle East. However, his morals did not allow him to stay silent about what was happening to the innocent people in Gaza. He added that the slides he provided were not allowed to be displayed, because they were too horrific. He said to think of the people who have been living under these circumstances as a daily event. He urged the Council to be human, activate their consciousness, and call for a ceasefire now.

Sarah Ansari stated she is a sophomore at Novi High School. She said thank you to the people who attended the open house at the Novi Mosque the previous Sunday. She explained that she stood before the Council with a heavy heart burdened by the ongoing conflict in Palestine. She said it is time for us to raise our voices and advocate for a ceasefire for the sake of humanity, compassion, and the pursuit of a peaceful resolution. She said the statistics surrounding the plight of Palestinian people are alarming and heartbreaking. Ms. Ansari continued that Palestinian children have been cut short due to the conflict and it is disgusting. She said it is our collective responsibility to speak out against any actions that lead to the death of innocent children. She said every child deserves the chance to grow up in an environment free from fear and violence beyond the loss of life. She said the Palestinian population is facing dire circumstances including the issue of starvation. The blockade and restrictions on movement have severely impacted the availability of essential resources leaving many struggling to meet their basic needs. She said this is a human rights violation and an impediment to the possibility

of a prosperous and stable future for the people of Palestine. Ms. Ansari said advocating for a ceasefire is not a political stance, it is a plea for humanity, and a call to recognize the shared pain and suffering of individuals on all sides of the conflict. She said compassion knows no borders and the pursuit of peace should be our common goal. She explained that it is crucial for the international community to come together and pressure both sides to engage in constructive dialogue. A ceasefire is the first step towards establishing an environment where negotiations can take place, grievances can be addressed, and a lasting resolution can be achieved. She said let us stand united in our commitment to ending the cycle of violence in Palestine. Together we can amplify the call for a ceasefire and advocate for the protection of innocent lives.

Radia Zaman said she will be speaking about why the people want a ceasefire resolution from the local government. She said the people know that if Novi passes the ceasefire resolution, a ceasefire will not immediately stop in the other region. However, it would create pressure on the federal government from the ground up. Every day people are contacting representatives and senators and there has been little action from them, and there has not been a call for a ceasefire, and some do not even respond. She is hopeful that if the City of Novi calls for a ceasefire, the representatives will see that that is what their constituents want. She said another reason is to show that the Council listens to their constituents. She and many other people in the community will take into consideration whether the Council is on the side of humanity or not. She said passing a ceasefire resolution will cement Novi as well as other neighboring communities on the right side of history. She explained we are watching a man-made humanitarian catastrophe on unprecedented levels. These cities, that pass a ceasefire, are not silent when witnessing children without limbs, families in freezing tents, and mothers giving birth with no anesthesia. Ms. Zaman said the war can escalate and become a wider regional war or the world may be sleepwalking into 'World War III'. She said a ceasefire would save the world from potential disaster. She requested that the City of Novi pass a ceasefire resolution calling for a ceasefire in Palestine.

Amna Husain, 22360 Barclay Dr., said she is speaking to the Council to bring attention to the humanitarian crisis that Palestinians are facing today in Gaza. She said this is not a political issue and asked the Council to look at it from a humanitarian viewpoint. She said there is a humanitarian catastrophe unfolding right now. She said all major media outlets have reported that the military campaign by Israel in Gaza has already killed more than 30,000 Palestinian people. She said the numbers are not only from citizen journalists but from the Ministry of Health in Palestine. She states the numbers are confirmed, because the New York Times, Washington Post, and CNN have all reported and confirmed these numbers. She said there are more than 70,000 injured. She said just Novi passing a ceasefire will not push President Biden to call for a ceasefire, but more than 70 cities have called for either a permanent or temporary ceasefire. She explained she is asking for a simple and permanent resolution to show support for a ceasefire in Gaza. She said there is a blockade on the strip by Israel, causing people to starve to death. She said not only are people being exterminated under the bombardment with very little aid. Ms. Husain referenced other cities such as Chicago, San Francisco, Ann Arbor, Detroit, and Northville which have issued a mayor's proclamation. She said that some of the Mayors did ask for

a bilateral ceasefire, and they are working on getting the Council to approve the resolution. She said she would ask the Council to reconsider adopting a simple resolution, asking for a permanent end to the ongoing violence in Gaza.

Amira, a second-grade elementary student, said she is asking the City Council to pass a ceasefire resolution. She said she is very worried about the kids in Gaza; they have lost everything. She said some have lost their mommies and daddies, and they're dying of starvation. She said they do not have a school either. She asked, "How would you feel if you were there right now?" She said to treat others the way you want to be treated. She states she thinks everyone forgot about that.

Farahnaz Ashtiani, 43145 Emerson Way, said she feels the need and responsibility to speak from the heart and as a person about the ceasefire. She said she is not Palestinian and is just speaking from a humanitarian perspective. She said she has had three children who have all gone to schools in Novi. She said she is an immigrant who sacrificed a lot with her family but wanted to bring them to a country that they thought was supportive, humanitarian, and believed in human rights. She said she would like to show her children that she made the right choice. They are not living in a country where they can see children and civilians being killed and bombed and are silent. She reiterated that a ceasefire in Novi would not bring an immediate ceasefire in Palestine. However, she wants to know in our conscience, but being a good example for her children, that she has done the right thing as a mother. She said every morning when she wakes up to have a cup of coffee, she thinks about how the people in Gaza have nothing to eat and how mothers cannot feed their children. She said as a parent, if your child is sick, you are desperate to take all the pain and illness and put it on your own body. She said this is a war of governments and they are asking for a ceasefire as humans of this country and citizens of Novi to show that they care for humanity. She said if people come to this country, we want to show that their voices are heard. Ms. Ashtiani said that they are requesting a ceasefire because they are humans and cannot see so much, and so many families being killed and suffering.

A member of the audience said the deafening silence emanating from the Council is nothing short of disgraceful and apprehensible. He said over the past two sessions residents spanning from the youth to the respective seniors have implored the Council to pass a resolution for a ceasefire. He urged the Council to take a moment and survey the room, to recognize the evolving demographics of the city. He explained it is crucial to listen to the community sentiments, and failing to do so may impact the successful fulfillment of the Council's responsibilities, and that the residents of Novi will bear this in mind in future elections. He said he would like to quote the reverend Munther Issac, a pastor in Bethlehem, the birthplace of Jesus and the ground zero of genocide. He states that Gaza today has become the moral compass of the world. He asked if we should be surprised by the continued silence. He said if you are not appalled and shaken to the core by the atrocities unfolding in Gaza, there is something fundamentally wrong with your humanity. He said as Christians, they cannot afford to be complacent in the face of genocide that's weaponized by the bible. He said it is a horror to those who have not called for a ceasefire and that he feels bad for them. He explained despite the immense

blow they have endured; Palestinians will rise again from the mind and the midst of destruction. He asked how those who are complicit will recover from the murders. He said the City of Novi is not a military hierarchy, but a body entrusted by the community. He stated if the Mayor hesitates to make the right decision today, then others representing the City must stand up and demand a vote on the ceasefire resolution. He stated that as someone who refuses to be complicit, he implores each Council Member to do the right thing.

Timothy Hasse, 23873 Pheasant Run, said he grew up in Northville and is now a resident of Novi. He said he worked closely with the Northville Mayor in the Mayoral proclamation pushing the City Council for a ceasefire resolution, thinking that would be better. But the Mayor talked with him about how they can make a bilateral ceasefire, calling for peace about figuring out how to come together and deal with the rising hate and violence that is going on in our world and local communities. He said there is a rise in antisemitism, islamophobia, and hate crimes. He explained that we all need to come together and cannot do that with violence and war. He said you can not tell kids to solve problems with words and not to fight at school, but they turn on a TV as they are growing up and see people dying from bombs coming from their country. He said this needs to be inclusive and about peace, that this is a humanitarian catastrophe. He said he would call this an ethnic cleansing that goes back 75 years and there are 2 million people in jeopardy of being starved to death. He said children have started dying of starvation and malnutrition. He said this is also bad for Israel. The only hostages that have been exchanged were during the humanitarian pause during the ceasefire. He added that more hostages have been killed by friendly fire from bombs or while trying to wave white flags. He said you have someone in power who is just carrying out this war to stay out of jail, facing bribery charges and being protested by hundreds of thousands. He said this is bad for our county and for our U.S. Troops. One of them just set themselves on fire, three were killed in Jordan, and they have been attacked hundreds of times by drone strikes from rebel groups that are holdovers from Yemen that have been bombed. He stated this is about finding a new way and coming together in our local communities for our country, as well as for the people of Gaza.

Mubashir Fazil, Cheltenham Estates, said he appreciates all of the Novi Council members who attended the open house at the Novi Mosque. He said that members of the audience have been here for the past three meetings and while they can surely see that they are heard, it appeared as though the Council is not really listening to them. The silence from the City Council is deafening. He said everything that they had heard, and all of the facts had been laid before the Council. He said that in personal chats, a Council Member may have expressed frustration about what was happening in Gaza, but the inaction from the Council as a whole is deafening and saddening. He said he would like to highlight that recent developments with the uncommitted movement during the recent presidential elections showed the reality of how the waters are feeling about the events happening in Gaza. He said he would assure you this is not ending here as the voters of Novi are watching how the City Council is acting and the response to this will be loud and clear. He said he requested that one of the City Council Members call for a

ceasefire in Gaza and table it. He said he would like to see how they vote as individuals as it is important to know where they stand.

Alia Malik, 47530 Alpine Dr., said the Council had received some of the most horrific images coming out of Gaza. There were kids as young as a few months old, trembling with fear, some with their heads and legs dangling out of the rubble, and some with brains, intestines, and other vital organs flowing out of their bodies. She explained that as a result of the white phosphorous bombs that were dropped on the civilian population, parents were forced to write their children's names on their hands and their legs. The bomb is so forceful and so massive that limbs are torn and blown meters away from bodies. She said the pictures show children becoming orphans, parents burying their children, a woman who had tried to conceive and then lost her child and husband, a man who was sniped while looking for food for his family, and countless amputations. She said there are 10 amputations per day. A child had her leg amputated on the kitchen table with a kitchen knife because the Israeli forces had seized her home and were not allowed to go to the hospital five minutes away. She said Gaza's streets once pulsated with life and is now flowing with blood, bodies, and mass graves. She said the northern part of the region is being starved, and occupying forces are not allowing in any humanitarian aid. Ms. Malik said there are images of a boy drinking sewage water, and families eating bread made of animal feed and grass. She stated that 15 children as of right now have died due to starvation. She said one of the images is of Aaron Bushnell, an active Air Force serviceman who echoed what all of them are feeling. Malik stated that the scale of human slaughter that we are seeing in Gaza does not give us an option to stay silent. She said this is why he engaged in one of the most violent forms of protest, self-emulation in front of the Israeli embassy on Sunday, February 25th. She said the genocide in Gaza is a humanitarian cause, that should be number one on the agenda. She said it is all about the common humanity and love between all people regardless of race, religion, identity, political opinions, gender, and age.

Rania Masri, a Novi resident, said she grew up in Michigan. She said she stood before the Council as a mother, Muslim, and Arab American who is deeply concerned for the safety of her family and community. She said that for the past six months, her neighbors, friends, and community members have been living in fear for their loved ones in Gaza. She said they are traumatized by the pictures and videos and are grieving for the loss of countless family members. She said there were 112 Palestinians killed after waiting for flour to feed their children, and that hits close to home. She said her son was scrolling through the names of children killed and counted the instances he saw his own name. A child has been killed in Gaza every 10 minutes since then, and the list is over 12,501. She stated children are dying of starvation with trucks filled with aid waiting at the border for weeks due to the blockading of food, water, and medical supplies. She said in her home, they talk about how they should not waste food while Palestinians are running out of animal feed and bird seed to feed their children. She said that her sense of security was further shaken when a man in Farmington Hills was arrested for planning violence against Arabs. She said that learning about a Palestinian boy, the same age as her son, who was stabbed in his own home, and the deadly attack against three young men wearing keffiyehs has heightened their fears. She said this is a local issue. As a result, at her child's

school with a significant number of Arab Americans, there was a security audit conducted and private security was hired. She said that parents are questioning the safety of their children playing outside. She said that advocating for a bilateral ceasefire and a stand against hate and discrimination is a reassurance to the community that their safety and inclusion are valued. She said people in Michigan voted uncommitted as part of a protest against the attack on Gaza, including residents of Novi. She explained that this resolution is a call for peace, and there is no time to waste in getting it passed. She urged the Council to consider this resolution not as a political choice, but as a moral imperative and necessary step towards ensuring that everyone in the community feels safe and included. She said the actions of the Council will echo in our community's history.

Kenneth Duke, Novi resident, said that he has less of a speech and more of a proposal for the City. He said that in his time living here, there was a gap in protection when it came to racial discrimination within the city. He said his proposal is for a human rights commission. He stated that there are examples in Lansing and Detroit, but not in Novi. He explained there are ordinances as well that protect against racial discrimination that do not exist in Novi. He said that local law enforcement isn't prepared to properly address these things. He said that one would have to go to them for some type of support, but that the support is very lacking. He said he doesn't know what the process is to potentially partner with the city or for the city to implement something of this nature. He offered he would like to utilize his experience, unfortunately, a poor one, to keep this from happening to anyone else in the future. He asked how we are to address any other egregious grievances if they can't be addressed in the immediate vicinity. He asked how the Council members know that they can address these individual matters. He said if you don't know what your blind spots are those commissions and ordinances would help fill those gaps. He stated that the least you can do is educate yourself in the best way possible. He said the quality of the materials you have to educate yourself determines how well you can do your job right. You can educate yourself only so much if you don't have what's necessary in front of you. He asked if there were plans to implement a human rights commission or ordinances for racial discrimination, and if not, how does one go about doing that. Mayor Fischer reminded Mr. Duke that the Council's public comment forum is not a question-and-answer format but offered for Mr. Duke to reach out to the City Manager's office for directions on how to pursue different opportunities. Mr. Duke thanked Mayor Fischer for the response and said he had already reached out to the City Manager's office, and their direction was to go to the Council meeting and speak to the Council. He said that it's unfortunate this is the way that in larger society, the feedback loops run. He said you are sent from one place to another to address a thing and to get protection and safety and therefore you're pointed in another direction. He said that the Manager's office sent him to the Council and the Council is sending him to the Manager's office. He added that the Manager's office is supposed to be following up with the Police, but he goes to the Police, and nobody has answers. He said therefore he is required to endure being slammed up against police cars, suffocated, and brutally assaulted, which is usually deemed racial discrimination.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 24-02-29 Moved by Casey, seconded by Thomas; MOTION CARRIED: 7-0

To approve the Consent Agenda as amended.

A. Approve Minutes of:
February 12, 2024 - Regular Meeting

B. Approval of the final payment to Fonson Company, Inc. for the Lakeshore Park Pedestrian Tunnel Replacement project, in the amount of $30,134.74, plus interest earned on retainage.

C. Consideration of approval to award engineering services to OHM Advisors for the preparation of Novi Ice Arena HVAC Replacement Project, in the amount of $44,000.

D. Approval to award engineering design services to AECOM for the design of 13 Mile Road Rehabilitation from Meadowbrook Rd to M-5, in the amount of $53,853.92

E. Approval to purchase a 2024 Intimidator 15XP wood chipper from Bandit Industries, Inc. through the MIDeal Contract, in the amount of $55,810 and a 2024 14' Poynette Chipper Body from Truck and Trailer Specialties, Inc. through the Rochester Hills RFP, in the amount of $17,705.

F. Approval of the final payment to Springline Excavating, LLC. for the 12 Mile Paving (Medina to City Limits) project, in the amount of $98,799.28, plus interest earned on retainage.

G. Approval of participating in the Opioid Litigation settlements with McKinsey & Company, Approving the Bankruptcy organization of opioid manufacturer Endo International plc, and authorizing acceptance of additional opioid settlements and plans.

H. Enter Executive Session immediately following the regular meeting of March 4, 2024, to discuss City Assessor Performance and confidential communications from the City's Legal Counsel.

I. Approval of claims and warrants – Warrant 1151

Roll call vote on CM 24-02-29 **Yeas: Gurumurthy, Heintz, Smith, Staudt, Thomas, Fischer, Casey**
Nays: None

MATTERS FOR COUNCIL ACTION:

1. **Consideration of approval to award a unit price contract to Scodeller Construction, Inc., the sole bidder, for a Concrete Joint Repair Program, in an estimated annual amount of $400,000, for a term of one year with three one-year renewal options.**

CM 24-02-30 Moved by Smith, seconded by Thomas: MOTION CARRIED: 7-0

Approval to award a unit price contract to Scodeller Construction, Inc., the sole bidder, for a Concrete Joint Repair Program, in an estimated annual amount of $400,000, for a term of one year with three one-year renewal options.

Roll call vote on CM 24-02-30 **Yeas: Heintz, Smith, Staudt, Thomas, Fischer, Casey, Gurumurthy**
Nays: None

2. **Appointments to Boards and Commissions**

City Clerk Hanson provided the results of the ballots. Mary Angela Winter was appointed, full term, to the beatification commission. Peter Winter was appointed, an alternate position, to the Board of Review. Lee Mamola was reappointed, full term, to the Construction Board of Appeals.

3. **Approval of Traffic Control Orders 24-01 through 24-04 for No Parking signs restricting parking on both sides of Wainwright Street, Linhart Street, Martin Avenue, and Paramount Street.**

City Manager Cardens said in November of last year, a Novi Police Sergeant was working on a situation on Linhart. After handling some of the concerns, the sergeant recommended that the City of Novi prohibit on-street parking on both sides of the above-mentioned streets. City Manager Cardenas cited that the streets have inadequate room for on-street parking and vehicles are forced to park completely in unapproved travel lanes. On-street parking severely hinders public safety response, especially by the fire department in January. He said residents communicated, both in the meeting and via written correspondence, with the City Council last month requesting parking be limited due to public safety concerns. He added that this matter is completely up to the Council's discretion. City Manager Cardenas said that if there is a want for having parking on one side of the street or the other, that is an option as well. He stated the residents expressing concern were mainly from Wainwright, but this is an issue on Linhart as well. He said there is currently parking on both sides of the roads, and there is very limited spacing. He said it is very condensed for someone to get through there.

Mayor Pro Tem Casey asked Chief Zinser to please approach for a question. She said that the City Manager mentioned that what they are reacting to and where this is coming from, are the requests that they have received from the residents on Wainwright looking to add a fire lane. With parking on both sides, challenges are getting equipment and

specifically public safety equipment down. She said one of the challenges they have heard from residents is many of them have narrow driveways and need on-street parking at some level. Mayor Pro Tem Casey asked Chief Zinser if we would still be able to meet some of the public safety needs that we have to be able to get our equipment down the streets if parking was enabled on one side and restricted parking on the opposite side. She asked if that would help with getting equipment down and getting the space they need for fire trucks.

Chief Zinser said we need to first understand how we got here. He said he believes this is more of a neighbor issue between two neighbors on Wainwright Street, and that it is something they have been dealing with for quite some time now. He added that the situation has gone in many different directions, some of which cannot be discussed at the Council meeting due to privacy concerns. Chief Zinser replied that parking on one side of the street would certainly leave ample room for emergency vehicles to get through. He said now, the question is which side of the street do you put the signs on. He said that would have to be looked at further. Chief Zinser said to answer the question, yes, parking on one side of the street would certainly allow more room for emergency vehicles to get through.

Mayor Pro Tem Casey thanked Chief Zinser for his answer. She said she recognizes that this has been an issue that has been ongoing for some time, and there is a conversation for the one residence specifically. She said what she was really looking at was the fact that the Council did get a request from residents on Wainwright to look at adding a fire lane. She referenced the photo displayed and said it shows someone parking on their lawn. She said she wants to make sure her understanding is correct that even if they put in a 'no parking lane' people can still park on their own lawn. Chief Zinser said that is correct, people could still park on their own lawns. Mayor Pro Tem Casey said she has gone back and forth in her mind on this issue because the request came from one street, Wainwright, but she appreciates that the staff looked at all of the streets in that neighborhood. The staff reported the roads in the neighborhood all fall under the same opportunities and restrictions as they are all narrow roads. She said if they are going to look at making public improvements and public safety for the one road, they should be looking at doing that for all. She added that she wasn't sure if some of the residents knew that this was happening, because there is no requirement for us to do any kind of public notice other than putting out the agenda. She said she would like to make sure that there is a chance to get feedback from the residents on some of those other streets to make sure the Council understands their perspective. She stated she believes we need to do something to make sure that those roads are passable to vehicles. She does not believe there needs to be no parking on both sides. She said she respects the opinion of the sergeant and the opinion of the staff but wants to recognize that residents do need on-street parking. She said she would be more in favor of seeing a proposal come back with a recommendation to put a fire lane on one side or no parking on one side but enable parking on the opposite side. She said, her initial reaction was that the no-parking zone should be on the same side as the fire hydrants. Then she heard someone say it would block the mailboxes. She said that wasn't necessarily a consideration she had in her mind, and now it is something she is going to be asking staff to go back and give the right

recommendation on if the Council decides to move forward with honoring a request to put a fire lane or no parking on one side of the road. She stated she would like to know which side of the road is best served for residents from a public safety perspective. She would be interested in understanding from staff if the recommendation is that they put 'No Parking' signs up. She said she would like to understand what the opportunities are to stripe the roads, to paint the roads to have a big 'No Parking' on the roads. She said when there are visitors to the parks, or someone is going to miss the 'No Parking' sign. Once the first person misses the no parking sign, all of the other cars are going to think it must be okay to park on this side of the road, and this will defeat the purpose of having a fire lane. She said she would like to understand if we can stripe the road and paint 'No Parking' in the no parking zone so that people are aware that it truly is a no parking zone. Versus, just hoping and trusting that people are going to see the signs. She explained otherwise, you will have officers responding and ticketing because there are people parked in a no-parking zone. She said she would like to make sure that they have a really good plan for communication with the residents in the neighborhood, so they understand what is happening, what the Council has talked about, and what is being considered, and open the opportunity for feedback.

CM 24-02-31 Moved by Casey, seconded by Fischer: MOTION CARRIED: 7-0

Motion to postpone to a future meeting to enable staff to give feedback and recommendations.

Member Thomas said she had a few questions. She stated that the neighborhood and the roads have been there for a very long time. She asked if there is any information on responses that have happened in the past where we couldn't get an emergency vehicle where they needed to be due to a parking situation. She asked if we had any in actuality that were occurring. She stated she was not aware of any issues responding to that area. She also stated that she noticed the streets are varied widths. She said most of them are 20 feet or more, and Paramount Street is only 13 feet wide. She explained that what might be appropriate for Paramount Street might not be appropriate for the other streets, because there is more space available to them. She said you have to be able to have guests over, and you have to be able to support the space for your family. Otherwise, it creates a tremendous burden to the people who live in that neighborhood if you don't give them some of the street parking that they have had for all of this time. Member Thomas said she would also like to know what the least restrictive option is that would serve the community and be able to give them what they need but also be able to solve the problem at hand and make sure that our safety department needs are met, and personnel have what they need to be able to navigate through that community safely while accounting for the differences on the other roads. She added the point that the parking for the parks may need to be reevaluated. She said if people can't park in the street, they also can't necessarily use the lot when the lots are getting overfilled. She said whether there is enough parking for the park is something that needs to be considered to get more people off the roads. She also said another consideration is that the lot could be made such that residents and guests of residents are the people who are allowed to

park there, and if you do not belong in that community, then you do not belong there. She reiterated that she would like to look at whatever solution is the least restrictive with the problems at hand.

Member Staudt asked if there was an ordinance about parking campers on the street and if there was a time limit for that. Chief Zinser said he is sure there is but would need to research it. Member Staudt said he finds it ironic that the photo example used had a camper in the street. He stated that if the camper has been there for a week, month, two months, or permanently, he is sure there are City ordinances to deal with it. He said that he read the packet regarding the vehicle that brought this whole conversation up, and if we enforced our current ordinances then the streets would stay clear, and this discussion would not be needed. He said it is up to us as a City to make sure that the cars on the roads are not sitting there for two months. He said if we don't have an ordinance that says that, then we need to get one, because those are the types of things that resolve these kinds of situations. He said if the Council decides to postpone this item, then great. He said we need to have some kind of a consistent pattern of parking in this development. He explained that the more he sees and the more he hears, it makes him think we need to figure out if we are enforcing our ordinances, and if these steps are really necessary. He asked if it was more of a government overreach that the City goes into neighborhoods and tells people how to live.

Member Heintz said that as a person who lived in Chicago for eight years, he understands the struggles that come with trying to find street parking and the idea that someone shuffles out of a spot and puts out a cherry, and we don't want anything close to that here. He added he would just be generally curious as to if other areas or anywhere else in Novi has the potential to be identified as being a narrow road, and if it would need to be assessed in a similar fashion. He said you would want to be proactive rather than reactive if something bad happens. He said he is supporting the potential need for that if there is a potential risk. He said the simple question would be is this something that needs to be evaluated in other areas. Chief Zinser responded that if the Council is talking about changing an ordinance or implementing 'No Parking' in one particular area, it should be looked at for all of the narrower streets in the city to determine if there is a potential problem and get in front of it. Member Heintz asked if there are currently areas of Novi where that are specific to those residents. Chief Zinser responded that he would have to look deeper into the question of what streets that may apply to.

City Manager Cardenas added that there is not currently an available program that is required for only residents and is publicly held. He said there might be private properties that have that kind of restriction. However, there is nothing on our public streets that only caters to the residents of that area. He added that he could look further into that to confirm it for the City Council.

Mayor Fischer asked Kristin Kolb, City Attorney for her opinion on the matter. He said he doesn't know if they can decipher who can and cannot park on a public road. He said he doesn't see how that can be legal. She responded that it is probably not legal, and it would also be very difficult to enforce. She asked if the plan of action would be to knock

on every door and ask to see ID. Mayor Fischer asked to please include that in any information. He said trying to go through public streets and determine which people can park there and who can't, he cannot imagine the City Attorney would find that legal.

Member Smith said he would like to amplify what Member Thomas said about parking from the parks. He said we need to study that, so we are not using the neighborhood as overflow for our parks. He said he would like to see some information on the number of parking spaces at Pavilion Shore Park, and if there is a way to determine how much overflow is going into the neighborhood.

Member Gurumurthy said she is in agreement with what she is hearing, especially with the less restrictive option, and not introducing something when the problem was just one-fold and trying to expand this over multiple streets. She said she also heard that there was some kind of road work that was done across these streets and that was also a moment when there could have been some kind of evaluation and expansion for the width. She said she would like to understand the details of when we do projects like that and if there is also some kind of assessment about whether it needs expanding. City Manager Cardenas said they always look at the whole situation they have at hand, but in terms of creating a whole new stormwater system where there were curbs and gutters and lowering the street, that was considered. He said the ditches were improved to be able to improve the flow of the whole area. He said there is a possibility of covering all of the ditches and creating a culvert or piping to provide a little more space on the other side, but you are not gaining that much. He said they are also considering the right-of-way, so that prohibits how much right-of-way we have. He said we cannot really gain more of that in terms of expanding the roads, because we just don't own that. He added that going from house to house would be prohibitive. City Manager Cardenas confirmed with Construction Engineer, Aaron Staup if there was anything additional, and there was not.

Roll call vote on CM 24-02-31 **Yeas: Smith, Staudt, Thomas, Fischer, Casey, Gurumurthy, Heintz**
Nays: None

CONSENT AGENDA REMOVALS: None

AUDIENCE COMMENT: None

COMMITTEE REPORTS:

1. Capital Improvement Program (CIP) Committee

Mayor Pro Tem Casey said the committee met on the 13th of February, per the normal process, where they meet in advance of the budget work getting done that will come to Council in April. She said there are no significant changes to the CIP Plan that has been in place. The suggestion is to send it to the planning committee for review. She said if they get feedback, and if approved by the planning committee, then it will get included in the budget and as a Council, they will see it updated in April.

2. Older Adult Needs Committee

Mayor Pro Tem Casey said the Older Adult Needs Committee met last Monday. They had fielded a survey two weeks prior using FlashVote. She said they were trying to understand from some of our residents what their interests were. She explained she pulled some of the needs related to a senior center or multigenerational center. She said the results are available if you signed up for FlashVote. They are working to make sure the results get posted on the Older Adults Needs Committee's page on the city website, so that everyone can see them. She said they may have follow-up questions that they field in the not-too-distant future. The next meeting is March 11th at 5:30 PM in the Police Training Center.

3. Rules Committee

Mayor Fischer said the Rules Committee has also met and continues to move along, mostly rolling into their goal-type sessions. He said hopefully they would meet one more time and get the rules in front of the Council soon thereafter.

MAYOR AND COUNCIL ISSUES:

1. Council Review – PRO

Member Staudt stated in a decision they made regarding a recent development; it became clear that the overlays that are out there circumvent the PRO process. He suggested that the Council send the Ordinance Review Committee to add overlays to the early review process. Mayor Fischer asked if this would be to look at other zonings that would then follow similarly to the PRO where they get early input as a Council. Member Staudt said yes. He explained that in that recent development situation that had gone on for months, and then it came to them, and they decided; he thinks they would have found it to be much fairer if they were able to weigh in early in the proves.

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: March 18, 2024

_____
Transcribed by Alyssa Craigie,
Administrative Assistant

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval to award design engineering services to AECOM for the 2024 Salt Dome Replacement Project, in the amount of $27,600.

SUBMITTING DEPARTMENT: Department of Public Works, Field Operations Division

EXPENDITURE REQUIRED	**$ 13,800 General Fund** **$ 13,800 Drain Fund** **$ 27,600 TOTAL**
AMOUNT BUDGETED	**$ 24,840 General Fund** **$ 24,840 Drain Fund** **$ 49,680 TOTAL**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**101-441.20-976.125** **211-445.00-976.125**

BACKGROUND INFORMATION:

The Salt Dome Replacement Project consists of both reconstructing an existing road salt storage structure, as well as reconfiguring outdoor material storage bins on the north side of the building. These updates will increase storage capacity through the use of a conveyor to maximize vertical space, while also increasing open site space outside of the dome to store aggregate materials.

The current dome was built in the 1980s and is structurally deteriorating. In addition, the narrow doorway was originally constructed to accommodate smaller equipment. Using larger modern equipment leaves the undersized doorway prone to damage when loading and unloading trucks throughout the winter. A modern structure will improve safety and enhance winter maintenance services.

AECOM will design the project this spring with construction planned for this summer.

RECOMMENDED ACTION: Approval to award design engineering services to AECOM for the 2024 Salt Dome Replacement Project, in the amount of $27,600.

March 5, 2024

Mr. Matt Wiktorowski
City of Novi
Field Services Complex
26300 Lee Begole Drive
Novi, MI 48375

Reference: Scope and Fee Letter for
Salt Dome Replacement

Dear Mr. Wiktorowski,

AECOM is pleased to submit this proposal for the above referenced project. The work for this project will include the full removal and replacement of the existing Salt Dome at the Department of Public Works Building. The installation of the new Salt Dome will incorporate a new foundation and an above ground conveyor system for loading the dome. Additional site work required will be the removal of existing materials storage bays, construction of two cast-in-place concrete and reinforced bays, and removal and replacement of portions of the parking lot and curb and gutter in order to make room for new bays being shifted as a result of the installation of the conveyor system. An electrical connection will need to be made from the DPW building to the conveyor system as well.

Initial Meeting and Scope Verification:
The intent of this task is to meet with the City and verify the aims of the project as well as identifying any other elements or considerations that should be included in this project. Upon completion of this task, AECOM will move forward with the surveying and preliminary design.

Survey and Base Plans:
The intent of this task is to provide topographic survey and base mapping as needed for the proposed design work. A full topographic survey is anticipated to be needed. Base drawings will be created using the survey data, supplemented by aerial photos, and a detailed field review of the site.

Utilities:
AECOM will obtain existing utility data with a design ticket through the MISS DIG system. In addition, AECOM will distribute the base plan design set to the utility companies that have indicated that they have facilities in the project area. We will incorporate the additional information that utility companies provide to AECOM into the plan set should there be any need.

AECOM Great Lakes, Inc.
39575 Lewis Drive, Suite 400
Novi, MI 48377
Tel: 248.204-5900
Fax:248.204.5901

Preliminary Plans:
Incorporating the information obtained from the above tasks, we will prepare the preliminary plan set (90%) in accordance with City requirements. This submittal will include items such as the typical cross section, materials/quantities and details. The preliminary plan submittal will also include required special provisions and an estimate of cost.

Final Plans and Proposal:
Incorporating comments from the City, AECOM will develop the final Plans, Project Manual and cost estimate.

Advertising and Award:
AECOM anticipates this will be sole sourced to Marcus Construction. AECOM will review the bid and provide a recommendation.

Construction:
AECOM will provide inspection, contract administration, and staking as required for the project. This will be completed through a separate authorization.

Estimated Cost of Design and Construction Fees:
The preliminary estimate of construction costs is $1,380,000.00

Design Fee: $1,380,000.00 x 2.0%	= $27,600.00
Anticipated Construction Fee: $1,380,000.00 x 4.0%	= $55,200.00
Anticipated Crew Days: $800.00 x 35	= $28,000.00
Total	= $110,800.00

Crew days are estimated and will be billed per actual use of days during the inspection of the project.

Please contact me if you have any questions or wish to discuss this submittal.

Sincerely,

AECOM Great Lakes, Inc.



Sean Kelsch, PE
Vice-President

Existing Structure



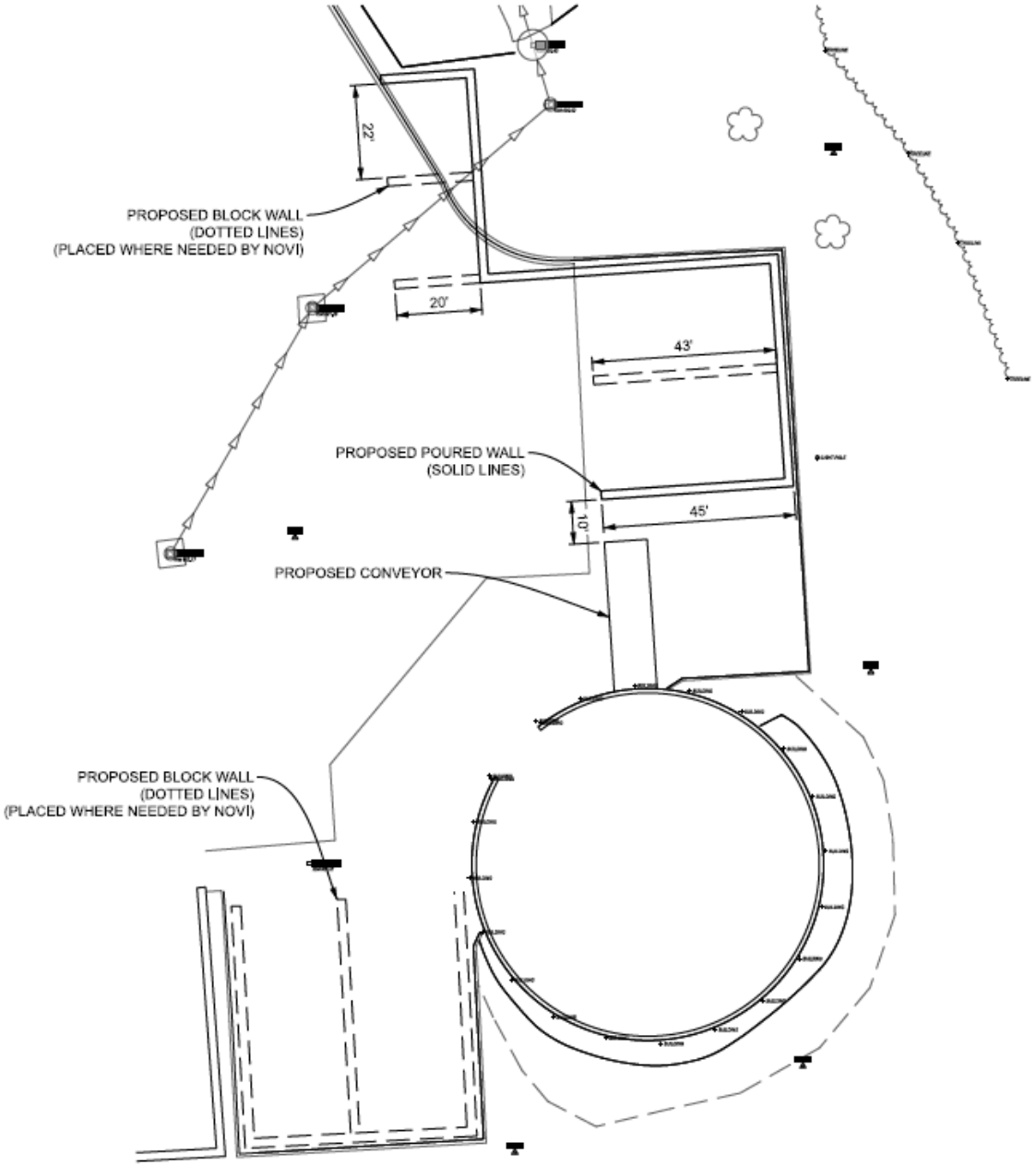
Conceptual Replacement Structure



Salt Dome Site Work Zone



Reconfigured Space



CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval to award engineering design services to OHM Advisors for the assessment of operational improvements at the Island Lake Booster Station, in the amount of $35,250.00.

SUBMITTING DEPARTMENT: Department of Public Works, Water & Sewer Division

EXPENDITURE REQUIRED	**$ 35,250.00**
AMOUNT BUDGETED	**$ 38,775.00**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**592-536.00-816.066**

BACKGROUND INFORMATION:

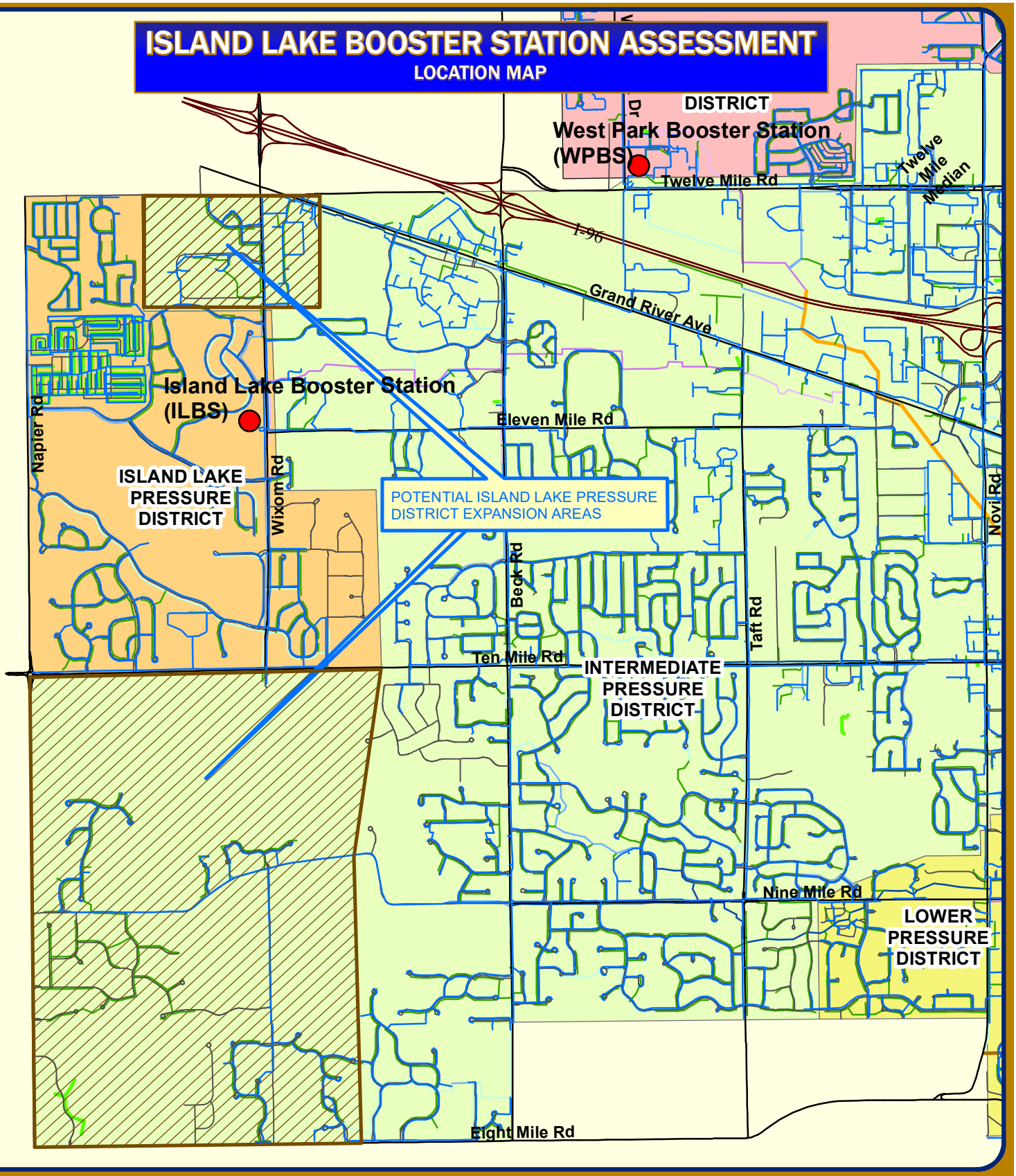
The last few Water System Master Plan updates have identified an expansion of the Island Lake Pressure District, one of four system pressure districts, to help with pressures and flows in the southwestern area of the city. A recent preliminary assessment of the operational changes associated with the Island Lake Booster Station (ILBS) confirmed the potential to accomplish significant improvements in flow and pressure. This upgrade to the ILBS would also allow for expansion of the district into the Grand River/Wixom Road area to address another area of concern. A detailed analysis of the ILBS will be completed and following a hydraulic evaluation of the system based on projected demands, the design criteria will be developed for the anticipated upgrades to the pumps and associated equipment. Once the analysis is completed, a project will be proposed to upgrade the ILBS accordingly which will likely also include improvements to the previously evaluated West Park Booster Sation. Once the ILBS improvements are determined, and the capability of the station upgrades is understood, staff will initiate the design to expand the Island Lake Pressure district.

The attached design engineering services proposal outlines the detailed scope of services for the Island Lake Booster Station analysis.

RECOMMENDED ACTION: Approval to award engineering design services to OHM Advisors for the assessment of operational improvements at the Island Lake Booster Station, in the amount of $35,250.00.

ISLAND LAKE BOOSTER STATION ASSESSMENT

LOCATION MAP



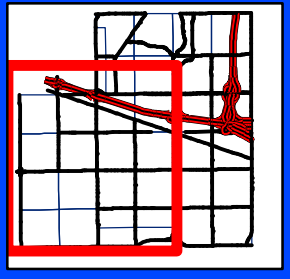
Map Author: Croy
Date: 3/1/2024
Project: ILBS
Version #: v1.0

MAP INTERPRETATION NOTICE

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

Map Legend

Island Lake District Expansion



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

Feet
0 600 1,200 2,400 3,600

1 inch = 2,958 feet

February 20, 2024

Ben Croy, PE
City Engineer
City of Novi
26300 Lee BeGole Drive
Novi, MI 48375

Regarding: Scope of Engineering Services
Island Lake Booster Station Assessment

Dear Mr. Croy,

Per your request, the following outlines our proposed scope of services and fee for the preparation of an assessment of the Island Lake Booster Station (ILBS). This summary includes our project understanding, proposed scope of work, assumptions, schedule, and fee.

PROJECT UNDERSTANDING

The ILBS serves the Island Lake Pressure District within the City. The station pumps water from the Intermediate Pressure District into the Island Lake Pressure District. The ILBS has been previously identified for improvements to account for changing demands and aging equipment. Besides growing demands within the existing Island Lake Pressure District, the primary driver of changes to future demands is the likely expansion of the Island Lake Pressure District to areas south and north of the existing district to improve service pressures in those areas. The City desires to know if the existing station and equipment is suitable for the present and future requirements and, if they are not suitable, what changes may be needed to the station.

The assessment will consider the present and future requirements of the ILBS, the suitability of existing equipment to meet those requirements, and the current condition of station equipment. Results will be summarized in a technical memorandum and presented to the City.

SCOPE OF SERVICES

Task 1: Project Initiation and Data Review

Under this task, OHM will review already available data and request additional required data from the City. Access to SCADA data for the ILBS will be necessary. OHM will meet with the City to review project objectives, schedule, and available data.

Task 2: Station and Equipment Assessment

The ILBS was inspected by OHM and the City as part of the 2017 Asset Management Plan (AMP). As part of the AMP, individual pieces of equipment at the station were inventoried and assessed for the estimated remaining useful life. Subsequent inspections by the City have found the station equipment to generally be maintaining their 2017 status. Under Task 2, OHM will re-inspect the station equipment with the City and update the prior assessments. The original station drawings will be obtained from the manufacturer (EFI-Solutions in Centralia, Illinois) and an updated process flow diagram that includes pipe sizes and instrumentation will be created. Existing electric service to the station will also be noted as higher horsepower motors may be required if an upsizing of the existing pumps is recommended.

Task 3: Planning and Demand Projections
Previous work has been done to estimate the future boundaries and demands of the expanded Island Lake Pressure District. That work will be reviewed to determine likely future demands of the district that the ILBS must be able to meet.

Task 4: Hydraulic Evaluation of Existing Pumps
Minimum and maximum system curves will be developed accounting for available suction pressures, desired discharge pressure, and head losses within the system. The existing pump curves will be compared against the system curves and anticipated demands to determine if they are suitable for continued service or if alternative pumps can better meet the needs of the system. Based on previous preliminary assessments and conversations, it is anticipated that different pumps will be recommended.

Task 5: Develop Criteria for New Pumps and Cost Estimates
Based on findings from previous tasks, replacement pumps for the Island Lake Pressure District will be assessed and potential pump curves will be analyzed. Cost estimates will be developed for the recommended ILBS improvements. If significant pump and piping changes are recommended, a conceptual cost estimate will be provided for complete station replacement.

Task 6: Present Findings
The findings of the analysis will be summarized in a draft technical memorandum and presented to the City. Necessary changes to the memorandum will be made based on input from the City, and the memorandum will be finalized.

SCHEDULE

Assuming authorization by March 11, 2024, OHM Advisors proposes to submit the final report deliverable to the City no later than July 1, 2024. This duration is based on timely responses from the City when information requests are verbally or formally submitted. As outlined in the Scope of Services, ongoing involvement is needed from the City to maintain task progress and schedule.

FEE

Our professional services will be performed in accordance with the *Civil Engineering Consulting Services Agreement between the City and OHM Advisors*. OHM Advisors will provide the above-outlined services for a not-to-exceed fee of thirty-five thousand two hundred fifty dollars ($35,250). The costs are derived based on the anticipated number of staff hours at the standard contract rate of $125/hour. The summary of hours and the task breakdown are as follows:

Task	Staff Hours	Rate	Amount
Task 1 – Project Initiation and Data Review	40	$ 125.00	$5,000
Task 2 – Station and Equipment Assessment	77	$ 125.00	$9,625
Task 3 – Planning and Demand Projections	18	$ 125.00	$2,250
Task 4 – Hydraulic Evaluation of Existing Pumps	34	$ 125.00	$4,250
Task 5 – Develop Criteria for New Pumps	68	$ 125.00	$8,500
Task 6 – Present Findings	45	$ 125.00	$5,625
		Total	**$35,250**

ASSUMPTIONS AND CLARIFICATIONS

The above-listed scope of services was prepared with the following assumptions:

- The City will provide data necessary for analysis.
- Attendance at public meetings is not necessary or included.

- In the event any additional services are required by OHM Advisors, an Authorization for Additional Services will be submitted for your approval prior to performing said services.
- The following services are not included in this scope:
  - Additional field verification or assistance.
  - GIS data collection or updates to existing GIS data.
  - Detailed design plans and bidding documents for proposed improvements.

Thank you for giving us the opportunity to be of service. We look forward to working with you on this project. If you have any questions or need additional information, please contact our office.

Sincerely,

OHM Advisors



Susan Knepper, PE

Authorization to Proceed

Signature Date

Printed Name Title

cc: Tim Juidici, Principal, OHM Advisors
File

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval to award a unit price debris removal services contract to Ellsworth Industries, Inc., the low bidder, in the estimated annual amount of $50,000. The contract term is one year with three one-year renewal options.

SUBMITTING DEPARTMENT: Department of Public Works – Field Operations Division

EXPENDITURE REQUIRED	**$50,000**
AMOUNT BUDGETED	**$10,000 (202-449.20-866.045), Routine Maintenance – Debris Removal** **$10,000 (203-449.30-866.045), Routine Maintenance – Debris Removal** **$30,000 (211-445.00-936.124), Storm Sewer Maintenance–Debris Removal** **$195,000 (592-536.00-936.025), Water Line Maintenance**
APPROPRIATION REQUIRED	**N/A**
LINE ITEM NUMBER	**202-449.20-866.045 (Routine Maintenance – Debris Removal)** **203-449.30-866.045 (Routine Maintenance – Debris Removal)** **211-445.00-936.124 (Storm Sewer Maintenance – Debris Removal)** **592-536.00-936.025 (Water Line Maintenance - Water & Sewer Fund)**

BACKGROUND INFORMATION:

The Department of Public Works generates different types of debris during operations, such as water main breaks, street sweeping, and catch basin cleaning. Debris is stored on City property and hauled off site quarterly or on an as-needed basis.

Staff received and opened three (3) bids on February 23, 2024 following a public solicitation period. The lowest bidder is Ellsworth Industries, Inc. Ellsworth's bid is recommended to be in the best interest of the City as it is responsive (i.e., Ellsworth has complied with all requirements of the bidding instructions), and it contains the lowest unit prices. The bid tabulation and services contract are attached for reference.

The City previously contracted with Ellsworth to remove debris, and they have performed successfully.

RECOMMENDED ACTION: Approval to award a unit price debris removal services contract to Ellsworth Industries, Inc., the low bidder, in the estimated annual amount of $50,000. The contract term is one year with three one-year renewal options.

CITY OF NOVI
BID TABULATION
DEBRIS REMOVAL CONTRACT
February 23, 2024 2:00 P.M.

Company	Ellsworth	GFL Environmental	Russell Landscaping
A.Loading, Removal & Disposal of Debris (per cu yd)	$7.13	$14.88	$36.00
Location of disposal site for Part A.	19359 Gerald Ave Northville, MI 48167	GFLRY	Pine Tree
B.Loading, Removal, Disposal of debris to a landfill (per cu yd)	$11.93	$24.88	$36.00
Location of disposal site for Part B.	5011 S. Lilley Rd Canton, MI 48188	Arbor Hills	Pine Tree, Clancy Crushed, Indian Summer, Uni-Dig
Comments/Exceptions			Rate per yard, includes all expenses

NOTICE - CITY OF NOVI

INVITATION TO BID

DEBRIS REMOVAL CONTRACT

IMPORTANT DATES

Bid Issue Date	February 5, 2024
Last Date for Questions	**Friday, February 16, 2024 by 12:00 p.m.** Please submit all questions via email to: Tracey Marzonie, Purchasing Accountant tmarzonie@cityofnovi.org
Response Due Date	**Friday, February 23, 2024 by 2:00 p.m.** Bids may be submitted via hard copy OR uploaded to the MITN website at **www.mitn.info.** If submitting hard copies, deliver to: City of Novi Finance Department 45175 Ten Mile Road Novi, MI 48375

DESCRIPTION:

The City of Novi is seeking bids for the removal and disposal of debris and non-hazardous materials.

NOTICE TO BIDDERS

The City of Novi officially distributes bid documents through the Michigan Intergovernmental Trade Network (MITN). **Copies of bid documents obtained from any other source are not considered official copies.** The City of Novi cannot guarantee the accuracy of any information not obtained from the MITN website and is not responsible for any errors contained by any information received from alternate sources. Only those vendors who obtain bid documents from the MITN system are guaranteed access to receive addendum information, if such information is issued. If you obtained this document from a source other than the source indicated, it is recommended that you register on the MITN site, www.mitn.info and obtain an official copy.

INSTRUCTIONS

QUESTIONS

Please email all questions to the staff member listed above. Please type the name of the bid in the subject line. If you type anything else in the subject line, your email may be deleted as spam.

CHANGES TO THE BID/ADDENDA

Should any prospective Bidder be in doubt as to the true meaning of any portion of the ITB, or should the Bidder find any patent ambiguity, inconsistency, or omission therein, the Bidder shall make a written request (via email) for official interpretation or correction. Such request shall be submitted to the staff member indicated above. The individual making the request shall be held responsible for its prompt delivery.

Such interpretation or correction, as well as any additional Bid provisions that the City may decide to include, will be made as an addendum, which will be posted on the MITN website at www.mitn.info . Any addendum issued by the City shall become part of the ITB and subsequent contract and shall be taken into account by each bidder in preparing its bid. Only written addenda are binding. It is the Bidder's responsibility to be sure they have obtained all addenda. Receipt of all addenda must be acknowledged on bid form.

BID SUBMITTALS

Bids may be submitted by mailing hard copies to the address shown above, OR by uploading bid to the MITN website at www.mitn.info.

If bid is submitted as a hard copy, three (3) copies must be delivered in a SEALED envelope marked **"DEBRIS REMOVAL BID"** to the address shown on the Notice above by the due date and time.

If bid is uploaded to the MITN website, it should be uploaded as a single file, in DOC, DOCX, PDF, or JPG format with a size limitation of 20MB. If the file size exceeds 20 MB, please upload in 20 MB increments. PDF is preferred.

Bids which are uploaded to the MITN website must be uploaded by the due date and time. Allow sufficient time to go through the uploading process. *The MITN system will not allow for late submittals.* This responsibility rests entirely with the Respondent, regardless of delays resulting from the uploading process.

Due to security risks associated with some file formats, the following file types are not able to be opened by the City: DOCM, DOT, XLS, XLSM, XLSB, XLT, PPT, PPTM, TIF, or RTF. All of these formats can contain malicious code. The City will not accept ZIP files. Alternatively, you could convert these files to PDF.

For assistance on how to upload documents, contact MITN directly at (800) 835-4603.

As this ITB is being made available by electronic means, the proposer accepts

full responsibility to ensure that no changes are made to the ITB documents. In the event of conflict between a version of the ITB submitted by proposer, the version maintained by the City of Novi Purchasing Department shall govern.

FAILURE TO SUBMIT PRICING ON THE BID FORM PROVIDED BY THE CITY OF NOVI MAY CAUSE THE BID TO BE CONSIDERED NON-RESPONSIVE AND INELIGIBLE FOR AWARD.

SUBMISSION OF BID

To be considered, bids must be submitted, as specified in the Instruction section, on or before the specified time and date. There will be no exceptions to this requirement. Faxed, emailed, or telephone bids are not acceptable.

Bids must be signed by an Authorized Representative of the submitting company on the enclosed form when one is provided. Bids must show unit and total prices when requested. In case of mistakes in price extension, unit pricing shall govern. *ANY CHANGES MADE ON THE BID FORM MUST BE INITIALED OR YOUR BID MAY BE CONSIDERED NON-RESPONSIVE.*

A bid may be withdrawn by giving written notice to the Purchasing Manager before the stated due date/closing time. After the stated closing time, the bid may not be withdrawn or canceled for a period of One Hundred and Twenty (120) days from closing time.

Bidders are expected to examine all specifications and instructions. Failure to do so will be at the bidder's risk.

Failure to include in the bid all information requested may be cause for rejection of the bid.

No bid will be accepted from, or contract awarded to any person, firm, or corporation that is in arrears or is in default to the City of Novi upon any debt or contract, or that is in default as surety or otherwise, or failed to perform faithfully any previous contract with the City.

CONSIDERATION OF BIDS

In cases where items are requested by a manufacturer's name, trade name, catalog number or reference, it is understood that the bidder/proposer intends to furnish the item so identified or an item of "equal" quality and value as determined by the City of Novi.

Reference to any of the above is intended to be descriptive, but not restrictive, and only indicates articles that will be satisfactory. Bids of "equal" quality and value will be considered, provided that the bidder states in his/her bid what he/she proposed to furnish, including literature, or other descriptive matter which will clearly indicate the character of the item covered by such bid.

The Purchasing Manager hereby reserves the right to approve as an "equal", any item proposed which contains minor or major variations from specification requirements, but which may comply substantially therewith.

RESPONSIVE BIDS

All pages and the information requested herein shall be furnished completely in compliance with instructions. The manner and format of submission is essential to permit prompt evaluation of all bids on a fair and uniform basis. Unit prices shall be submitted if space is provided on bid form. In cases of mistakes in extension, the unit price shall govern. Accordingly, the City reserves the right to declare as non-responsive, and reject an incomplete bid if material information requested is not furnished, or where indirect or incomplete answers or information is not provided. Any exceptions to the specifications must be noted on the bid form.

EXCEPTIONS

The City will not accept changes or exceptions to the bid documents/specifications unless Contractor indicates the change or exception in the "Exceptions" section of the bid form. If Contractor neglects to make the notation on the bid form but writes it somewhere else within the bid documents and is awarded the contract, the change or exception will not be included as part of the contract. The original terms, conditions and specifications of the bid documents will be applicable during the term of the contract.

CONTRACT AWARD

The contract will be awarded to that responsible, responsive bidder whose bid, conforming to this solicitation, will be most advantageous to the City of Novi. Qualifications, experience, references, comparable projects, price, previous experience with vendor/contractor, delivery, and other factors will be considered in the evaluation process and award of contract. The City reserves the right to accept any or all alternative bids and award the contract to other than the lowest bidder, to waive any irregularities or informalities or both; to reject any or all bids; and in general to make the award of the contract in any manner deemed by the City, in its sole discretion, to be in the best interest of the City of Novi.

The City reserves the right to accept any or all alternative bids and award a contract to other than the lowest bidder, to waive any irregularities or informalities or both; to reject any or all bids; to subdivide the award, and in general to make the award of the contract in any manner deemed by the City, in its sole discretion, to be in the best interest of the City of Novi.

After contract award, a summary of total price information for all submissions will be posted on the MITN website at www.mitn.info .

The City may, from time to time, find it necessary to continue this contract on a month-to-month basis only, not to exceed a six (6) month period. Such month-to-month extended periods shall be by mutual agreement of both parties, with all provisions of the original contract or any extension thereof remaining in full force and effect.

VENDOR DISQUALIFICATION

The City maintains the right to disqualify vendors under the following conditions:

1. In addition to any other remedies authorized by law, a vendor may be disqualified from bidding on any City contracts for up to three (3) years if it has been determined that the vendor, after award of the contract:

   (a) Failed to provide the service or supplies required.
   (b) Provided the service or supplies in an untimely manner causing delays and

interference.

(c) Lacked financial resources and the ability to satisfactorily perform the contract or provide the services or supplies.
(d) Exhibited poor quality of performance in delivering the service.
(e) Delivered poor quality of goods.
(f) Failed to comply with laws and ordinances relating to the contract performance.
(g) Defaulted on its quotations.
(h) Such other action what leads the City to believe that the contractor's duties will not comport or comply with the bid requirements.

2. Vendors who are listed on the Excluded Parties List System at **www.sam.gov**

GENERAL CONDITIONS

INSURANCE

A certificate of insurance naming the City of Novi as an additional insured must be provided by the successful bidder prior to commencement of work. A current certificate of insurance meeting the requirements in Attachment A is to be provided to the City and remain in force during the entire contract period.

PERMITS

Where required by code, permits and all required inspections must be obtained by the Contractor. Fees for permits and inspections obtained from the City of Novi will be waived by the City for work on City buildings. Upon completion, all work will be subject to the State Laws and City Ordinance Codes.

SAFETY REQUIREMENTS

The Contractor shall be solely responsible for the entire work site and provide all necessary protections as required by laws or ordinances governing such conditions and as required by the Owner. He shall be responsible for any damage to the Owner's property or that of others on the job, by himself, his personnel or his subcontractors, and shall make good such damages. He shall be responsible for and pay for any claims against the owner arising from such damages.

The Contractor shall provide all necessary safety measures for the protection of all persons on the work, and shall fully comply with all state laws or regulations and Michigan State building code requirements to prevent accident or injury to persons on or about the location of the work. He shall clearly mark or post signs warning of hazards existing, and shall barricade excavations and similar hazards. He shall protect against damage or injury resulting from falling materials and he shall maintain all necessary protective devices and signs throughout the progress of the work.

CONTRACT RENEWAL

No contract shall be automatically renewed at the end of any contract term.

NO EXCLUSIVE CONTRACT

Contractor agrees and understands that the contract shall not be construed as an exclusive agreement and further agrees that the City may, at any time, secure similar or identical products/services at its sole option. The Contractor will not be reimbursed for any anticipatory profits should the City exercise this option.

NOTICE TO BIDDERS

The City of Novi officially distributes bid documents through the Michigan Intergovernmental Trade Network (MITN). **Copies of bid documents obtained from any other source are not considered official copies**. The City of Novi cannot guarantee the accuracy of any information not obtained from the MITN website and is not responsible for any errors contained by any information received from alternate sources. Only those vendors who obtain bid documents from the MITN system are guaranteed access to receive addendum information, if such information is issued. If you obtained this document from a source other than the source indicated, it is recommended that you register on the MITN site, www.mitn.info and obtain an official copy.

TAX EXEMPT STATUS
It is understood that the City of Novi is a governmental unit, and as such, is exempt from the payment of all Michigan State Sales and Federal Excise taxes. Do not include such taxes in the bid prices. The City will furnish the successful bidder with tax exemption certificates when requested. The City's tax-exempt number is 38-6032551.

FREIGHT CHARGES/SHIPPING/HANDLING
All bid/proposal pricing is to be F.O.B. destination.

DOWN PAYMENTS OR PREPAYMENTS
Any bid submitted which requires a down payment or prepayment prior to delivery and full acceptance, as being in conformance with specifications, will not be considered for award. No payments will be made until work is performed/goods are received to the satisfaction of the authorized City representative.

INVOICING
Invoices may be mailed to: City of Novi, Attn: Finance Department, 45175 Ten Mile Road, Novi, MI 48375 or emailed to: invoices@cityofnovi.org. *This email is to be used for invoices and statements only and not for any other type of communication or sales. We are unable to reply to emails received in this mailbox.*

CONTRACT TERMINATION
The City may terminate and/or cancel this contract (or any part thereof) at any time during the term, any renewal, or any extension of this contract, upon thirty days (30) days written notice to the Contractor, for any reason, including convenience without incurring obligation or penalty of any kind. The effective date for termination or cancellation shall be clearly stated in the written notice.

TRANSFER OF CONTRACT/SUBCONTRACTING
The successful bidder will be prohibited from assigning, transferring, converting or otherwise disposing of the contract agreement to any other person, company or corporation without the expressed written consent of the City of Novi. Any subcontractor, so approved, shall be bound by the terms and conditions of the contract. The contractor shall be fully liable for all acts and omissions of its subcontractor(s) and shall indemnify the City of Novi for such acts or omissions.

NON-DISCRIMINATION
In the hiring of employees for the performance of work described in this ITB and subsequent contract, neither the contractor, subcontractor, nor any person acting in their behalf shall by reason of religion, race, color, national origin, age, sex, height, weight, handicap, ancestry, place of birth, sexual preference or marital status discriminate against any person qualified to perform the work required in the execution of the contract.

ACCEPTANCE OF BID CONTENT
Should a contract ensue, the contents of the bid of the successful Bidder may become contractual obligations. Failure of a contractor to accept these obligations may result in cancellation of the award.

DISCLOSURE

All documents, specifications, and correspondence submitted to the City of Novi become the property of the City of Novi and are subject to disclosure under the provisions of Public Act No. 442 of 1976 known as the "Freedom of Information Act". This Act also provides for the complete disclosure of contracts and attachments hereto. This means that any informational material submitted as part of this ITB is available without redaction to any individual or organization upon request.

ECONOMY OF PREPARATION

Bids should be prepared simply and economically, providing a straightforward and concise description of the bidder's ability to meet the requirements of the bid. Emphasis should be on completeness and clarity of content. Included in the response must be a point by point response to the Requirements and other sections of the bid.

The City of Novi is not liable for any costs incurred by bidders prior to issuance of a contract.

INDEPENDENT PRICE DETERMINATION

By submission of a bid, the offeror certifies, and in case of a joint bid, each party hereto certifies as to its own organization, that in connection with the bid:

(a) The prices in the bid have been arrived at independently without consultation, communication, or agreement, for the purpose of restricting competition, as to any matter relating to such prices with any other offeror or with any other Competitor; and

(b) No attempt has been made or will be made by the offeror to induce any other person or firm to submit or not submit a bid for the purpose of restricting competition.

Each person signing the bid certifies that:

(c) He is the person in the offeror's organization responsible within that organization for the decision as to prices being offered in the bid and that he has not participated and will not participate in any action contrary to (a) and (b) above; or

(d) He is not the person in the offeror's organization responsible within that organization for the decision as to prices being offered in the bid but that he has been authorized in writing to act as agent for the persons responsible for such decisions in verifying that such persons have not participated, and will not participate, in any action contrary to (a) and (b) above , and that as their agent, does hereby so certify; and that he has not participated, and will not participate in any action contrary to (a) and (b) above.

A bid will not be considered for award if the sense of the statements required in the bid has been altered so as to delete or modify the above.

CITY OF NOVI

DEBRIS REMOVAL CONTRACT

SPECIFICATIONS

PICK-UP LOCATIONS

1. Department of Public Works, 26300 Lee BeGole Drive, Novi, MI 48375
2. Other City properties as requested

SERVICE HOURS

7:30 a.m. – 4:00 p.m., Monday - Friday

SCOPE OF SERVICE

The City of Novi is seeking proposals for the removal and disposal of debris and non-hazardous materials at the locations listed above.

The debris shall consist of, but not limited to: Storm water catch basin sediment, block and brick from catch basin rehabilitations, ditching materials (soil and plant material), broken concrete and asphalt, boulders, street sweeping spoils, and material from water main and sanitary sewer main repairs.

Contractor must be able to haul a minimum of twenty-eight (28) yards of debris per load.

Contractor shall load their trucks and provide their own, approved, equipment for this task.

The City is not liable for any damage to dump boxes as the result of loading and hauling. Contractor is responsible for attaining a signed manifest for each load that is removed from the site. The Driver shall obtain this manifest at the Novi Department of Public Works located at 26300 Lee BeGole Drive, Novi, MI 48375.

Contractor shall be solely responsible for compliance with weight laws, tarping and securing loads, and tracking of material. If damage is caused to any City asset while performing services, outside of what may be considered "normal wear," it will be the contractor's sole responsibility to reimburse the City for all material and labor costs for associated repair.

Price is to be quoted on a per cubic yard basis, including removal, disposal fees, fuel surcharges, and any other applicable fees. Contractor shall not break out any costs separately on this bid.

City personnel at the management level shall determine which non-hazardous materials will be disposed in a landfill.

RESPONSE TIMES

Timely communication between City representative and contractor is very important. Contractor will respond to phone calls or emails from City representative within 48 hours, Monday – Friday during business hours of 7:30 a.m. – 4:00 p.m.

Contractor will start the requested debris removal services within seven (7) days of a verbal and/or written (emailed) request for such services from the authorized City representative.

QUANTITY

Over the last three (3) years, the City has accumulated an average of 4,000 cubic yards of debris per year that required disposal.

TYPE OF CONTRACT

If a contract is executed as a result of the bid, it stipulates a fixed price for services. The initial contract period will be one year. Upon mutual consent of the City of Novi and the successful proposer, the contract may be renewed three (3) times in one (1) year increments.

ROAD WEIGHT RESTRICTIONS

The City of Novi has several Restricted Commercial Vehicle Routes. These sections of roadway are closed to commercial through traffic. You may drive on these sections of road only if you are providing the contracted service within that particular section. At no time will the contractor drive more than a one (1) mile distance on a restricted road. For a poster-sized map with additional details, contractors can check our Map Gallery: https://investnovi.org/media/dplli5si/roadwayweightclassifications_2023_8-5x11.pdf

CITY OF NOVI
INSURANCE REQUIREMENTS
ATTACHMENT A

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.

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.

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

DEBRIS REMOVAL CONTRACT

BID FORM

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:

A. Loading, Removal & Disposal of debris

$ 7.13 **Per Cu Yd**

Location of disposal site 19359 Gerald Ave. Northville, MI 48167

B. Loading, Removal & Disposal of debris to a landfill (as determined by authorized City personnel)

$ 11.93 **per Cu Yd**

Location of disposal site 5011 S. Lilley Rd. Canton, MI 48188

REFERENCES: Please provide at least three client (3) references for projects of similar scope done in the last 3 years.

Company City of Farmington Hills
Address 27245 Halsted Farmington Hills, MI 48331
Phone 248 871 2854 Contact name Nicole Talbot

Company City of Westland
Address 36300 Warren Rd Westland, MI 48185
Phone 734 728 1770 Contact name Kimberly Heinzelman

Company City of Southfield
Address 25501 Clara Ln. Southfield, MI 48034
Phone 248 796 4852 Contact name Cindy Fricke

LIST OF EQUIPMENT TO BE USED FOR THIS CONTRACT. Attach additional sheet if needed.

Kenworth tractors, trailers, loader

EXCEPTIONS TO SPECIFICATIONS (all exceptions must be indicated here):

N/A

COMMENTS: N/A

We acknowledge receipt of the following Addenda: N/A
(please indicate numbers)

NON-IRAN LINKED BUSINESS

By signing below, I certify and agree on behalf of myself and the company submitting this proposal the following: (1)that I am duly authorized to legally bind the company submitting this proposal; and (2) that the company submitting this proposal is not an "Iran linked business," as that term is defined in Section 2(e) of the Iran Economic Sanctions Act, being Michigan Public Act No. 517 of 2012; and (3) That I and the company submitting this proposal will immediately comply with any further certifications or information submissions requested by the City in this regard.

THIS BID SUBMITTED BY:

Company (Legal Registration) Ellsworth Industries, Inc.

Address 41960 Ann Arbor Rd.

City Plymouth State MI Zip 48170

Telephone 734-260-0360 Fax 248-465-9936

Representative's Name (please print) Ashley Pudas

Representative's Title Treasurer / Office Manager

Representative's Signature Ashley Pudas

E-mail ELLSINC@COMCAST.NET

Date 2-19-24

CONTRACT FOR DEBRIS REMOVAL SERVICES

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, 45175 Ten Mile, Novi, Michigan 48375 "City", and _____, whose address is _____, "Contractor."

Work. For and in consideration of payment by the City as provided under the Payment Section of this Contract, Contractor shall perform the work described on and in the Work Specifications listed in "Exhibit A", which is a part of this Contract, in a competent, efficient, timely, good and workmanlike manner and in compliance with the following terms and conditions.

Permits. The work to be performed includes applying and paying for, and obtaining issuance of all required permits and satisfying all requirements or conditions for such permits.

Insurance. This Contract is conditioned on Contractor securing and maintaining the liability insurance specified in the Bid Specifications, which are a part of this Contract, which shall be confirmed by Certificate(s) of Insurance, with said coverages to be maintained for the life of this Contract and the City entitled to thirty (30) days written notice of any cancellations or changes.

Time of Work. All Insurance requirements shall be satisfied within 14 days. Work shall be completed within 30 days of the request from Field Operations Senior Manager or his designee. These time limits are of the essence of this Contract and failure to meet them shall permit City to terminate this Contract whether or not work has been commenced.

Payment. The City agrees to pay the Contractor an amount for services and materials as specifically set forth in the completed proposal attached which is a part of Exhibit A. Such payment to be made after satisfactory completion of the work and within thirty (30) days of receiving a final bill or invoice for the work from the Contractor, accompanied by a sworn statement and full unconditional waivers of lien, confirming that all subcontractors and any material suppliers have been paid in full.

Changes. Any changes in the provisions of this Contract must be in writing and signed by the City and Contractor.

Liability. Contractor shall be liable for any injury or damage occurring on account of the performance of its work under this Contract. Consistent with this liability, the Contractor agrees to defend, pay on behalf of, and hold harmless the City, it agents, and others working on its behalf 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 City by reason of personal injury and/or property damages which arises out of or is in any way connected or associated with this Contract.

Inspections, Notices and Remedies Regarding Work. During the performance of the work by Contractor, City shall have the right to inspect the work and its progress to assure that it complies with this Contract. If such inspections reveal a defect in the work performed or other default in this Contract, City shall provide Contractor with written notice to correct the defect or default within a specified number of days of the notice. Upon receiving such a notice, Contractor shall correct the specified defects or defaults within the time specified. Upon a failure to do so, the City may terminate this Contract by written notice and finish the work through whatever method it deems appropriate, with the cost in doing so a valid claim and charge against Contractor, or, preserve the claims of defects or defaults without termination by written notice to Contractor.

Demolition Disposal Requirements. The Contractor shall perform all work and dispose of all materials in compliance with all provisions of applicable federal, state, county and City environmental laws. This obligation includes lawful disposal of all material, with a condition of the City's payment obligation being Contractor delivering to City copies of written documents from the licensed landfill or disposal site, confirming the dates, quantities and types of demolition debris disposed of, the disposal costs and that those costs have been paid in full by Contractor.

Compliance with Laws. This Contract and all of Contractor's work and practices shall be subject to all applicable state, federal and local laws, rules or regulations, including without limitation, those which apply because City is a public governmental agency or body. Contractor represents that it is in compliance with all such laws and eligible and qualified to enter into this Contract.

Governing Law. This Contract shall be governed by the laws of the State of Michigan.

Assignment. Contractor shall not assign this Contract or any part thereof without the written consent of the City.

Successors and Assigns. This Contract shall be binding on the parties, their successors, assigns and legal representatives.

Notices. Written notices under this Contract shall be given to the parties at their addresses on page one by personal or registered mail delivery to the attention of the following persons:

City: Victor Cardenas, City Manager and Cortney Hanson, City Clerk

Contractor:

Contract Term. Performance of this Contract shall commence on _____ and end on _____. 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.

Contract Termination. The City may terminate and/or cancel this contract (or any part thereof) at any time during the term, any renewal, or any extension of this contract, upon thirty (30) days written notice to the Contractor, for any reason, including convenience without incurring obligation or penalty of any kind. The effective date for termination or cancelation shall be clearly stated in the written notice. In the event of termination Contractor shall be paid as compensation in full for services performed to that date an amount calculated for that particular project. Such amount shall be paid by the City upon Contractor delivering or otherwise making available to the City all data, drawings, specifications, reports, estimates, summaries, and such other information and materials as may have been prepared and/or accumulated by Contractor in performing the services up to the date of termination.

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.

WITNESS AND DATES
OF SIGNATURES:

CITY OF NOVI

_____ _____

By: Justin Fischer

Date: _____ Its: Mayor

_____ _____

By: Cortney Hanson

Date: _____ Its: City Clerk

CONTRACTOR

_____ _____

By:

Date: _____ Its:

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Consideration of approval to purchase three unmarked vehicles for the Novi Police Department, two from LaFontaine CDJR-Lansing and one from Lunghamer Ford of Owosso, through the MiDeal Cooperative purchasing contract, in the amount of $118,393, and amend the budget.

SUBMITTING DEPARTMENT: Public Safety, Police Department
Department of Public Works, Fleet Division

EXPENDITURE REQUIRED	**$ 36,273 to LaFontaine CDJR-Lansing** **$ 40,286 to LaFontaine CDJR-Lansing** **$ 41,834 to Lunghamer Ford of Owosso** **$ 118,393 TOTAL**
AMOUNT BUDGETED	**$ 100,227**
APPROPRIATION REQUIRED	**$ 18,166**
LINE ITEM NUMBER	**262-302.00-983.245**

BACKGROUND INFORMATION:

These vehicles will replace three unmarked vehicles for the Novi Police Department.

RECOMMENDED ACTION: Approval to purchase three unmarked vehicles for the Novi Police Department, two from LaFontaine CDJR-Lansing and one from Lunghamer Ford of Owosso, through the MiDeal Cooperative purchasing contract, in the amount of $118,393, and amend the budget.

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Consideration of approval to purchase three 2024 Ford Police Interceptor Explorers from Lunghamer Ford of Owosso, through the MiDeal Cooperative purchasing contract, in the amount of $128,970.

SUBMITTING DEPARTMENT: Public Safety- Police Department
Department of Public Works- Fleet Division

EXPENDITURE REQUIRED	**$ 128,970**
AMOUNT BUDGETED	**$ 485,167**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**262-302.00-983.000**

BACKGROUND INFORMATION:

The new 2024 Ford Police Explorers will be replacing three marked vehicles used by the Uniformed Officers Section of the Police Department. These vehicles are used for patrol. All the current vehicles will be at or over 100,000 miles over the next year. The current union contract requires public safety vehicles be removed from emergency service at 100,000 miles.

RECOMMENDED ACTION: Approval to purchase (3) 2024 Ford Police Interceptor Explorers from Lunghamer Ford of Owosso, through the MiDeal Cooperative purchasing contract, in the amount of $128,970.

MEMORANDUM

TO: ERICK ZINSER
DIRECTOR OF PUBLIC SAFETY/ CHIEF OF POLICE

FROM: MICHAEL RHATIGAN, FLEET ASSET MANAGER

SUBJECT: RECOMMENDED PURCHASE OF NON-HYBRID FORD POLICE EXPLORERS

DATE: MARCH 5, 2024

Since COVID, automaker supply chains have been greatly affected by the lack of available parts to build vehicles. This has affected or delayed the City from purchasing vehicles for all departments. Ford recently released a letter to customers stating they will not be able to fulfill any 2023 or 2024 Hybrid Explorer orders (attached). The City has three 2023 Hybrid Explorers on order and cannot order any 2024 hybrid models. Due to the hybrid engine supply chain constraints, the 2023 order has been pushed out to at least 2025.

This manufacturing constraint has created a problem with the replacement schedule of the police patrol units. As it stands, Ford has no estimated time to resume production of the Hybrid Explorers. While hybrids have been able to reduce fuel consumption for the police patrol fleet, the DPW- Fleet Division recommends that gas engines be purchased this year since it is unknown when hybrid models will become available again. Lunghamer Ford currently has three 2024 non-hybrid Explorers available for purchase on their lot. Fleet recommends on an upcoming agenda that City Council consider the purchase of these three non-hybrid vehicles to replace the patrol units coming out of service this year.

Lunghamer Ford Of Owosso

February 22, 2024

City of Novi Police Department
Attn: Michael Rhatigan
45175 W. Ten Mile Road
Novi, MI 48375

Dear Michael Rhatigan:

Price on 2024 Vehicle State of Michigan Contract# 071B7700180 and Macomb County Contract# 21-18 Bid:

(3) 2024 Ford Police Interceptor Utility AWD in Black	**$42,990.00 ea**
Total Delivered Price	**$128,970.00**

Service Contract: 36,000 miles or 36 months factory bumper to bumper warranty and 100,000 miles or 60 months powertrain warranty.

Delivery date: TBD.

Order Cutoff Date: TBD.

Ford Motor Company does not guarantee delivery---Ford Motor Company will make reasonable efforts to schedule orders received prior to fleet order cut-off date.

Payment requirements: All departments to pay on delivery of vehicle. 10-day grace period will be given if previous arrangements have been made. An $8.00 per day floor plan will be charged if payment is not at the dealership within 10 days of delivery of the vehicle (s).
If you have any questions please call me, 888-92-Fleet (888-923-5338).

Respectfully Submitted,

Bill Campbell

Bill Campbell
Government & Fleet Sales

1960 E Main St Owosso, MI 48867, 888-92-FLEET (888.923.5338) Fax 517-625-5832

State of Michigan
2024 Utility Police Interceptor
Major Standard Equipment

MECHANICAL
- Axle Ratio – 3.73 (AWD)
- Brakes – 4-Wheel Heavy-Duty Disc w/H.D. Front and Rear Calipers
- Column Shifter
- DC/DC converter – 220-Amp (in lieu of alternator)
- Drivetrain – All-Wheel-Drive
- Electric Power-Assist Steering (EPAS) – Heavy-Duty
- Engine – 3.3L V6 Direct-Injection Hybrid Engine System
- Engine – 3.3L V6 Direct-Injection FFV with 10-Speed Automatic Transmission (136-MPH Top Speed)

Note: Deletes Regenerative Braking and Lithium-Ion Battery Pack; adds 250-Amp Alternator, replaces H7 AGM battery (800 CCA/80-amp) with H7 SLI battery (730 CCA/80-amp) and replaces 19-gallon tank with 21.4-gallon tank
- Engine – 3.0L V6 EcoBoost® with 10-Speed Automatic Transmission – (148-MPH Top Speed)

Note: Deletes Regenerative Braking and Lithium-Ion Battery Pack; adds 250-Amp Alternator, replaces H7 AGM battery (800 CCA/80-amp) with H7 SLI battery (730 CCA/80-amp) and replaces 19-gallon tank with 21.4-gallon tank)
- Engine Hour Idle Meter
- Engine Hour Meter
- Engine Oil Cooler
- Fuel Tank – 19-gallons
- H7 AGM Battery (800 CCA/80-amp)
- Lithium-Ion Battery Pack
- Suspension – independent front & rear
- Transmission – 10-speed automatic

EXTERIOR
- Antenna, Roof-mounted
- Cladding – Lower bodyside cladding MIC
- Door Handles – Black (MIC)
- Exhaust True Dual (down-turned)
- Front-Door-Lock Cylinders (Front Driver / Passenger / Liftgate)
- Glass – 2nd Row, Rear Quarter and Liftgate Privacy Glass
- Grille – Black (MIC)
- Headlamps – Automatic, LED Low-and-High-Beam

Note: Includes Front Headlamp / Police Interceptor Housing (with LED wig-wag feature)
— Pre-drilled hole for side marker police use, does not include LED strobe, but includes LED wig-wag functionality (eliminates need to drill housing assemblies and provides LED wig-wag feature)
— Pre-molded side warning LED holes with standard sealed capability (does not include LED installed lights)
— Wig-wag default is traditional ping-pong pattern; can be programmed to triple-burst pattern or ping-pong / triple-burst

Note: Must be wired to vehicle's light controller to enable wig-wag functionality; recommend Ready for the Road Package (67H) or Ultimate Wiring Package (67U)
- Liftgate – Manual 1-Piece – Fixed Glass w/Door-Lock Cylinder
- Mirrors – Black Caps (MIC), Power Electric Remote, Manual Folding with Integrated Spotter (integrated blind spot mirrors not included when equipped with BLIS®)
- Spare – Full size 18" Tire w/TPMS
- Spoiler – Painted Black
- Tailgate Handle – (MIC)
- Tail lamps – LED
- Tires – 255/60R18 A/S BSW
- Wheel-Lip Molding – Black (MIC)
- Wheels – 18" x 8.0 painted black steel with wheel hub cover
- Windshield – Acoustic Laminated

INTERIOR/COMFORT
- Cargo Hooks
- Climate Control – Dual-Zone Electronic Automatic Temperature Control (DEATC)
- Door-Locks
— Power
— Rear-Door Handles and Locks Operable
- Fixed Pedals (Driver Dead Pedal)
- Floor – Flooring – Heavy-Duty Thermoplastic Elastomer
- Glove Box – Locking/non-illuminated
- Grab Handles – (1 – Front-passenger side, 2-Rear)

INTERIOR/COMFORT (continued)
- Liftgate Release Switch located in overhead console (45 second timeout feature)
- Lighting
— Overhead Console
— Red/White Task Lighting in Overhead Console
— 3rd row overhead map light
- Mirror – Day/night Rear View
- Particulate Air Filter
- Powerpoints – (1) First Row
- Rear-door closeout panels
- Rear-window Defrost
- Scuff Plates – Front & Rear
- Seats
— 1st Row Police Grade Cloth Trim, Dual Front Buckets with reduced bolsters
— 1st Row – Driver 6-way Power track (fore/aft. Up/down, tilt with manual recline, 2-way manual lumbar)
— 1st Row – Passenger 2-way manual track (fore/aft. with manual recline)
— Built-in steel intrusion plates in both driver/passenger seatbacks
— 2nd Row Vinyl, 35/30/35 Split Bench Seat (manual fold-flat, no tumble) – fixed seat track
- Speed (Cruise) Control
- Speedometer – Calibrated (includes digital readout)
- Steering Wheel – Manual / Tilt / Telescoping, Urethane wheel finish w/Silver Painted Bezels with Speed Controls and 4-user configurable latching switches
- Sun visors, color-keyed, non-illuminated
- Universal Top Tray – Center of I/P for mounting aftermarket equipment
- Windows, Power, 1-touch Up/Down Front Driver/Passenger-Side with disable feature

SAFETY/SECURITY
- AdvanceTrac® w/RSC® (Roll Stability Control™)
- Airbags, dual-stage driver & front-passenger, side seat, passenger-side knee, Roll Curtain Airbags and Safety Canopy®
- Anti-Lock Brakes (ABS) with Traction Control
- Brakes – Police calibrated high-performance regenerative braking system
- Belt-Minder® (Front Driver / Passenger)
- Child-Safety Locks (capped)
- Individual Tire Pressure Monitoring System (TPMS)
- LATCH (Lower Anchors and Tethers for Children) system on rear outboard seat locations
- Rearview Camera with Washer viewable in 4.2" center stack.
- Seat Belts, Pretensioner/Energy-Management System w/adjustable height in 1st Row
- SOS Post-Crash Alert System™

FUNCTIONAL
- Audio
— AM/FM / MP3 Capable / Clock / 4-speakers
— Bluetooth® interface
— 4.2" Color LCD Screen Center-Stack "Smart Display"

Note: Standard radio does not include USB Port or Aux. Audio Input Jack; Aux. Audio Input Jack requires SYNC 3®
- Easy Fuel® Capless Fuel-Filler
- Ford Telematics™ – Includes Ford Modem and complimentary 2-year trial subscription
- Front door tether straps (driver/passenger)
- Power pigtail harness
- Recovery Hooks; two in front and trailer bar in rear
- Simple Fleet Key (w/o microchip, easy to replace; 4-keys)
- Two-way radio pre-wire
- Two (2) 50 amp battery ground circuits – power distribution junction block (behind 2nd row passenger seat floorboard)
- Wipers – Front Speed-Sensitive Intermittent; Rear Dual Speed Wiper Wipers – Front

WARRANTY
- 3 Year / 36,000 Miles Bumper / Bumper
- 8 Year / 100,000 Miles Hybrid Unique Components

POWERTRAIN CARE EXTENDED SERVICE PLAN
- 5-year/100,000-mile Powertrain CARE Extended Service Plan (zero deductible) – Standard

Police Interceptor Utility Base Prices

[x] Utility All Wheel Drive (3.3L V6 Direct-Injection FFV, 136 MPH, 99B/44U) **K8A/500A** **$41,610.00**

VEHICLE COLOR: Order Code		Interior Trim Color Charcoal Black (96)
Agate Black	[UM]	[x]

INTERCEPTOR OPTIONAL FEATURES:

Lamps/Lighting		
[x] Dark Car Feature – Courtesy lamp disable when any door is opened	43D	20.00
[x] Spot Lamp – Dual (driver and passenger) (LED Bulbs) (Unity)	51S	620.00
Doors/Windows		
[x] Global Lock / Unlock feature (Door-panel switches will lock/unlock all doors and rear liftgate. Eliminates the overhead console liftgate unlock switch) ******* OLD STYLE REAR HATCH LOCK / UNLOCK *********	18D	N/C
[x] Rear Door Handles Inoperable/Locks Inoperable and Rear Windows Inop.	68G	75.00
[x] Lock system; Single Key/All Vehicles Keyed Alike	59E	50.00
Keyed Alike 1435x= 59E		
Safety & Security		
[x] Remote Keyless Entry w/4 Key Fobs (w/o Keypad)	55F	340.00
[x] Reverse Sensing	76R	275.00

Total Price $42,990.00 ea

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Adoption of a Resolution requesting the Michigan Department of Transportation (MDOT) include the existing bridge on Ashbury Drive over the Middle Branch of the Rouge River in the State Local Bridge Program List for Replacement. If MDOT selects the bridge, the City of Novi will accept 100% of the design engineering costs and 5% of the total construction cost.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

BACKGROUND INFORMATION:

City engineering consultant, OHM Advisors, completed an annual inspection of the Ashbury Drive bridge over the Middle Branch of the Rouge River in September 2023. The bridge is recommended for replacement through the Michigan Department of Transportation (MDOT) Local Bridge Program due to the structure being in poor condition.

MDOT is currently accepting applications for the (FY 2027) Local Bridge Program and staff is submitting the Ashbury Drive bridge in the Local Bridge Program. If the bridge is selected, the City would only be responsible for 5% of the construction costs. The bridge is estimated to cost $2,168,000. The City would be responsible for 100% of the associated design engineering fees in the amount of $135,500 (6.25% of $2,168,000). The estimated construction cost the City would be responsible for is $108,400 (5% of $2,168,000).

As part of the application process, the applicant is required to provide a current resolution, signed, and dated, from the governing board supporting the project. The adoption of the proposed resolution would demonstrate support from the City to MDOT for the replacement of the bridge and that the City will make the reasonable effort necessary to accomplish this effort. Any application not containing a signed resolution will be considered incomplete and will be rejected.

The City Attorney has reviewed the resolution and sees no legal impediment (Beth Saarela, March 11, 2024).

RECOMMENDED ACTION: Adoption of Resolutions requesting the Michigan Department of Transportation (MDOT) include the existing bridge on Ashbury Drive over the Middle

Branch of the Rouge River in the State Local Bridge Program List for Replacement. If MDOT selects the bridge, the City of Novi will accept 100% of the design engineering costs and 5% of the total construction cost.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION REQUESTING THAT THE MICHIGAN DEPARTMENT OF TRANSPORTATION INCLUDE THE BRIDGE ON ASHBURY DRIVE OVER THE MIDDLE ROUGE RIVER IN THE STATE LOCAL BRIDGE PROGRAM LIST FOR REPLACEMENT

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 March 18, 2024, at 7 o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers_____

ABSENT: Councilmembers_____

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

WHEREAS; OHM Advisors, Consulting Engineers for the City of Novi, completed the 2023 annual inspection of twelve bridges in the City; and

WHEREAS; based on the 2023 inspection, OHM Advisors prepared a 2023 Bridge Inspection Report for the bridge on Ashbury Drive over the Middle Rouge River; and

WHEREAS; the 2023 Bridge Inspection Report concludes that the bridge on Ashbury Drive over the Middle Rouge River is in need of replacement; and

WHEREAS; based on the findings and recommendations of OHM Advisors, the DPW Director recommends that City Council authorize OHM Advisors to submit the LAP Bridge Applications to the Michigan Department of Transportation for the bridge on Ashbury Drive over the Middle Rouge River on the Local Bridge Program for Replacement funding; and

WHEREAS; the City of Novi's cost participation amount would be 5% of the total cost and 100% of the design and construction engineering cost; and

WHEREAS; the Mayor and City Clerk are authorized to execute said resolution.

NOW THEREFORE, IT IS THEREFORE RESOLVED that the City of Novi is actively seeking financial participation to replace the bridge on Ashbury Drive over the Middle Rouge River and authorizes OHM Advisors to submit the LAP Bridge application to the Michigan

Department of Transportation to include this bridge on the State Local Bridge Program List for Replacement, to make application for financial assistance from the State of Michigan and Federal Government and to do those things reasonably necessary or required in order to accomplish the replacement of this bridge.

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 _____, 2024, 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

STR 13828 BRIDGE SAFETY INSPECTION REPORT

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
ASHBURY DRIVE	42.4427 / -83.4728	635489000067B01	Poor Condition(4)
Feature	**Length / Width / Spans**	**Owner**	
MIDDLE BR ROUGE RIVER	46.1 / 44.4 / 1	City: NOVI(4890)	
Location	**Built / Recon. / Paint / Ovly.**	**TSC**	**Operational Status**
CHASE FARMS SUBDIVISION	1991 / / /	Oakland(23)	A Open, no restriction(A)
Region / County	**Material / Design**	**Last NBI Inspection**	**Scour Evaluation**
Metro(7) / Oakland(63)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	09/27/2023 / K7KK	8 Stable Above Footing

NBI INSPECTION K7KK

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	09/27/2023

GENERAL NOTES

Assisted by Nick Aukerman.

DECK

	09/20	09/22	09/23	
1. Surface (SIA-58A)	6	6	6	HMA surface with sealed longitudinal crack at centerline. Two other sealed longitudinal cracks near mid span. Previously unsealed crack have been sealed. SE quad has break up of HMA at east curb line. General scaling of HMA surface along west curb line. Random cracking throughout HMA with some unsealed. (09/23) HMA surface with sealed longitudinal crack at centerline. Two other sealed longitudinal cracks near mid span. Previously unsealed crack have been sealed. SE quad has break up of HMA at east curb line. General scaling of HMA surface along west curb line. (09/22) HMA surface with sealed longitudinal crack at centerline. Two other sealed longitudinal cracks near mid span. A few unsealed cracks. SE quad has break up of HMA at east curb line. General scaling of HMA surface along west curb line. (09/20)
2. Expansion Joints	7	7	7	Sealed cracks at reference lines. Sealant sinking in areas but still intact. Some drying of HPJS. (09/23) Sealed cracks at reference lines. Sealant sinking in areas but still intact. Some drying of HPJS. (09/22) Sealed cracks at reference lines. Sealant sinking in areas but still intact. Some drying of HPJS. (09/20)
3. Other Joints	N	N	N	(09/23) (09/22) (09/20)
4. Railings	7	7	7	Concrete rail with painted timber insets and wood rail on top. Concrete has some vertical cracks at 5-6' spacing. Timber has been recently replaced. (09/23) Concrete rail with painted timber insets and wood rail on top. Concrete has some vertical cracks at 5-6' spacing. Timber has been recently replaced. (09/22) Concrete rail with painted timber insets and wood rail on top. Concrete has some vertical cracks at 5-6' spacing. Timber has been recently replaced. (09/20)
5. Sidewalks or Curbs	7	7	7	A few longitudinal and transverse cracks on sidewalk. (09/23) A few longitudinal and transverse cracks on sidewalk. (09/22) A few longitudinal and transverse cracks on sidewalk. (09/20)
6. Deck Bottom Surface (SIA-58B)	N	N	N	Side-by-side box beams. Leaking between all beams. Stalactites present at most beam lines and leachate at all of them. (09/23) Side-by-side box beams. Leaking between all beams. Stalactites present at most beam lines and leachate at all of them. (09/22) Side-by-side box beams. Leaking between all beams. Stalactites present at most beam lines and leachate at all of them. (09/20)
7. Deck (SIA-58)	6	6	6	HMA surface with sealed longitudinal crack at centerline. Two other sealed longitudinal cracks near mid span. Previously unsealed crack have been sealed. SE quad has break up of HMA at east curb line. General scaling of HMA surface along west curb line. Random cracking throughout HMA with some unsealed. Top of beams exposed at sidewalk face near midspan on both sides of bridge. Evidence of leaking between all beams (09/23) Surface has some cracking and there is leaking between all beams. Top of beams exposed at sidewalk face near midspan on both sides of bridge. (09/22) Surface has some cracking and there is leaking between all beams. (09/20)

STR 13828 **BRIDGE SAFETY INSPECTION REPORT**

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8. Drainage
(09/23)
(09/22)
(09/20)

SUPERSTRUCTURE

	09/20	09/22	09/23	
9. Stringer (SIA-59)	7	7	7	Leaching between beams but no distress to beams. Few cracks on fascias at 4' spacing with leaching. (09/23) Leaching between beams but no distress to beams. Few cracks on fascias at 4' spacing with leaching. (09/22) Leaching between beams but no distress to beams. Few cracks on fascias at 4' spacing with leaching. (09/20)
10. Paint (SIA-59A)	N	N	N	(09/23) (09/22) (09/20)
11. Section Loss	N	N	N	(09/23) (09/22) (09/20)
12. Bearings	7	7	7	Not visible but not no signs of issues. Appear to be functioning as intended. Some drying of expansion paper along abutment face. (09/23) Not visible but not no signs of issues. Appear to be functioning as intended. (09/22) Not visible but not no signs of issues. Appear to be functioning as intended. (09/20)

SUBSTRUCTURE

	09/20	09/22	09/23	
13. Abutments (SIA-60)	5	4	4	Pack rust and scaling at base and top near beams is evident on both abutments and has progressed since the previous inspection. Some vertical cracks in concrete pile cap. Evidence of leaking from ends. Holes in sheet piling of north abutment near the middle of the base. Pack rust and scaling on north abutment is allowing water through but no material. Section loss is minor and there is leaching between the sheets of the southern abutment sheet piling. Hole near top of sheet pile reveals that the bridge is on pipe piles and the sheet piles are used as earth retention only. (09/23) Pack rust and scaling at base and top near beams is evident on both abutments and has progressed since the previous inspection. Some vertical cracks in concrete pile cap. Evidence of leaking from ends. Holes in sheet piling of north abutment near the middle of the base. Pack rust and scaling on north abutment is allowing water through but no material. Section loss is minor and there is leaching between the sheets of the southern abutment sheet piling. (09/22) Steel sheet piling has pack rust at base and at top near beams. Section loss is minor and there is leaching between the sheets. Some vertical cracks in concrete pile cap. Evidence of leaking from ends. (09/20)
14. Piers (SIA-60)	N	N	N	(09/23) (09/22) (09/20)
15. Slope Protection	N	N	N	(09/23) (09/22) (09/20)
16. Channel (SIA-61)	6	6	6	Banks eroded ~2' high along the waterline. vegetation sloughing into channel. Main channel is relatively flat. Natural banks established within the bridge footprint. (09/23) Banks eroded ~2' high along the waterline. vegetation sloughing into channel. Main channel is relatively flat (09/22) Banks eroded ~2' high along the waterline. vegetation sloughing into channel. Main channel is relatively flat (09/20)

STR 13828 **BRIDGE SAFETY INSPECTION REPORT**

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ASHBURY DRIVE	42.4427 / -83.4728	635489000067B01	Poor Condition(4)
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Location	**Built / Recon. / Paint / Ovly.**	**TSC**	**Operational Status**
CHASE FARMS SUBDIVISION	1991 / / /	Oakland(23)	A Open, no restriction(A)
Region / County	**Material / Design**	**Last NBI Inspection**	**Scour Evaluation**
Metro(7) / Oakland(63)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	09/27/2023 / K7KK	8 Stable Above Footing

17. Scour Inspection	7	7	7	No scour evident. Flat rocky bottom. (09/23) No scour evident. Flat rocky bottom. (09/22) No scour evident. Flat rocky bottom. (09/20)

APPROACH

	09/20	09/22	09/23	
18. Approach Pavement	7	7	6	Isolated cracks throughout with some sealed and some unsealed. General wear of HMA surface. (09/23) Sealed longitudinal rack in north approach. No cracks in south approach. General wear in HMA. (09/22) Sealed longitudinal rack in north approach. No cracks in south approach. General wear in HMA. (09/20)
19. Approach Shoulders Sidewalks	7	7	7	Sidewalk and curb have recently been replaced in all quadrants. (09/23) Sidewalk and curb have recently been replaced in all quadrants. (09/22) Sidewalk and curb have recently been replaced in all quadrants. (09/20)
20. Approach Slopes				Gentle grassed slopes with no erosion. (09/23) Gentle grassed slopes with no erosion. (09/22) Gentle grassed slopes with no erosion. (09/20)
21. Utilities				(09/23) (09/22) (09/20)
22. Drainage Culverts				(09/23) (09/22) (09/20)

MISCELLANEOUS

Guard Rail

Item	Rating
36A. Bridge Railings	1
36B. Transitions	0
36C. Approach Guardrail	0
36D. Approach Guardrail Ends	0

Other Items

Item	Rating
71. Water Adequacy	8
72. Approach Alignment	8
Temporary Support	0 No Temporary Supports
High Load Hit (M)	No
Special Insp. Equipment	2
Underwater Insp. Method	1

False Decking (Timber) Removed to Complete Inspection N/A - No False Decking

Critical Feature Inspections (SIA-92)

	Freq	Date
92A. Fracture Critical		
92B. Underwater		
92C. Other Special		
92D. Fatigue Sensitive		

STR 13828 — STRUCTURE INVENTORY AND APPRAISAL

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
ASHBURY DRIVE	42.4427 / -83.4728	635489000067B01	Poor Condition(4)
Feature	**Length / Width / Spans**	**Owner**	
MIDDLE BR ROUGE RIVER	46.1 / 44.4 / 1	City: NOVI(4890)	
Location	**Built / Recon. / Paint / Ovly.**	**TSC**	**Operational Status**
CHASE FARMS SUBDIVISION	1991 / / /	Oakland(23)	A Open, no restriction(A)
Region / County	**Material / Design**	**Last NBI Inspection**	**Scour Evaluation**
Metro(7) / Oakland(63)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	09/27/2023 / K7KK	8 Stable Above Footing

Bridge History, Type, Materials

27 - Year Built	1991	
106 - Year Reconstructed		
202 - Year Painted		
203 - Year Overlay		
43 - Main Span Bridge Type	5	05
44 - Appr Span Bridge Type		
77 - Steel Type		
78 - Paint Type		
79 - Rail Type	9	
80 - Post Type		
107 - Deck Type	2	
108A - Wearing Surface	6	
108B - Membrane	0	
108C - Deck Protection	0	

Structure Dimensions

34 - Skew	4
35 - Struct Flared	0
45 - Num Main Spans	1
46 - Num Apprs Spans	0
48 - Max Span Length	39.5
49 - Structure Length	46.1
50A - Width Left Curb/SW	6.8
50B - Width Right Curb/SW	6.8
33 - Median	0
51 - Width Curb to Curb	28
52 - Width Out to Out	44.4
112 - NBIS Length	Y

Inspection Data

90 - Inspection Date	09/27/2023	
91 - Inspection Freq	12	
92A - Frac Crit Req/Freq	N	
93A - Frac Crit Insp Date		
92B - Und Water Req/Freq	N	
93B - Und Water Insp Date		
92C - Oth Spec Insp Req/Freq	N	
93C - Oth Spec Insp Date		
92D - Fatigue Req/Freq	N	
93D - Fatigue Insp Date		
176A - Und Water Insp Method	1	
58 - Deck Rating	6	
58A/B - Deck Surface/Bottom	6	N
59 - Superstructure Rating	7	
59A - Paint Rating	N	
60 - Substructure Rating	4	
61 - Channel Rating	6	
62 - Culvert Rating	N	

Navigation Data

38 - Navigation Control	0
39 - Vertical Clearance	0
40 - Horizontal Clearance	0
111 - Pier Protection	
116 - Lift Brdg Vert Clear	0

Route Carried By Structure(ON Record)

5A - Record Type	1	
5B - Route Signing	5	
5C - Level of Service	0	
5D - Route Number	00000	
5E - Direction Suffix	0	
10L - Best 3m Unclr-Lt	0	0
10R - Best 3m Unclr-Rt	99	99
PR Number		
Control Section		
11 - Mile Point	0	
12 - Base Highway Network	0	
13 - LRS Route-Subroute	0000044017 42	
19 - Detour Length	2	
20 - Toll Facility	3	
26 - Functional Class	19	
28A - Lanes On	2	
29 - ADT	100	
30 - Year of ADT	1991	
32 - Appr Roadway Width	24	
32A/B - Ap Pvt Type/Width		24.02
42A - Service Type On	5	
47L - Left Horizontal Clear	0.0	
47R - Right Horizontal Clear	28.0	
53 - Min Vert Clr Ov Deck	99	99
100 - STRAHNET	0	
102 - Traffic Direct	2	
109 - Truck %	0	
110 - Truck Network	0	
114 - Future ADT	115	
115 - Year Future ADT	2011	
Freeway	0	

Structure Appraisal

36A - Bridge Railing	1
36B - Rail Transition	0
36C - Approach Rail	0
36D - Rail Termination	0
67 - Structure Evaluation	4
68 - Deck Geometry	7
69 - Underclearance	N
71 - Waterway Adequacy	8
72 - Approach Alignment	8
103 - Temporary Structure	
113 - Scour Criticality	8

Miscellaneous

37 - Historical Significance	5
98A - Border Bridge State	
98B - Border Bridge %	
101 - Parallel Structure	N
EPA ID	
Stay in Place Forms	0
143 - Pin & Hanger Code	
148 - No. of Pin & Hangers	

Route Under Structure (UNDER Record)

5A - Record Type		
5B - Route Signing		
5C - Level of Service		
5D - Route Number		
5E - Direction Suffix		
10L - Best 3m Unclr-Lt		
10R - Best 3m Unclr-Rt		
PR Number		
Control Section		
11 - Mile Point		
12 - Base Highway Network		
13 - LRS Route-Subroute		
19 - Detour Length		
20 - Toll Facility		
26 - Functional Class		
28B - Lanes Under		
29 - ADT		
30 - Year of ADT		
42B - Service Type Under	5	
47L - Left Horizontal Clear		
47R - Right Horizontal Clear		
54A - Left Feature		
54B - Left Underclearance	99	99
54C - Right Feature		
54D - Right Clearance	99	99
Under Clearance Year		
55A - Reference Feature	N	
55B - Right Horiz Clearance		
56 - Left Horiz Clearance		
100 - STRAHNET		
102 - Traffic Direct		
109 - Truck %		
110 - Truck Network		
114 - Future ADT		
115 - Year Future ADT		
Freeway		

Proposed Improvements

75 - Type of Work		
76 - Length of Improvement		
94 - Bridge Cost		
95 - Roadway Cost		
96 - Total Cost		
97 - Year of Cost Estimate		

Load Rating and Posting

31 - Design Load	4
41 - Open, Posted, Closed	A
63 - Fed Oper Rtg Method	0
64F - Fed Oper Rtg Load	1.67
64MA - Mich Oper Rtg Method	0
64MB - Mich Oper Rtg	1
64MC - Mich Oper Truck	18
65 - Inv Rtg Method	0
66 - Inventory Load	1
70 - Posting	5
141 - Posted Loading	
193 - Overload Class	

STR 13828 — WORK RECOMMENDATIONS

Facility	Latitude / Longitude	MDOT Structure ID	Structure Condition
ASHBURY DRIVE	42.4427 / -83.4728	635489000067B01	Poor Condition(4)
Feature	**Length / Width / Spans**	**Owner**	
MIDDLE BR ROUGE RIVER	46.1 / 44.4 / 1	City: NOVI(4890)	
Location	**Built / Recon. / Paint / Ovly.**	**TSC**	**Operational Status**
CHASE FARMS SUBDIVISION	1991 / / /	Oakland(23)	A Open, no restriction(A)
Region / County	**Material / Design**	**Last NBI Inspection**	**Scour Evaluation**
Metro(7) / Oakland(63)	5 Prestressed Concrete / 05 Box Bm/Gird- Multiple	09/27/2023 / K7KK	8 Stable Above Footing

WORK RECOMMENDATIONS — K7KK

Inspector Name	Agency / Company Name	Insp. Freq.	Insp. Date
Adam Rychwalski	Orchard, Hiltz & McCliment Inc	12	09/27/2023

RECOMMENDATIONS & ACTION ITEMS

Recommendation Type	Priority	Description
Deck Patching	L	Seal cracks in surface.
HMA Overlay	L	Apply waterproofing underneath HMA overlay.
Substr Repair	M	Replace abutment sheet pile facing with more permanent solution.

2a. Situation Map

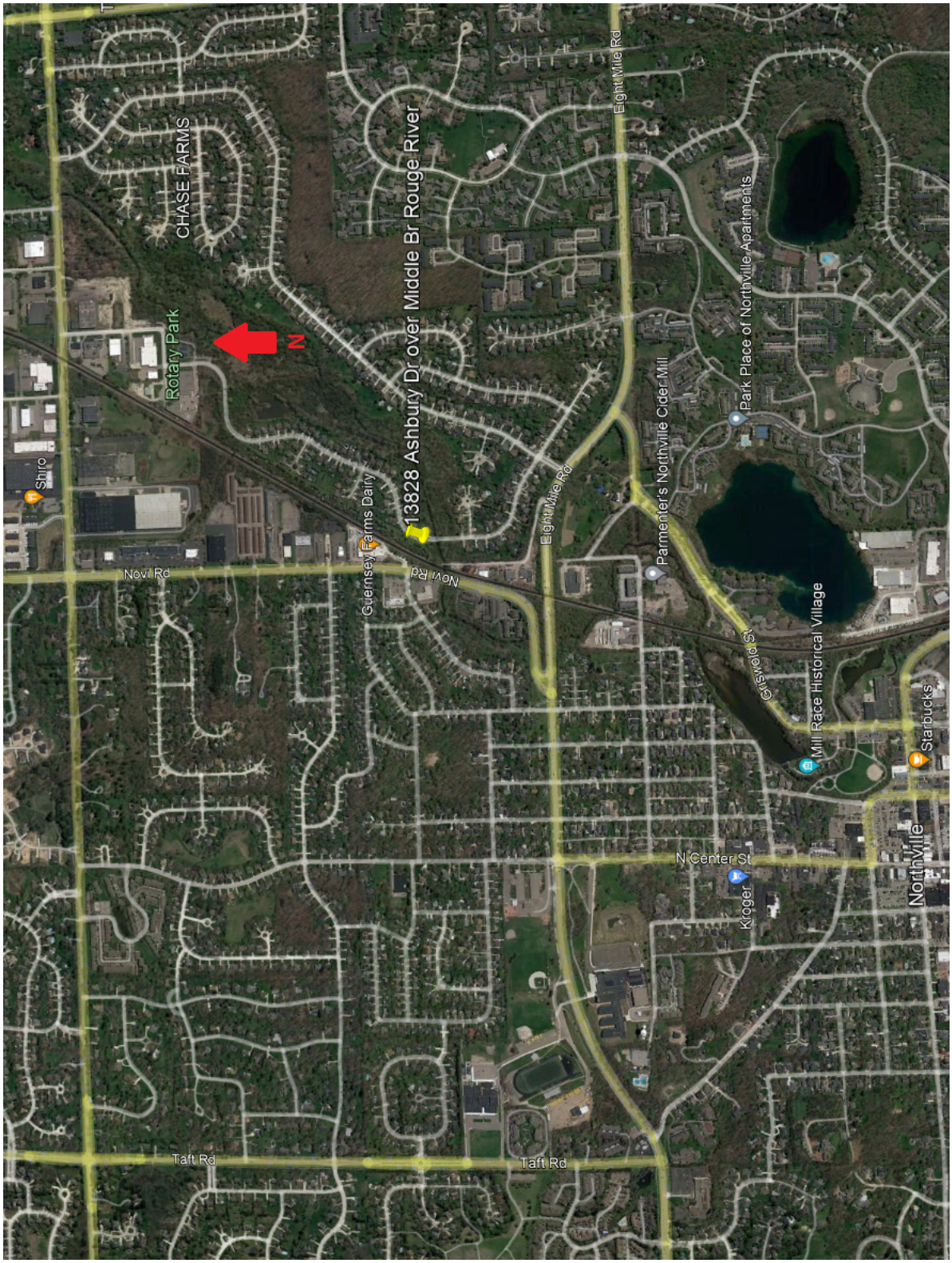
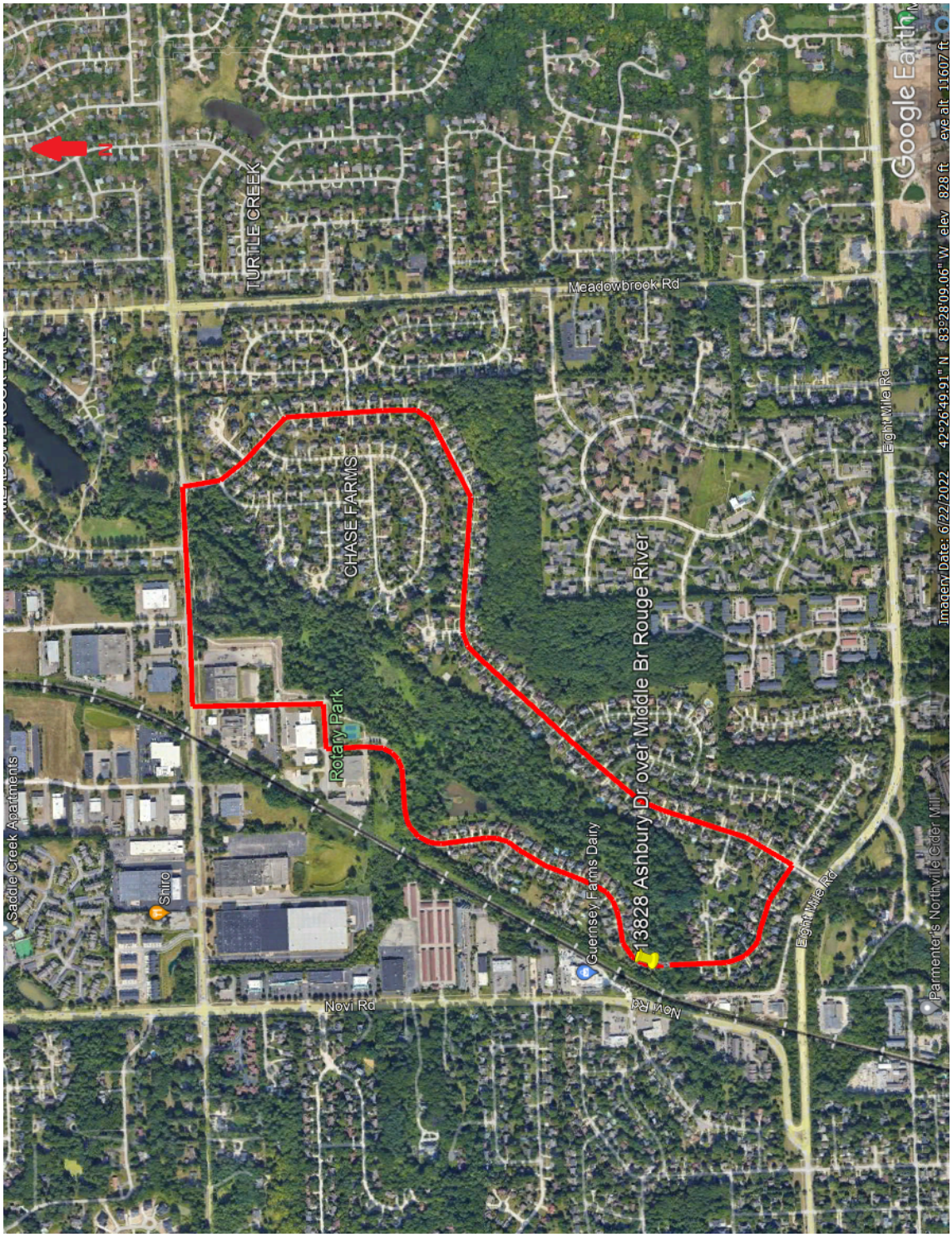


Image from Google Earth

2b. Detour Map



Ashbury Dr to Roethel Dr
To 9 Mile Rd
To Novi Rd
To Chase Dr
Ashbury Dr

Detour Length: 2.77 Miles

3. Photographs



North Approach Looking South



Typical Deck Surface



South Elevation



Typical Deck Underside



North Abutment



South Abutment



North Abutment Sheeting Section Loss and Rusting



South Abutment Sheeting Section Loss and Rusting

4. Application Requirements for Ashbury Drive over Middle Br Rouge River

A. Local Agency Contact Person

Ben Croy, PE
City Engineer
City of Novi
26300 Lee BeGole Drive
Novi, MI 48375

B. The purpose of this application is for the rehabilitation of the bridge for Ashbury Drive over Middle Br Rouge River. Proposed work includes partial replacement of the substructure, approach replacement, and HMA overlay of the deck. The City of Novi will commit to providing 5% of the construction cost for local match on this project.

C. Economic Importance of the Structure

This structure is located approximately 2.1 miles west and 0.3 miles north of the interchange of I-275 and 8 Mile Road. Ashbury Drive is a north south road in Novi, serving the Chase Farms neighborhood.

Ashbury Drive is used by the Novi School District for busing to its elementary, middle, and high schools. Fire and police stations also use it to reach homes in the area for emergencies.

The current structure is a single span adjacent concrete box beam bridge. The overall condition of the bridge is poor and rated a 4. The superstructure is in good condition. The surface is HMA with sealed cracks in fair condition. The concrete box beams have leaching between beams and a few cracks on the fascia beams with leaching. The abutments are in poor condition and rated a 4. The abutments are pipe pile supported concrete caps, with steel sheet piling below the concrete cap to retain the approach backfill. The sheet piling has extensive pack rust at the base and top near the beams. The north abutment sheet piling has holes near the middle of the base and the pack rust and scaling on the north abutment is allowing water through. Pack rust and section loss on the south abutment is moderate and there is leaching between pile sheets. The rate of deterioration has accelerated since the last inspection.

Due to the poor condition of the abutment sheet piling, a partial substructure replacement is recommended. As the sheet piling continues to deteriorate, backfill material will spill through the abutment, causing sinkholes in the approaches. Repairing the existing holes is not recommended as the existing sheet piling will continue to deteriorate outside of the repairs. The bridge is supported on piles and a pile cap. The pile cap is in good condition and does not need to be replaced. A new concrete earth retaining system will be poured to protect and provide bracing to the existing piles and replace the existing sheet pile. To replace the substructure, the approaches and approach fill must be removed. New HMA and waterproofing membrane will be placed on the

bridge to provide a smooth transition from the approaches. This approach to rehabilitation is estimated at approximately one-third the cost of a complete replacement and is anticipated to extend the life of the structure for decades.

D. If there is a current detour, what does it affect?

Currently the bridge is open to traffic and there is no detour.

E. If the structure were to be closed, what would the detour affect?

If the structure were to be closed, the residents of the area would be impacted. Emergency services would also take longer to reach the neighborhood as they would have to detour around the bridge. As every second matters in an emergency, this could lead to public safety concerns. School buses would have to change their routes to be less efficient, costing the school district money. As schools are already struggling with funding, this would further stress the school's budgets.

F. The structure is not currently closed.

G. Maintenance of the Structure

The City has previously repaired portions of the barrier, performed crack sealing of the surface, and is currently monitoring the abutment sheet piling on a regular basis for evidence of holes opening up that would allow approach fill to bleed through.

5. Estimated Rehabilitation Costs

Partial Substructure Replacement		
A.	Road Construction	$ 160,000.00
B.	Structure Construction	$ 623,000.00
	Total (A & B)	$ 783,000.00

For a breakdown of Construction costs, see Appendix A.

6. Priority List

1. **Ashbury Drive over Middle Br Rouge River**

7. Resolution

The resolution is attached in Appendix B.

8. Previous Applications

It is understood that all previous applications have been discarded and that this application will be used to select funding.

APPENDIX A

Exhibit 4 - Cost Estimating Worksheet

2024

BRIDGE COST ESTIMATE WORKSHEET

- CPM, REHAB, REPLACE -

REV. 02/6/2024

OWNER: NOVI | FISCAL YEAR: 2027 | DATE: 3/5/2024
REGION: Metro | ENGINEER: AJR
TSC: Oakland | PR: #N/A | MP: #N/A

	LENGTH	Out to Out WIDTH	Curb to Curb WIDTH
	46.1	44.4	28.0

STRUCTURE ID: 13828
BRIDGE ID: N/A

LOCATION: ASHBURY DRIVE over MIDDLE BR ROUGE RIVER
PRIMARY WORK ACTIVITY: Partial Substructure Replacement
OTHER WORK: HMA Overlay and Approach Work

DECK AREA: 2,047 SFT
CLEAR ROADWAY: 1,291 SFT

STR. TYPE: Prestressed Concrete Box Beam or Girders - Mul

WORK ACTIVITY		MDOT Bridge Design Guides	QUANTITY	UNIT	UNIT COST	TOTAL
NEW BRIDGE		(increase deck area based on design standards and hydraulic requirements)				
Single or Multiple Spans, Grade Separation		(add demo, approach, MOT)		SFT	$435.00 /SFT	
Single Span, Over Water	Length < 100ft	(add demo, approach, MOT)		SFT	$525.00 /SFT	
Multiple Spans, Over Water	Length > 100ft	(add demo, approach, MOT)		SFT	$470.00 /SFT	
Precast Culvert	Length < 40ft	(add demo, approach, MOT)		SFT	$565.00 /SFT	
NEW SUPERSTRUCTURE						
New Superstructure, Grade Separation		(incl. remove exist deck/super; add MOT & approach)		SFT	$310.00 /SFT	
New Superstructure, Over Water		(incl. remove exist deck/super; add MOT & approach)		SFT	$315.00 /SFT	
WIDENING						
Structure Widening, _____ ft		(incl. deck/super/sub widening, add approach transition)		SFT	$630.00 /SFT	
NEW DECK						
New Bridge Deck & Barrier		(incl. remove exist deck/railing, add approach, MOT)		SFT	$150.00 /SFT	
DEMOLITION						
Entire Structure, Grade Separation				SFT	$75.00 /SFT	
Entire Structure, Over Water				SFT	$95.00 /SFT	
DECK REPAIR / TREATMENTS						
Bridge Railing Replacement		(incl. removal and replacement)		FT	$750.00 /FT	
Concrete Brush Block / Curb Patch		(incl. hand chipping and formwork)		FT	$29.00 /FT	
Concrete Barrier Patch		(incl. hand chipping and formwork)		SFT	$85.00 /SFT	
Concrete Deck Patch		(incl. hand chipping)		SFT	$68.00 /SFT	
Deep Overlay		(incl. joint repl & hydro)		SFT	$46.00 /SFT	
Epoxy Overlay		(incl. warranty)		SYD	$48.00 /SYD	
Expansion Joint Gland Replacement		(remove and replace elastomeric gland)		FT	$125.00 /FT	
Expansion Joint Replacement		(incl. removal)		FT	$860.00 /FT	
Full Depth Patch				SFT	$140.00 /SFT	
Healer / Sealer		(penetrates cracks in bridge deck)		SYD	$30.00 /SYD	
HMA Overlay with WP membrane			143.4	SYD	$60.00 /SYD	$8,605.33
Overlay Removal		(Epoxy: $22/syd | Latex: $26/syd | HMA: $7/syd)	143.4	SYD	$7.00 /SYD	$1,003.96
Reseal Bridge Joints				FT	$28.00 /FT	
Shallow Overlay		(incl. joint repl & hydro)		SFT	$46.00 /SFT	
SUPERSTRUCTURE REPAIR						
Bearing Realignment / Replacement		(incl. temporary supports)		EA	$6,450.00 EA	
Heat Straightening		(incl. clean and coat)		EA	$57,000.00 EA	
Pack Rust Repair		(greater than 3/8" separation)		FT	$1,150.00 /FT	
Paint - Complete		(incl. clean & coat)		SFT	$30.00 /SFT	
Paint - Partial / Spot / Zone		(incl. clean & coat - $20k minimum)		SFT	$60.00 /SFT	
PCI Beam End Blockout		(incl. temporary supports)		EA	$7,200.00 EA	
Pin & Hanger Replacement		(incl. temporary supports)		EA	$17,000.00 EA	
Structural Steel Repair		(based on 6ft repair length)		EA	$4,000.00 EA	
Structural Steel Repair - Stiffener		(includes each side of beam)		EA	$1,500.00 EA	
SUBSTRUCTURE REPAIR						
Substructure Patching		(measured x 2) replace if repair area > 30%		CFT	$360.00 /CFT	
Substructure Replacement		(incl. temporary supports, excavation)		CFT	$375.00 /CFT	
Substructure Horizontal Surface Sealer				SYD	$75.00 /SYD	
Temporary Supports		(add Structural Steel Repair - Stiffener for ea steel beam)		EA	$4,000.00 EA	
Partial Substructure Replacement		(includes concrete, rebar, forming)	200.0	CYD	$1,650.00 /CYD	$330,000.00
Partial Substructure Replacement Earthwork			1,166.7	CYD	$70.00 /CYD	$81,666.67
MISCELLANEOUS						
Articulating Concrete Block System (ACB)				SYD	$320.00 /SYD	
Concrete Surface Coating				SYD	$47.00 /SYD	
Culvert Cleanout				FT	$125.00 /FT	
Epoxy Crack Injection		(structural crack repair)		FT	$70.00 /FT	
Metal Mesh Panels		(48" width, max 6'-6" length)		SFT	$28.00 /SFT	
Pressure Relief Joint		(use when approach concrete roadway exceeds 1,000ft)		FT	$110.00 /FT	
Riprap		(assume 10ft distance around perimeter of substructure)		SYD	$275.00 /SYD	
Silane Treatment		(penetrating sealer for concrete surfaces)		SFT	$7.00 /SFT	
Slope Protection Repairs				SYD	$150.00 /SYD	
Other						

STRUCTURE CONSTRUCTION BUDGET $421,276

ROAD WORK						
Approach Pavement, 12" RC		(incl. removal; add curb, gutter, guardrail) 40' ea. end		SYD	$230.00 /SYD	
Approach Curb & Gutter		(incl. removal) 40' ea. quadrant	160.0	FT	$57.00 /FT	$9,120.00
Guardrail Anchorage to Bridge		(each quadrant)	4.0	EA	$2,540.00 /EA	$10,160.00
Guardrail		(incl. removal) < 200ft beyond reference line		FT	$41.00 /FT	
Guardrail Terminal		(each quadrant)	4.0	EA	$3,900.00 /EA	$15,600.00
Roadway Sidewalk Work		(beyond approach pavement)	1.0	LSUM	$10,000.00 LSUM	$10,000.00
Utilities			1.0	LSUM	$20,000.00 LSUM	$20,000.00
HMA Approach		(includes removal)	1,400.0	SFT	$13.00 /SFT	$18,200.00
TRAFFIC CONTROL	*Unit Cost to be determined by Region or TSC Traffic & Safety*					
Part Width Construction				LSUM	LSUM	
Crossovers				EA	/EA	
Temporary Traffic Signals				set	/set	
RR Flagging				LSUM	LSUM	
Detour			1.0	LSUM	$25,000.00 LSUM	$25,000.00

RELATED ROAD/TRAFFIC CONSTRUCTION BUDGET $108,080

CONTINGENCY	(10% - 20%) (use higher contingency for small projects)	20	%	$529,000.00	$106,000
MOBILIZATION	(estimate at 10%)	10	%	$635,000.00	$64,000
INFLATION	(assume 4% per year, beginning in 2025)	12	%	$699,000.00	$84,000

(Does not include PE or CE) **TOTAL CONSTRUCTION BUDGET** **$783,000**

APPENDIX B

Candidates for MDOT Bridge Program Funding

Location Map

Nine Mile Rd

Novi Rd

Ashbury Bridge
over Middle Rouge River

Eight Mile Rd

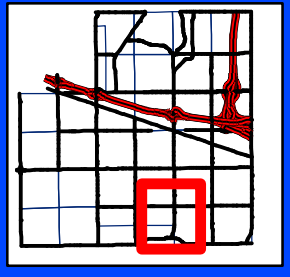
Map Author: Ben Croy
Date: 3-6-24
Project: Bridge Candidates
Version: v2.0

Amended By:
Date:
Department:

MAP INTERPRETATION NOTICE

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

Proposed
Bridge Candidate



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

Feet
0 212.5 425 850 1,275

1 inch = 1,042 feet

ELIZABETH KUDLA SAARELA
esaarela@rsjalaw.com

27555 Executive Drive, Suite 250
Farmington Hills, Michigan 48331
P 248.489.4100 | F 248.489.1726
rsjalaw.com

ROSATI | SCHULTZ
JOPPICH | AMTSBUECHLER

March 11, 2024

Ben Croy, City Engineer
City of Novi
Department of Public Works
Field Services Complex
26300 Lee BeGole Drive
Novi, MI 48375

Re: MDOT Local Bridge Program – Asbury Bridge over Middle Rouge River

Dear Mr. Croy:

You have indicated that the City will be resubmitting its application for participation in MDOT's 2024 Local Bridge Program using the same Resolution as approved for the 2020 submittal. We previously reviewed and approve use of the proposed Resolution Requesting that the Michigan Department of Transportation Include the Asbury Bridge over the Middle Rouge River in the State Local Bridge Program List. The Resolution is provided for the limited purpose of acknowledging that the City agrees pay 5% of the bridge replacement cost and 100% of the design and construction engineering cost in the event that a grant is awarded by MDOT.

Based on the limited purpose of the Resolution, we see no legal impediment to City Council approving the enclosed version of the Resolution.

If you have any questions regarding the above, please do not hesitate to contact me.

Very truly yours,

ROSATI SCHULTZ JOPPICH
& AMTSBUECHLER PC

Elizabeth Kudla Saarela

Enclosure
C: Cortney Hanson, Clerk (w/Enclosure)
Jeffrey Herczeg, Director of Public Works (w/Enclosure)
Rebecca Runkel, Project Engineer (w/Enclosure)
Thomas R. Schultz, Esquire (w/Enclosure)

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval of the Beautification Commission's recommendation on the Neighborhood Entryway Enhancement Matching Grant Program to award the requested grant amount for the following neighborhoods upon successful completion of the entryway work depicted in the applications: Village Oaks ($5,000.00) and Walden Woods ($2,526.50).

SUBMITTING DEPARTMENT: City Manager

EXPENDITURE REQUIRED	**$ 7,526.50**
AMOUNT BUDGETED	**$ 25,000 (FY 2023-24 BUDGET)**
APPROPRIATION REQUIRED	**$ 0**
LINE ITEM NUMBER	**101-172.00-816.002**

BACKGROUND INFORMATION:
The Neighborhood Entryway Enhancement Matching Grant Program was established in 2015 and offers Homeowners Associations in the City of Novi a 50/50 matching grant of up to $5,000.00 for the beautification of neighborhood entrances.

The proposed projects may be permanent physical improvements, such as the addition or rehabilitation of entrance signs, construction of flower beds, planting of trees, upgrading of lighting, or the installation of other related entryway improvements. Guidelines require that all improvements must be located on the perimeter of the neighborhood and visible from the public right-of-way, that they cannot include recurring or maintenance improvement items, and that organizations are not eligible to be awarded a grant in consecutive years.

Two applications were received before the deadline of January 26, 2024: Village Oaks and Walden Woods. City staff organized the applications for review by the Beautification Commission and provided the evaluation criteria. Project need, impact, feasibility, and sustainability were taken into consideration when assessing applications.

The Commission recommends the requested grant amounts be awarded to both of the following two (2) neighborhoods:

1. **Village Oaks ($5,000)**
   The Beautification Commission generally approved the plan but noted some inconsistencies within the application. They respectfully request that, as a *condition* of the grant approval, Village Oaks works closely with the Community Development Department and Department of Public Works to ensure their final plan meets all requirements and is properly permitted.

2. **Walden Woods ($2,526.50)**
   The Beautification Commission agreed that the addition of new plants would greatly improve the current condition of the current entryway at Walden Woods. They also suggested that the HOA might consider additional native plants due to their greater drought tolerance as well as potentially utilizing a ground covering plant to reduce the need mulch.

RECOMMENDED ACTION: Approval of the Beautification Commission's recommendation on the Neighborhood Entryway Enhancement Matching Grant Program to award the requested grant amount for the following neighborhoods upon successful completion of the entryway work depicted in the applications: Village Oaks ($5,000.00) and Walden Woods ($2,526.50).

2024 Entryway Grant Program Applicants						
Subdivision	Proposal	Total Project Cost	Requested Grant Contribution	Previously Awarded Grant?	Staff Recommendation	Beautification Commission Recommendation
Village Oaks	New Subdivision Signs (3 replacement, 1 new) No landscaping proposed Signs at: Village Lake Rd/Meadowbrook, Cranbrook Drive/Ten Mile Rd, Brookforest/9 Mile Rd, Cranbrook Dr/Village Wood Rd	Est. $37,158.00	$5,000.00	No, 1st time applicant	Tentative yes, provided further clarification is provided through the permitting process	Yes, conditioned on continuing to work with City Staff for permit approval
Walden Woods	Refreshing of plantings and landscape elements at entryway (Arcadia Dr/11 Mile Rd) Includes: Hydrangea, Weigela, ledge rocks, paint, etc.	Est. 5,053.00	$2,526.50	No, 1st time applicant	Yes	Yes

Total Requested:	**$7,526.50**

Neighborhood Entryway Enhancement Program

Village Oaks

February 2024



Neighborhood Entryway Enhancement Matching Grant Program

- **I. Applicant Information**
- a. Village Oaks Common Areas Association
- b. The subdivision was built in 1978
- c. First-time Applicant? Yes
- d. Project Leader: Holger Lettmann, Board Member at VOCAA
- 40724 Village Oaks, 248 790 9034, hmlettmann@gmail.com

- **II. Project Information**
- a. Provide a clear detailed description of the project's purpose, plan and design, including the existing conditions, specific need, and public benefit. → see slide 5
- b. Attach project planning documents such as landscaping drawings, plans, maps, and photos of the project area. → see slides 9-16
- c. Provide the proposed project area's location. Please provide a written description of the specific location of the project along with an attached map with the location clearly marked. → see slide 12
- d. Explain how the project meets the review criteria listed in the Grant Selection Criteria & Evaluation Process section. → see slide 4
- Describe how the project has taken into consideration any elements that would positively and/or negatively affect the surrounding environment. If there is an impact on property owners or other non-City agencies (e.g., Road Commission for Oakland County), please explain and attach written permission or approval from the necessary entity.
  - Impact on property owners: See letters of property owners giving permission to replace the existing sign or construct a new sign, slides 17-18
  - Sign Permit applications are attached
  - Building Permit applications are attached
  - Right-of-Way Permit applications are attached
- e. Provide a detailed list all proposed plants, if any, intended to be used in the project. → no changes in the landscaping planned

Neighborhood Entryway Enhancement Matching Grant Program

- **III. Funding Information**
- a. Estimated Total Project Costs: $37,158 (See slide 6)
- b. Who provided this cost estimate?
  Tom Thelen Landscape, Inc., Deerfield Rd, Novi, MI 48375 tomthelen1980@yahoo.com
  Signarama Novi, Beth Powers, Novi - 49677 Grand River, Wixom, MI 49677, 248-472-7620 beth@signarama-novi.com
- c. Total amount of funds requested (50% of project costs up to $5,000 maximum): $5,000

- **IV. Attachments**
- The association/property's current budget, in order to demonstrate its ability to pay for the entire project before reimbursement and to maintain the project in the future
  (Please remove all account numbers from any bank statements that are submitted as part of the grant application)
- Documentation reflecting the association/property's current and previous spending on landscape and landscape maintenance
- Formal documentation from the donating entity/company on company letterhead their specific donation for the project (if applicable) → not applicable
- Written permission/approval from the necessary entity if there is an impact on property owners or other non-city agencies (if applicable) → Permission letters from land owners are attached and on slides 17-18
- Well-defined, scaled plans of the proposed project with complete plant lists and specifications of any lighting → no change in landscaping, no lighting
- Map with project location identified

Grant Selection Criteria & Evaluation Checklist

- ☐ Your Association did not receive City of Novi Neighborhood Entryway Enhancement grant funding in 2022 or 2023.
- ☐ You included in the grant application a current budget demonstrating the ability to fully fund the project prior to receipt of the reimbursement award.
- ☐ If in-kind donations are being used, formal documentation from the donating entity is included.
- ☐ Documentation reflecting the current spending on landscape and landscape maintenance is included.
- ☐ If project consists of entryway signage, project abides by all Residential Entranceway Signage Guide regulations.
- ☐ Project complies with all City ordinances.
- ☐ Project does not have a direct impact on an adjacent property owner or non-city agency. If project has an impact on an adjacent property owner or non-city agency, written permission or approval of project from the necessary entity is provided.

- 4 new subdivision signs, 3 thereof are replacements, 1 additional sign
- Signs will be built in 2024
- Signs are made from brick pavers with capping made from limestone wall blocks: Unilock Brussels Dimensional Standard in Sandstone color
- Signs are crashworthy
- 42” foundation with vertical steel reinforcement
- Signs are overall ~9’ wide and ~4’ high
- Pillars 20” x 20” and the wall in between 8” thick
- No illumination
- 2 of the 4 signs need a mulch ring since they stand on lawn
- All signs are in the Right of Way
- Building permits will be pulled by the contractor, the Sign permit and the ROW permit will be pulled by the HOA

Project Cost

Contractor for brick work:

Thelen Landscape, Inc.
22699 Deerfield Rd.
Novi, MI 48375
248 348 4464
tomthelen1980@yahoo.com

Contractor for the lettering and logo:

Signarama
49677 Grand River Ave.
Wixom, MI
248-924-3324
beth@signarama-novi.com

Contractor		Price
Tom Thelen Landscape, Inc.	Construction of 4 signs, made from stone, incl. 42" deep footings, mulch ring ($7,555 per sign)	$30,220
Signarama	4 Metal signs "VILLAGE OAKS" and oak leaf logo, made from painted aluminum ($1,734 per sign)	$6,938
	Total	$37,158
	Contribution from City of Novi, Matching Grant	$5,000
	Remaining Amount to be covered by HOA	$32,158

Quote from Thelen Landscape, Inc.

NAME	VILLAGE OAKS SUBDIVISION ENTRANCE SIGN		DATE:	1.17.24
	ATT: LETTMANN HOLGER			
(H)				
(W)				
QTY	**DESCRIPTION**	**SIZE**	**PRICE**	**TOTAL**
	SIGNAGE WALL AND PILLARS			
2	BRUSSELS DIMENTIONAL WALL BLOCK* PILLAR	20"x20"x4'	750	$ 1,500.00
24	BRUSSELS DIMENTIONAL WALL	4"x8"x12"	45	$ 1,080.00
1	FOUNDATION 42" DEEP WITH VERTICLE REBAR		2500	$ 2,500.00
2	LIMESTONE PILLAR CAP	24"x24"x3"	350	$ 700.00
3	LIMESTONE COPING	48"x12"x2.33	175	$ 525.00
1	TRAVEL / DISPOSAL	/DAY	250	$ 250.00
		$ 6,555.00		$ -
				$ -
				$ -
	PLANTER BOX IN FRONT OF SIGN WALL			$ -
10	BRUSSELS DIMENTIONAL WALL 6'x 20"	4"x8"x12"	45	$ 450.00
				$ -
				$ -
	MULCH RING			$ -
1	HARDWOOD MULCH	CY	100	$ 100.00
40	EDGING	L.F.	5	$ 200.00
100	REMOVE SOD	S.F.	1.5	$ 150.00
1	TOPSOIL	CY	100	$ 100.00
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
				$ 7,555.00

PLANT GUARANTEE: THELEN LANDSCAPE INC. guarantees the nursery stock we sell and install, with some exceptions, for one year from the time of installation. This does not include circumstances beyond our control such as animals, weather, or chemicals. Replacements will be made st the sellers discretion. This guarantee is limited to the original plant material or merchandise. No cash refunds. All guarantees are null and void unless our payment terms are met. We do not guarantee sod, or your transplanted trees and shrubs. all signage shall remain for one year after completion.

Signarama
The way to grow your business.

49677 Grand River
Wixom, MI 48393
(248) 924-3324

The Way to Grow Your Business

ESTIMATE
EST-17123

Payment Terms: Full due at time of order

Created Date: 1/9/2024

DESCRIPTION: Exterior Metal Letters/Logo Installed onto existing brick face

Bill To: Village Oaks Common Areas Association
.
., MI .
US

Requested By: Holger Lettmann
Email: hmlettmann@gmail.com
Work Phone: (248) 790-9034
Cell Phone: (248) 790-9034

Salesperson: Beth Powers
Email: beth@signarama-novi.com
Work Phone: 248-924-3324 x 104
Entered By: Beth Powers

NO.	Product Summary	QTY	UNIT PRICE	AMOUNT
1	BALLPARK PRICE - Black/Solid Color Metal Letters/Logo - pin mounting hardware - Final pricing dependent on final design/sizes - Automotive grade exterior paint - Price for each Based On 4 Signs	1	$1,166.58	$1,166.58
2	Installation metal letters/logo onto existing brick faces - Price per each based on 4 total signs	1	$457.50	$457.50
3	Mounting Hardware - would like letters stand off mounted approx 1" from Brick - Based on 2 mounts per letter and 4 for the "logo/leaf"	13	$3.96	$51.48
4	DOES NOT INCLUDE PERMITTING SERVICE OR FEES	1	$0.00	$0.00
5	DOES NOT INCLUDE REMOVAL OF EXISTING SIGNS	1	$0.00	$0.00

Subtotal:	$1,675.56
Taxes:	$58.92
Grand Total:	$1,734.48

Thank you for your business! We are excited to be working with you on your project! Estimates are valid for 30 days and all custom orders require payment before production.

Please send notice of all ACH/Wire payments to AP@Signarama-novi.com.

Warranty - one-year parts and labor and an additional 2 years on parts - barring misuse, vandalism or acts of God.



Limestone capping

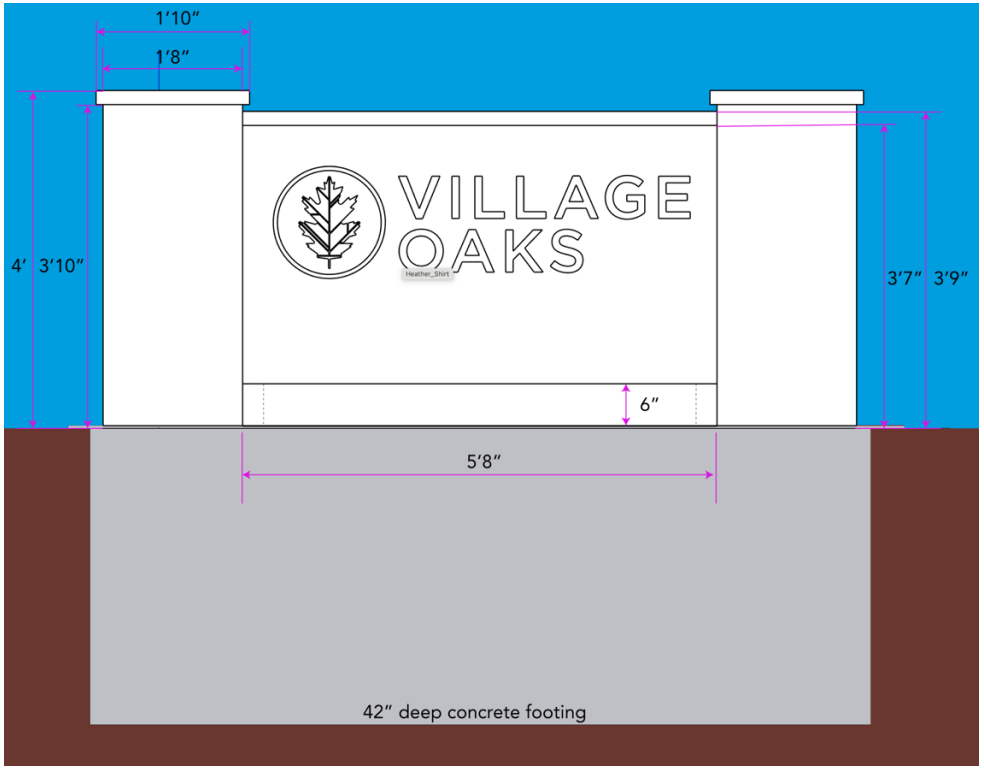
Unilock Brussels Dimensional Wall Blocks, color “Sandstone”

Planter Box for small annual decorative plants

Mulch ring around the sign (not shown on rendering)

Lettering and symbol made from aluminum, painted in black with automotive grade paint.
Mounted with standoffs.
Single-sided, no lettering or symbol on the back side of the sign

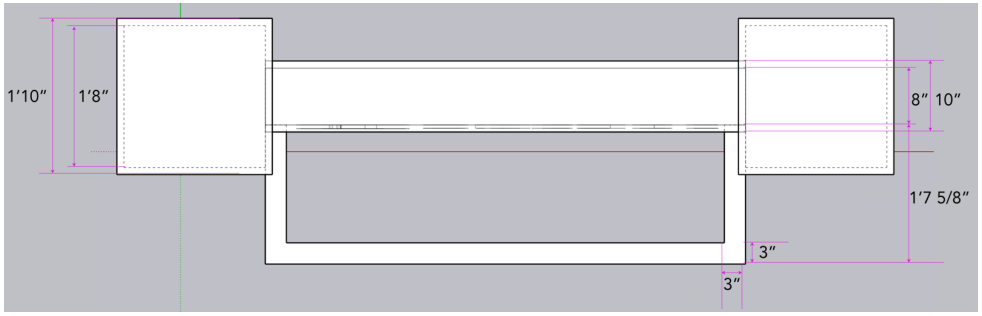
No illumination





Square footage of the sign face without the pillars shall not exceed 24 sqft according to the City Signage Guide.

Size of sign face:
Width: 5’8”” x Height 3’7” = 20.3 sqft







STANDARD
300mm x 100mm x 200mm
11 7/8" x 3 7/8" x 7 7/8"

SANDSTONE



PICK A COLOR

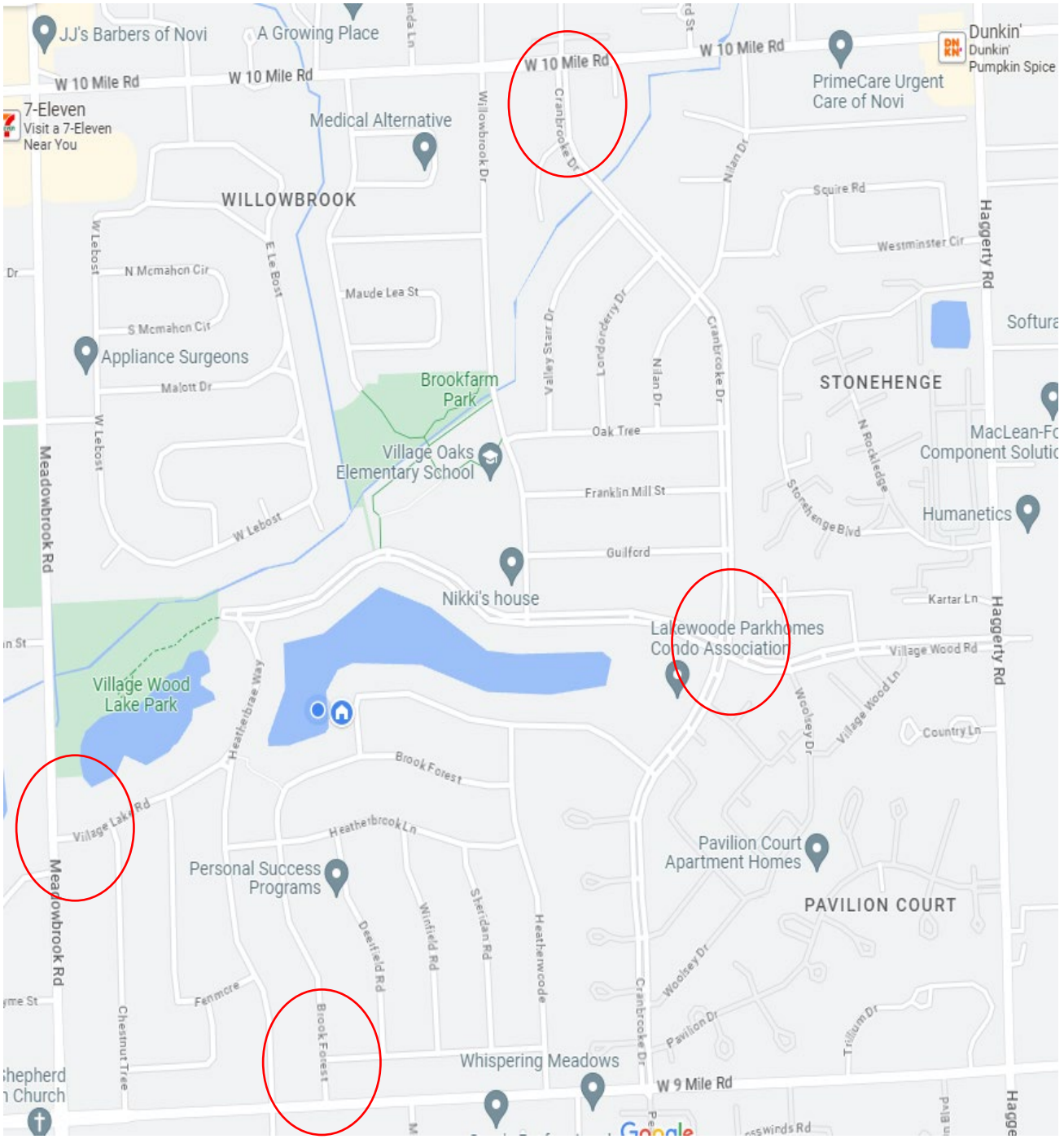
SANDSTONE

UNILOCK DREAM PRODUCTS LEARN | REQUEST A CATALOG | GI

Home > Products > BRUSSELS DIMENSIONAL STONE®



BRUSSELS DIMENSIONAL STONE®


JJ's Barbers of Novi
A Growing Place
W 10 Mile Rd
W 10 Mile Rd
W 10 Mile Rd
W 10 Mile Rd
Dunkin'
Dunkin' Pumpkin Spice
PrimeCare Urgent Care of Novi
7-Eleven
Visit a 7-Eleven Near You
Medical Alternative
WILLOWBROOK
Willowbrook Dr
Cranbrooke Dr
Nilan Dr
Squire Rd
Westminster Cir
Haggerty Rd
W Lebost
E Le Bost
N Mcmahon Cir
S Mcmahon Cir
Maude Lea St
Appliance Surgeons
Malott Dr
Valley Stream Dr
Londonderry Dr
Brookfarm Park
STONEHENGE
Oak Tree
Village Oaks Elementary School
Franklin Mill St
Stonehenge Blvd
N Rockledge
Humanetics
Meadowbrook Rd
W Lebost
Guilford
Nikki's house
Kartar Ln
Lakewoode Parkhomes Condo Association
Village Wood Rd
Village Wood Lake Park
Heatherbrae Way
Woolsey Dr
Village Wood Ln
Country Ln
Brook Forest
Village Lake Rd
Heatherbrook Ln
Pavilion Court Apartment Homes
Personal Success Programs
PAVILION COURT
Deerfield Rd
Winfield Rd
Sheridan Rd
Heatherwood
Fenmore
Chestnut Tree
Brook Forest
Woolsey Dr
Pavilion Dr
Trillium Dr
Whispering Meadows
W 9 Mile Rd
Google

Cranbrooke Dr. / Village Wood Rd.



10 Mile Rd. / Cranbrooke Dr.





9 Mile Rd. / BrookForest Rd.

Parcel: # 50-22-25-380-001

Address: 40755 Oakwood Dr.





Meadowbrook Rd. / Village Lake Rd.

Parcel: 50-22-25-351-001
Address: 22760 Meadowbrook Rd.





Permission Letter by Land Owner Meadowbrook Rd. / Village Lake Rd.

To: Village Oaks Common Areas Association
Holger Lettmann, hmlettmann@gmail.com, 248 790 9034

From: Louise R. Jeffress, Owner of Lot 50-22-25-351-001

Address: 22760 Meadowbrook Road

Date: 1/14/2024

Dear Building Department of the City of Novi,

This letter is to formally grant permission for the placement of a subdivision sign on my property, Lot 50-22-25-351-001, located at 22760 Meadowbrook Road.

I trust that the sign will be designed and installed in a tasteful and professional manner, in accordance with any applicable regulations or guidelines set forth by the city and the subdivision association. The stone-made sign will be ~9' wide and ~4' high.

The maintenance of the sign as well as potentially the landscaping around the sign is the responsibility of the Village Oaks Common Aeras Association.

Sincerely,

Louise R. Jeffress

Permission Letter by Land Owner
9 Mile Rd. / BrookForest Rd

Novi United Methodist Church

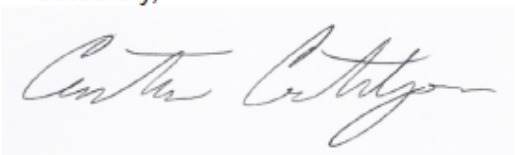
Dear Building Department of the City of Novi,

This letter is to formally grant permission for the placement of a subdivision sign on the property owned by Novi United Methodist Church, lot 50-22-25-380-001, located at 40755 Oakwood Drive.

It is understood that the sign will be designed and installed in a tasteful and professional manner, in accordance with any applicable regulations or guidelines set forth by the city and the subdivision association. The stone-made sign will be `9' wide and `4' high.

The maintenance of the sign as well as potentially the landscaping around the sign is the responsibility of the Village Oaks Common Areas Association.

Sincerely,



Rev. Carter Cortelyou
Pastor

Novi Neighborhood Entryway Enhancement Matching Grant Application

1. APPLICANT INFORMATION
    a. Walden Woods One HOA (www.onewwoods.com)
    b. Established 1993 – 40+ years ago
    c. First time applicant for the matching grant
    d. Project Leaders:
        i. Tami Bethune and Adam Whitesel
        ii. Commons Care Committee Members
        iii. 25922 Arcadia Dr and 25890 Arcadia Dr. respectively
        iv. 248-345-2054 and 517-719-9054
        v. Tbethune08@att.net and adamtwhitesel@gmail.com

2. PROJECT INFORMATION
    a. It's time for a refresh on the frontage at 11 Mile Road and Arcadia Drive. The annual application of fresh mulch has smothered our annuals and hidden our ledge rock and in the spring the daffodils struggle to surface. Our healthy evergreen trees have grown so tall they shade what was formerly a sun-bathed landscape bed full of colorful seasonal perennials. Our irrigation runs from a well-water source provided by the adjacent homeowner. The marquee is now heavily stained with iron and the capstones are gray from exposure over the years. The Walden Woods black and gold signage needs some putty and fresh paint. The stamped concrete edging, installed around 12 years ago, needs to be cleaned of lichen and re-sealed for protection from the weather.
        i. Our intention is to restore the fresh look of yesteryear to our marque and landscaping which will add value to our neighborhood, and our city, by improving the aesthetics of our entryway.
    b. Attached is a sketch of our entryway and the proposed plantings. Also you will find photos of the entryway from 2013, 2018 and today which show the changes that have taken place.
    c. Attached is a map of the location of our entryway. We have only one entryway, located at 11 Mile Road and Arcadia Drive, adjacent to and west of Parkview Elementary School.
    d. This project meets the review criteria.
        i. It is the only entrance to our subdivision.
        ii. It is clearly visible from 11 Mile Road, a city street.
        iii. This is a rehabilitation of existing landscaping features.
        iv. We have permission from the adjacent homeowner to use their exterior water source as needed to complete the project. Since our earliest days collecting HOA dues, we credit the adjacent homeowner for water usage by reducing their annual dues.
        v. We do not have any invasive species included in our new plantings.
        vi. We have not been awarded a grant in the previous 2 years, or at any other time.

e. Proposed Plants:
    i. Hydrangea – Vanilla Strawberry (Hydrangea paniculata 'Renhy')
    ii. Weigela – Spilled Wine (Weigela florida 'Bokraspiwi)

3. FUNDING INFORMATION
    a. Estimated total cost => $5,053
    b. Service Providers:
        i. Blackstone Landscaping, Vince Stempien, Owner – 248-939-3600
        ii. RDP Painting, Ryan Dixon, Owner – 248-345-0916
        iii. Trillium Diversified Services, Pete Horwood, Owner – 877-392-3792
    c. Total amount of grant funds requested => $2,526.50
    d. This project does not exceed the $5,000 1:1 match offer.
    e. There are no in-kind donations or cash assistance for this project.
    f. Itemized unit and total cost estimates

ITEM	UNITS	Cost/Unit	Total Cost
Hydrangea	9	85.00	$765
Weigela	8	86.00	$688
Ledge rock – 2.5'x4.5'	3	230.00	$690
Compost planting mix	3 Yds	85.00	$255
Mulch	7 Yds	85.00	$595
Blackstone Landscaping Labor and Haul Fee			$250
RDP Paint and Labor			$900
Trillium Sealants and Labor			$910
Total Cost of Project			**$5,053**

PHOTOS OF THE ENTRYWAY OF WALDEN WOODS ONE => NEXT PAGE

PHOTOS OF WALDEN WOODS ONE ENTRYWAY – Arcadia Dr and Eleven Mile Rd

	JULY 2013
	SEPTEMBER 2018



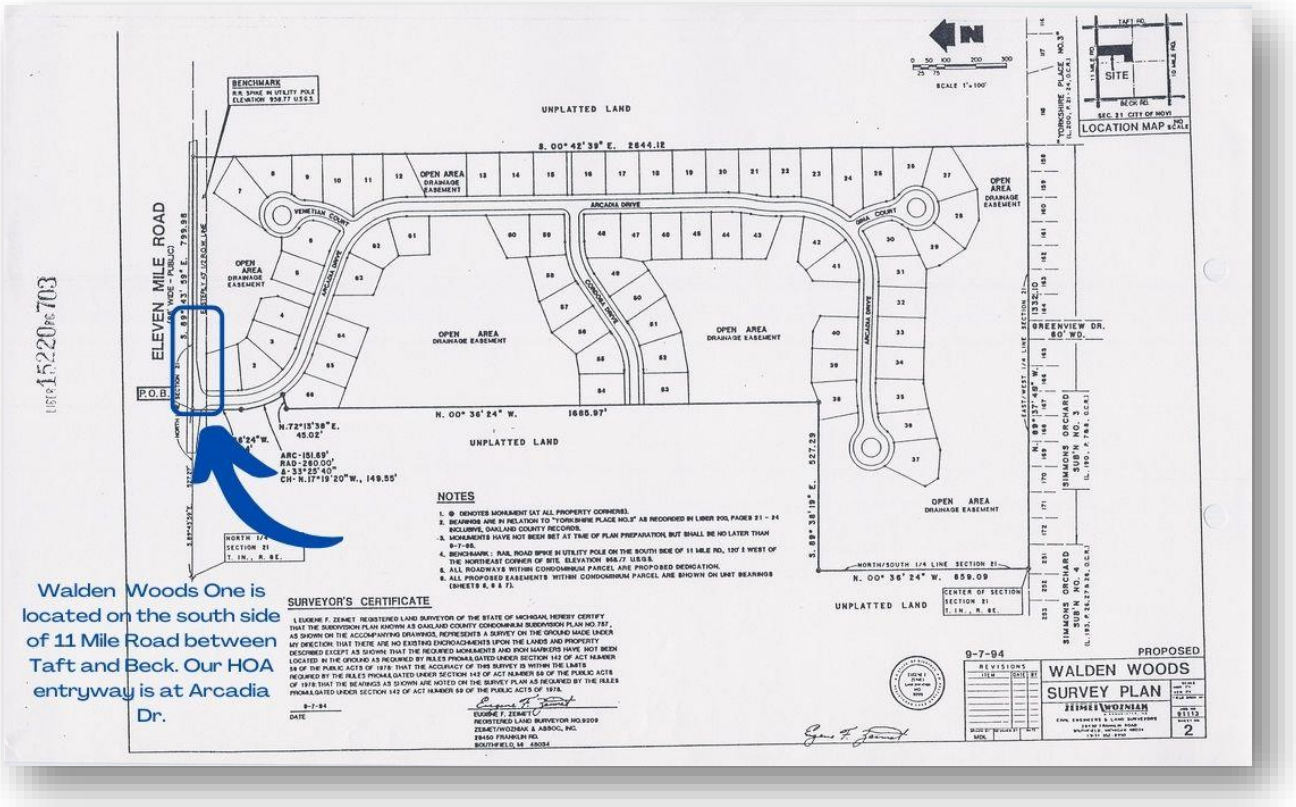
JULY 2023



JULY 2023

Map of the Walden Woods One Entryway at Arcadia Drive and 11 Mile Road

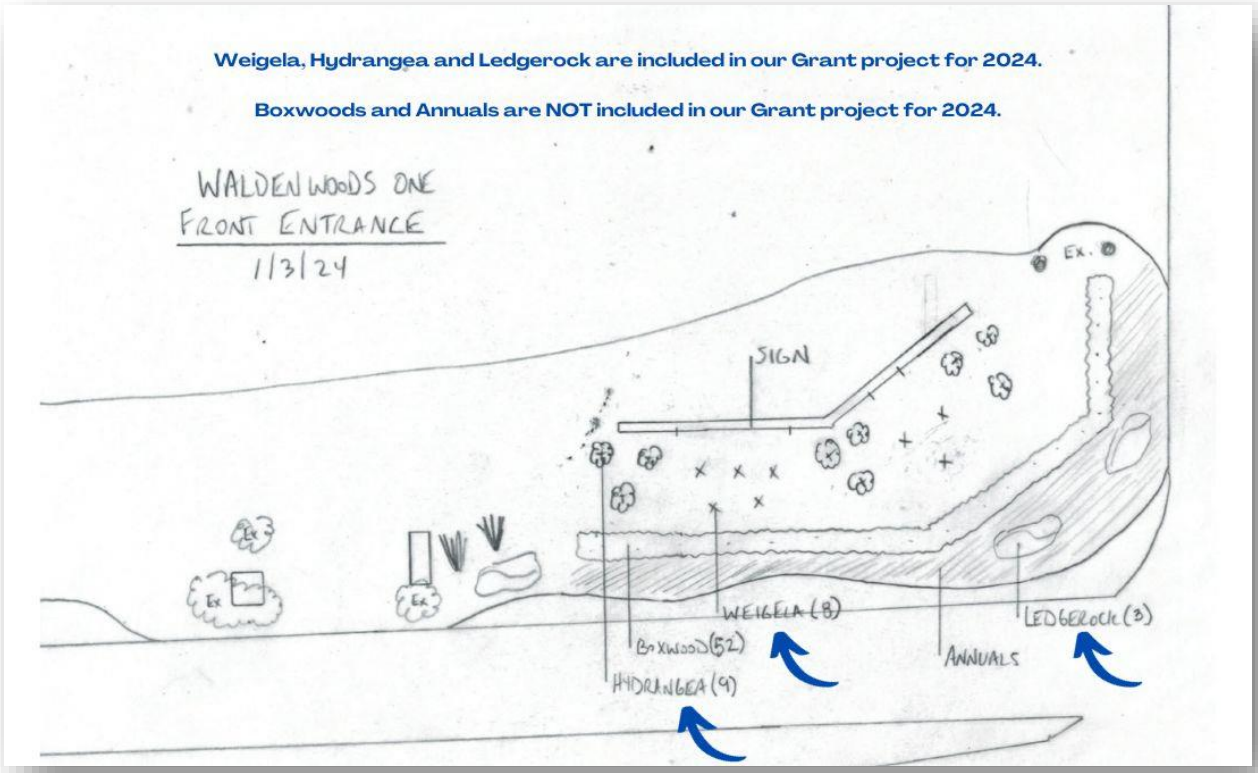
Walden Woods One is located on the south side of 11 Mile Road between Taft and Beck. Our HOA entryway is located on 11 Mile Road and Arcadia Drive.



Sketch of Landscaping Improvements (Next Page)

Weigela, Hydrangea and Ledgerock are included in our Grant project for 2024.

Boxwoods and Annuals are NOT included in our Grant project for 2024.



This has been reviewed by the board members of Walden Woods One and is approved for completion in early 2024.

Thank you for offering this opportunity to Novi's Homeowners Associations and for your consideration of our application.

Tami Bethune, 248-345-2054, tbethune08@att.net

25922 Arcadia Dr., Novi, MI

Adam Whitesel, 517-719-9054, adamtwhitesel@gmail.com

25890 Arcadia Dr., Novi, MI

Submitted to the Beautification Committee via email at entrywaygrant@cityofnovi.org. A phone number was provided also – 248-347-0445.

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval of the request of Singh Development LLC for JSP 20-27, Griffin Novi, for a one-year extension under Section 3.31.4.F of the Zoning Ordinance for the Preliminary Site Plan with a PD-2 option. The subject property is located at the southeast corner of Twelve Mile Road and Twelve Oaks Mall east access drive, in Section 14. The applicant received approval from City Council on March 14, 2022, for the Planned Development 2 (PD-2) Option to develop 174 multi-family residential units on a vacant 7.5-acre parcel.

SUBMITTING DEPARTMENT: Community Development Department - Planning

BACKGROUND INFORMATION:

The applicant received Preliminary Site Plan approval to develop a vacant parcel located south of Twelve Mile Road, northeast of the Twelve Oaks Mall in the RC Regional Center District utilizing the PD-2 Development Option. Four multi-story apartment buildings, four townhouse-style buildings and a clubhouse are proposed with a total of 174 units. Parking would be provided in ground-level garages in the apartment buildings and in direct-entry garages for the townhomes. Additional surface lots and on-street spaces are also provided. An outdoor pool area is adjacent to the clubhouse. A private street network is proposed to connect the development to Twelve Mile Road and the Twelve Oaks Mall access drive on the west side of the property.

If approved, this extension would allow additional time for the applicant to complete the remaining steps to receive administrative approval of the Final Stamping Set. At this time, the only outstanding item is the approval and execution of certain off-site easements. As stated in the applicant's letter requesting the extension, they have encountered delays in getting lender consent documents approved by the U.S. Department of Housing and Urban Development (HUD) for those off-site easements. This extension should have been brought to City Council in 2023 under the terms of approval for Planned Development options as stated in Zoning Ordinance Section 3.31.4.F, however staff was following the typical rules for site plan approval under Section 6.1.6.

If the extension request is granted, the new expiration date for the Preliminary Site Plan approval will be March 13, 2025. Unless another extension is granted, Final Stamping Set approval must be granted by that date, or the site plan process would need to be restarted.

At this time, Planning staff is not aware of any changes to the ordinances, or surrounding land uses, which would affect the approval of the requested extension for one year.

RECOMMENDED ACTION: Approval of the request of Singh Development LLC for JSP 20-27, Griffin Novi, for a one-year extension under Section 3.31.4.F of the Zoning Ordinance for the Preliminary Site Plan with a PD-2 option. The subject property is located at the southeast corner of Twelve Mile Road and Twelve Oaks Mall east access drive, in Section 14. The applicant received approval from City Council on March 14, 2022, for the Planned Development 2 (PD-2) Option to develop 174 multi-family residential units on a vacant 7.5-acre parcel. The extension granted results in a new expiration date of March 13, 2025.

(This motion is made because the plan is otherwise in compliance with Article 3, Article 4, and Article 5 of the Zoning Ordinance, Chapter 11 and Chapter 37 of the Code of Ordinances and all other applicable provisions of the Ordinance.)

MAPS

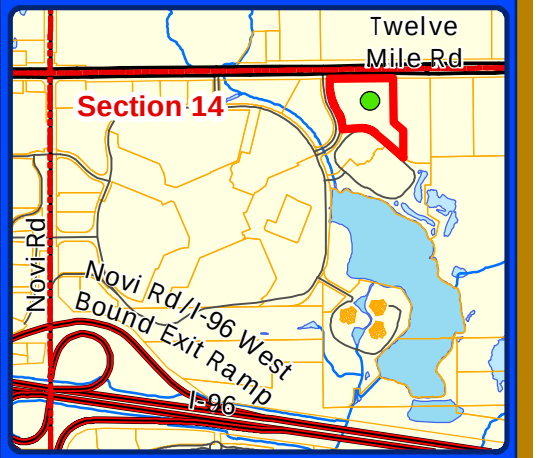
LOCATION

ZONING

JSP20-27 GRIFFIN NOVI

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: 2/17/22
Project: GRIFFIN NOVI
Version #: 1

Feet
0 70 140 280 420

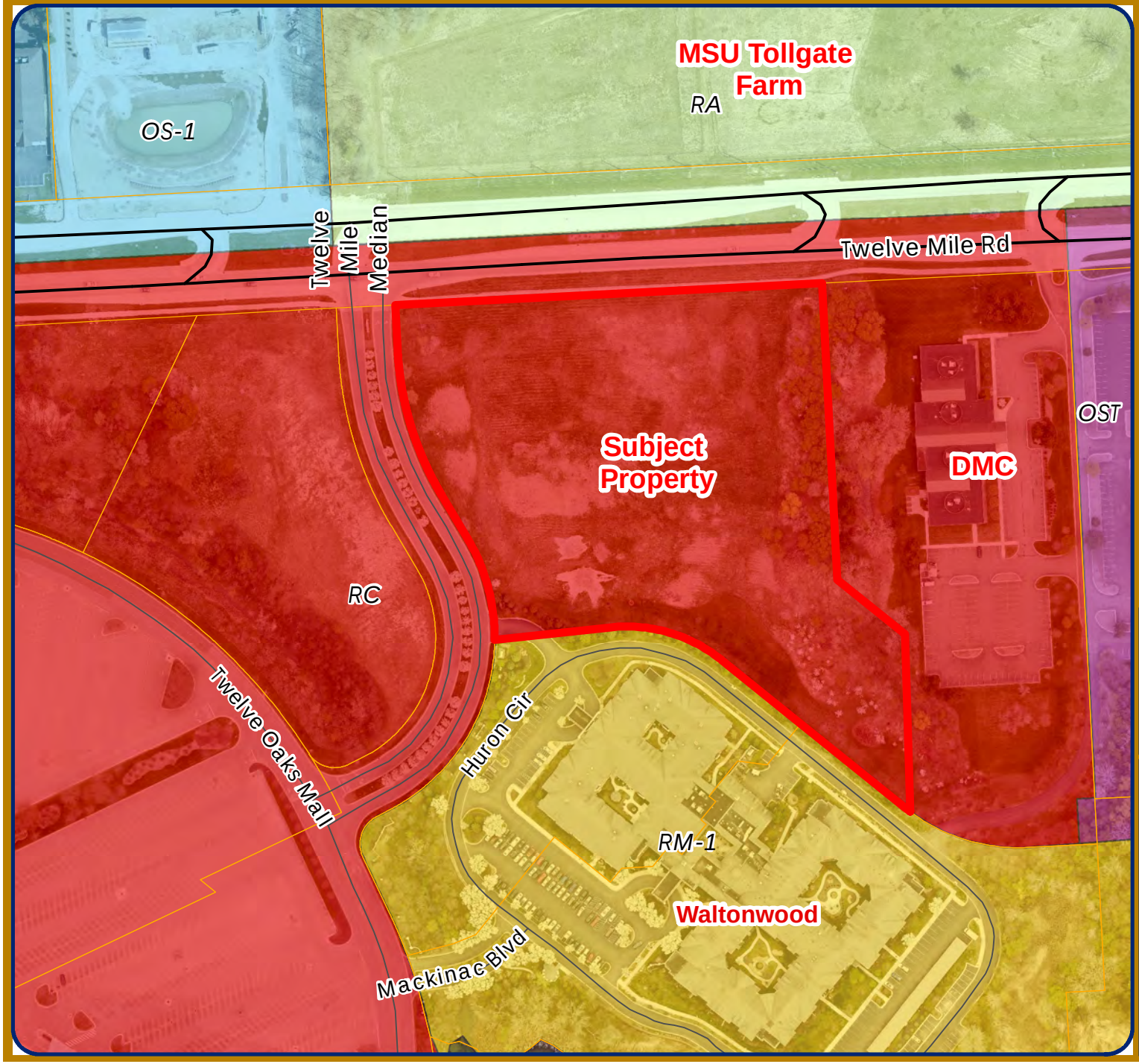
1 inch = 333 feet

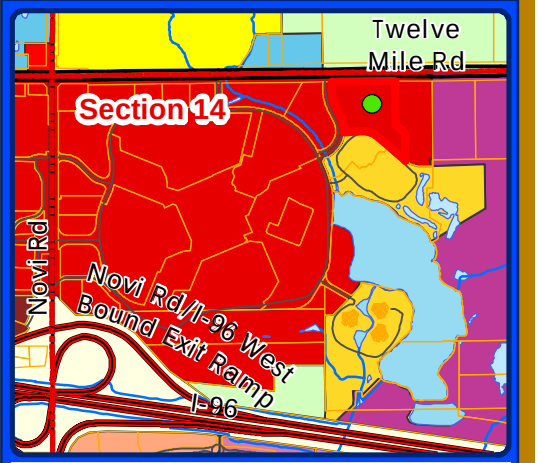
MAP INTERPRETATION NOTICE

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

JSP20-27 GRIFFIN NOVI

ZONING





LEGEND

- R-A: Residential Acreage
- R-4: One-Family Residential District
- RM-1: Low-Density Multiple Family
- B-3: General Business District
- C: Conference District
- I-1: Light Industrial District
- OS-1: Office Service District
- OSC: Office Service Commercial
- OST: Office Service Technology
- RC: Regional Center District
- TC: Town Center District
- 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: 2/17/22
Project: GRIFFIN NOVI
Version #: 1

Feet
0 45 90 180 270

1 inch = 208 feet

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SITE PLAN & RENDERINGS



LOCATION MAP
N.T.S.

LANDSCAPE REQUIREMENTS

EXISTING SITE AREA: 329,766.70 S.F. OR 7.57 ACRES

LANDSCAPE ABUTTING A R.O.W.
STREET TREES: (S)
1 DECIDUOUS TREE PER 45 L.F. OF FRONTAGE (W/O PKG)

12 MILE ROAD
REQUIRED: 629 L.F. - 121 / 45 L.F. = 11.15 OR 11 TREES REQUIRED
REQUIRED: 11 TREES
PROVIDED: 11 TREES

TWELVE OAKS MALL DRIVE
REQUIRED: 517 - 26 L.F. / 45 L.F. = 11 TREES REQUIRED
REQUIRED: 11 TREES
PROVIDED: 0 TREES. DUE TO THE PRESENCE OF NUMEROUS UNDERGROUND UTILITIES

PROPOSED PRIVATE DRIVE
REQUIRED: N. 670 L.F. - 75 L.F.-75 L.F. - 145 L.F. / 45 L.F. = 8.33 OR 8 TREES REQUIRED
S. 655 L.F. - 65 L.F. - 65 L.F. / 45 L.F. = 11.67 OR 12 TREES REQUIRED
REQUIRED: 20 TREES
PROVIDED: NORTH SIDE: 8 TREES
SOUTH SIDE: 13 TREES

ROW LANDSCAPE GREENBELT: (G)
1 TREE PER 35 L.F (ADJACENT TO PKG)
1 TREE PER 45 L.F. (W/O PKG)
1 ORNAMENTAL TREE PER 20 L.F. (W/ PKG)
1 ORNAMENTAL TREE PER 30 L.F. (W/O PKG)

12 MILE ROAD
REQUIRED: 625 L.F. - 44 L.F. / 45 L.F. = 12.86 OR 13 TREES REQUIRED
625 L.F. - 65 L.F. / 30 L.F. = 18.6 OR 19 SUB-CANOPY TREES REQUIRED
REQUIRED: 13 CANOPY TREES AND 19 SUB-CANOPY TREES
PROVIDED: 13 TREES AND 19 SUB-CANOPY TREES

TWELVE OAKS MALL DRIVE
REQUIRED: 517 L.F.-140 L.F. / 45 L.F. = 8.38 OR 8 TREES REQUIRED
140 L.F. / 35 L.F. = 4 TREES REQUIRED
517 L.F.-140 L.F. / 30 L.F. = 12.6 OR 13 SUB-CANOPY TREES REQUIRED
140 L.F. / 20 L.F. = 7 SUB-CANOPY TREES REQUIRED
REQUIRED: 12 CANOPY TREES AND 20 SUB-CANOPY TREES
PROVIDED: 8 TREES AND 20 SUB-CANOPY TREES

PROPOSED PRIVATE DRIVE
REQUIRED: 670 L.F. - 25 L.F. -25 L.F.-22 L.F. / 45 L.F. = 12.36 OR 12 TREES
670 L.F. - 25 L.F. - 25 L.F.-22 L.F. - 42 L.F. / 30 L.F. = 18.53 OR 19 SUB-CANOPY TREES
REQUIRED: 12 CANOPY TREES AND 19 SUB-CANOPY TREES
PROVIDED: 12 TREES AND 19 SUB-CANOPY TREES

PARKING LOT LANDSCAPE REQUIREMENTS
VEHICLE USE AREA
VUA = 88,302 S.F. (CALCULATED)
7.5% OF TOTAL VEHICLE USE AREA UP TO 50,000 S.F. THEN 1%
50,000 S.F. X 7.5% = 3,750 S.F.
38,302 S.F. X 1% = 383 S.F.

REQUIRED PARKING LOT LANDSCAPE AREA
REQUIRED: 4,133 S.F.
PROVIDED: 6,717 S.F.

PARKING LOT DECIDUOUS SHADE TREES (I)
1 DECIDUOUS CANOPY TREE PER 200 S.F. REQUIRED LANDSCAPE AREA
REQUIRED: 4,331 S.F. / 200 S.F. = 20.67 OR 21 TREES REQUIRED
PROVIDED: 22 TREES PROVIDED

PARKING PERIMETER GREEN SPACE (P)
1 TREE PER 35 L.F. OF PARKING PERIMETER
1,566 L.F. / 35 L.F. = 44.74 OR 45 TREES REQUIRED
PROVIDED: 46 DISTINCT TREES

MULTI-FAMILY RESIDENTIAL (M)
3 TREES PER DWELLING UNIT ON THE FIRST FLOOR
REQUIRED:
56 DWELLING UNITS X 3 TREES = 168
TOTAL TREES REQUIRED
PROVIDED: 126 TREES (75% OF REQUIRED)
(16 SUB-CANOPY AND 110 CANOPY AND EVERGREEN TREES)

INTERIOR STREET LANDSCAPING (IS)
1 TREE PER 35 L.F. OF INTERNAL ROADWAY
REQUIRED: 900 L.F. / 35 L.F. = 25.71 OR 26 TREES REQUIRED
PROVIDED: 26 TREES

FOUNDATION LANDSCAPE (F)
35% OF FACADE FACING ROAD/DRIVES REQUIRED TO BE LANDSCAPED
REQUIRED:
BUILDING 'A': 523 L.F. X 35% = 183 L.F. AREA REQUIRED/518 L.F. PROVIDED
BUILDING 'B': 201 L.F. X 35% = 71 L.F. AREA REQUIRED/196 L.F. PROVIDED
BUILDING 'C': 217 L.F. X 35% = 76 L.F. AREA REQUIRED/202 L.F. PROVIDED
BUILDING 'D': 136 L.F. X 35% = 48 L.F. AREA REQUIRED/263 L.F. PROVIDED
BUILDING 'E': 99 L.F. X 35% = 34 L.F. AREA REQUIRED/78 L.F. PROVIDED
BUILDING 'F': 99 L.F. X 35% = 35 L.F. AREA REQUIRED/72 L.F. PROVIDED
BUILDING 'G': 117 L.F. X 35% = 41 L.F. AREA REQUIRED/190 L.F. PROVIDED
BUILDING 'H': 136 L.F. X 35% = 48 L.F. AREA REQUIRED/103 L.F. PROVIDED
CLUBHOUSE: 286 L.F. X 8' = 2,288 S.F. AREA REQUIRED/1,481 S.F. PROVIDED

NF ENGINEERS
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

SEAL

PROJECT
Griffin Novi

CLIENT
Singh Development
7125 Orchard Lake Rd.
Suite 200
West Bloomfield, MI 48322

Contact:
Mr. Todd Rankine
Ph: 248-865-1614

PROJECT LOCATION
Part of the NE 1/4
of Section 14
T. 1 North, R. 8 East,
City of Novi,
Oakland County, Michigan

SHEET
Landscape Plan

811 Know what's below Call before you dig.

REVISIONS
03/15/21 ISSUED FOR SITE PLAN REVIEW
12/03/21 PRELIMINARY SPA

DRAWN BY:
G. Ostrowski

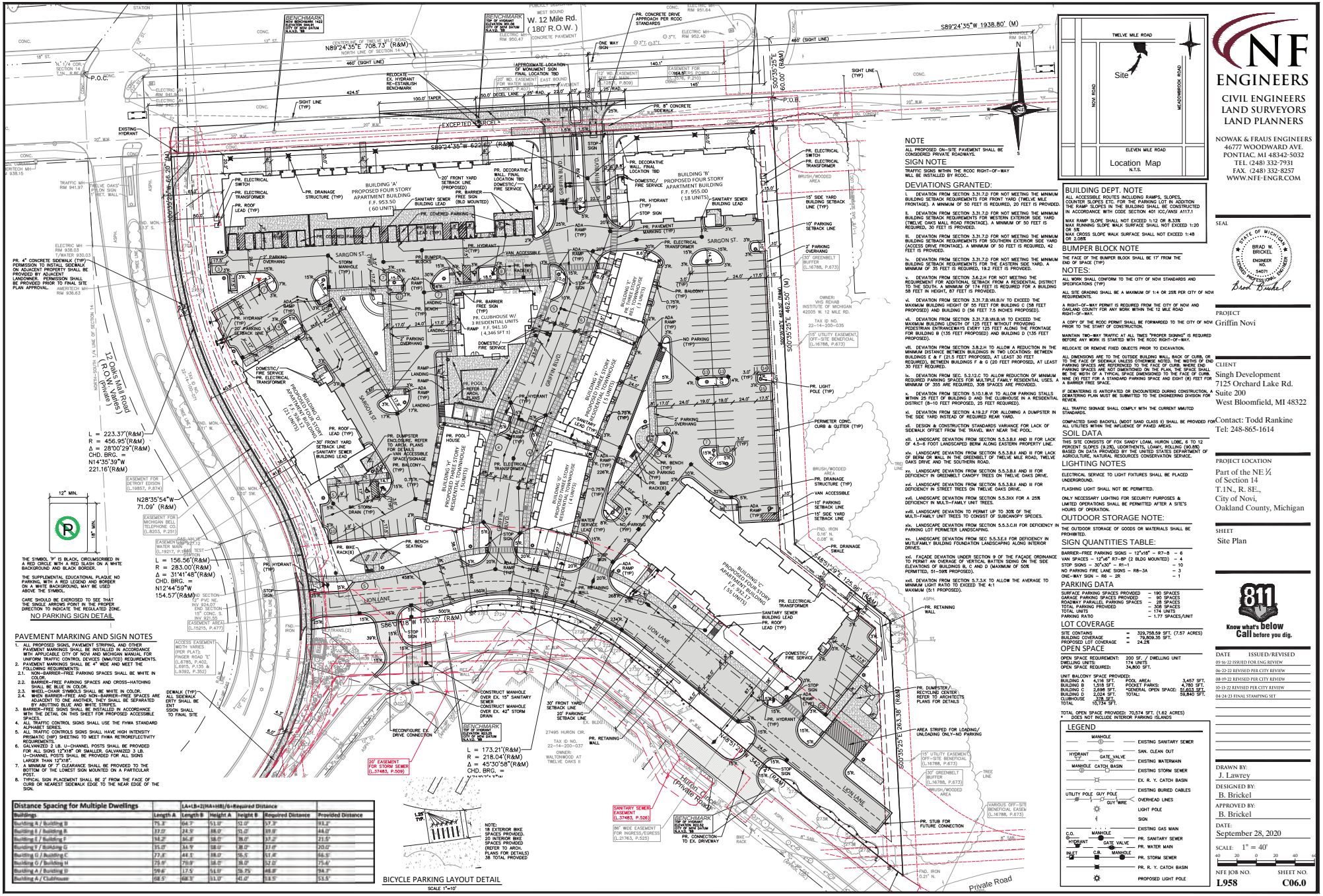
DESIGNED BY:
G. Ostrowski

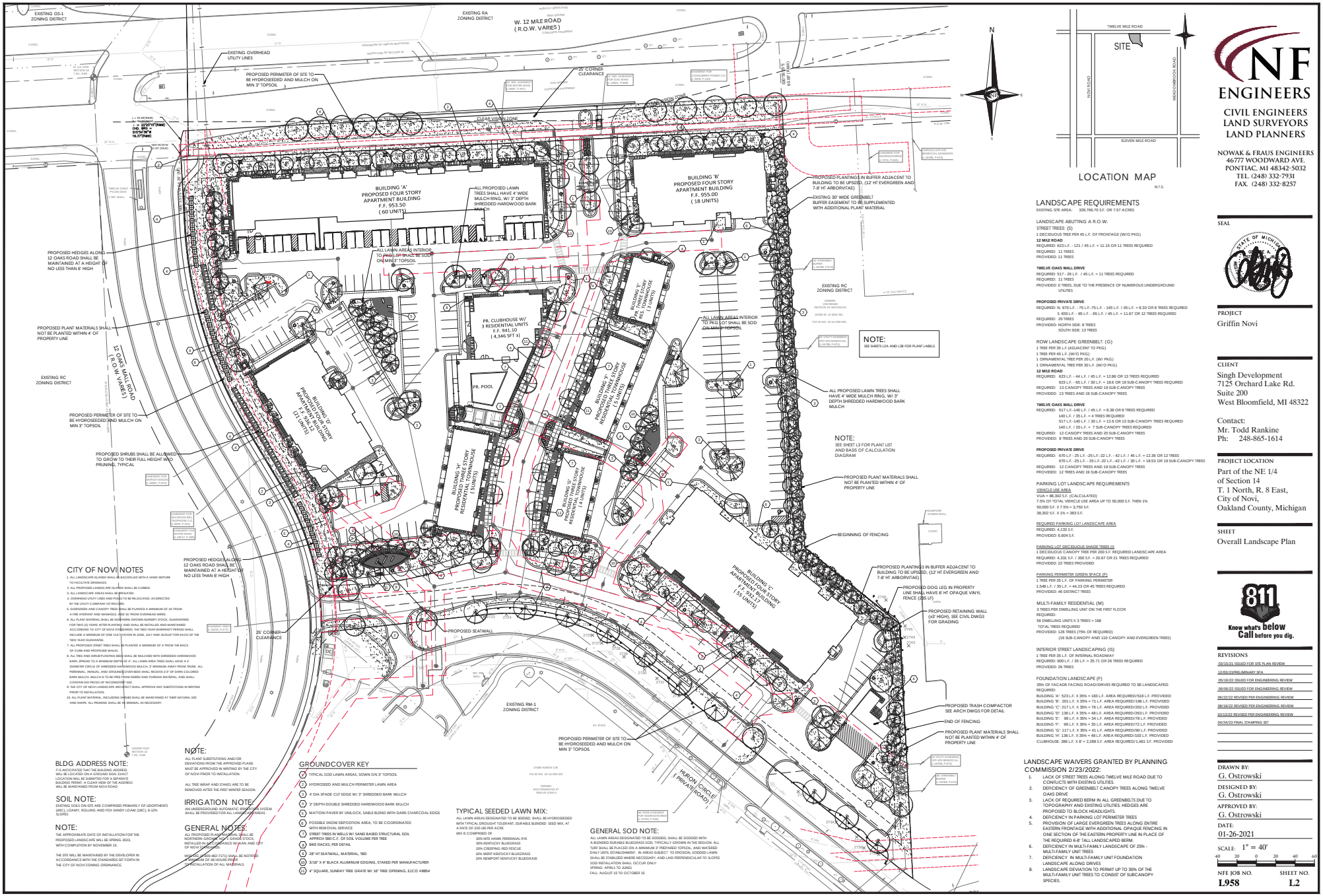
APPROVED BY:
G. Ostrowski

DATE:
01-26-2021

SCALE: 1" = 40'
40 20 0 20 40 60

NFE JOB NO. L958
SHEET NO. L2


W. 12 Mile Rd.
(180' R.O.W.)
BENCHMARK
TOP OF HYDRANT
ELEVATION 952.32
ON "W" SIDE OF 50' DECEL LANE
N.A.V.D. '88
BENCHMARK
TOP OF HYDRANT
ELEVATION 952.47
ON "E" SIDE OF 50' DECEL LANE
N.A.V.D. '88
N89°24'35"E 708.73' (R&M)
NORTH LINE OF SECTION 14
460' (SIGHT LINE)
S89°24'35"W 1938.80' (M)
S89°24'35"W 622.60' (R&M)
S00°35'25"E 60.00' (R&M)
P.O.C.
P.O.B.
EXCEPTED PARCEL
RELOCATE EX. HYDRANT RE-ESTABLISH BENCHMARK
APPROXIMATE LOCATION OF MONUMENT SIGN FINAL LOCATION TBD
20' WD. EASEMENT FOR WATER MAIN (L.19917, P.407)
12' WD. EASEMENT FOR WATER MAIN (L.19917, P.309)
EASEMENT FOR CONSUMERS POWER CO. (L.15376, P.310)
424.5'
100.0' TAPER
50.0' DECEL LANE
25' RAD.
22.0'
20.0'
140.1'
145'
SIGHT LINE (TYP)
PR. 8" CONCRETE SIDEWALK
EXISTING HYDRANT
PR. 4" CONCRETE SIDEWALK (TYP) PERMISSION TO INSTALL SIDEWALK ON ADJACENT PROPERTY SHALL BE PROVIDED BY ADJACENT LANDOWNER. ADJACENT SHALL BE PROVIDED PRIOR TO FINAL SITE PLAN APPROVAL.
TRAFFIC MH RM 941.97
TWELVE OAKS' PYLON SIGN
ELECTRIC MH RM 938.03
T/WATER 930.03
AMERITECH MH RM 936.63
PR. ELECTRICAL SWITCH
PR. ELECTRICAL TRANSFORMER
PR. ROOF LEAD (TYP)
PR. DRAINAGE STRUCTURE (TYP)
BUILDING 'A' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 953.50 (60 UNITS)
SANITARY SEWER BUILDING LEAD
20' FRONT YARD SETBACK LINE (PROPOSED)
PR. BARRIER FREE SIGN (BLD MOUNTED)
DOMESTIC/ FIRE SERVICE
PR. DECORATIVE WALL FINAL LOCATION TBD
PR. DECORATIVE WALL FINAL LOCATION TBD
BUILDING 'B' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 955.00 (18 UNITS)
PR. SANITARY SEWER BUILDING LEAD
PR. HYDRANT (TYP)
STOP SIGN
PR. PAVEMENT MARKING (TYP)
PR. ELECTRICAL TRANSFORMER
PR. COVERED PARKING
PR. ROOF LEAD (TYP)
PR. BUMPER BLOCKS
SARGON ST.
STORM MANHOLE (TYP)
ADA RAMP (TYP)
VAN ACCESSIBLE
PR. BARRIER FREE SIGN (TYP)
PR. CLUBHOUSE W/ 3 HOSE CONNECTIONS RAMP F.F. 941.10 [4,346 SFT ±]
DOMESTIC/ FIRE SERVICE
2" PARKING OVERHANG
15' SIDE YARD BUILDING SETBACK LINE (TYP)
10' PARKING SETBACK LINE
2" PARKING OVERHANG
30' GREENBELT BUFFER (L.16788, P.673)
BRUSH/WOODED AREA
OWNER: VHS REHAB INSTITUTE OF MICHIGAN #2005 W. 12 MILE RD.
TAX ID NO. 22-14-200-035
15' UTILITY EASEMENT, OFF-SITE BENEFICIAL (L.16788, P.673)
PR. LIGHT POLE (TYP)
PERIMETER CONC. CURB & GUTTER (TYP)
PR. POOL HOUSE
PR. POOL HEATER TO ARCH. PLANS
PROPOSED FOUR STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
BUILDING 'G' PROPOSED FOUR STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
BUILDING 'H' PROPOSED FOUR STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
BUILDING 'I' PROPOSED FOUR STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
GRIFFEN BLVD
NO PARKING (TYP)
PR. BIKE RACK(S)
PR. BENCH
PR. DRAINAGE STRUCTURE (TYP)
PR. DRAINAGE SWALE
PR. DUMPSTER ENCLOSURE, REFER TO ARCH. PLANS FOR DETAILS
VAN ACCESSIBLE SPACE/SIGNAGE
10' PARKING SETBACK LINE
15' SIDE YARD SETBACK LINE
SANITARY SEWER BUILDING LEAD
PR. ROOF LEAD (TYP)
30' FRONT YARD SETBACK LINE
SANITARY SEWER BUILDING LEAD
PR. STORM DRAIN (TYP)
PR. RETAINING WALL
PR. ELECTRICAL TRANSFORMER
SANITARY SEWER BUILDING LEAD
PR. ROOF LEAD (TYP)
PR. DUMPSTER/ RECYCLING CENTER REFER TO ARCHITECTS PLANS FOR DETAILS
AREA STRIPED FOR LOADING/ UNLOADING ONLY-NO PARKING
PR. STUB FOR FUTURE CONNECTION
PR. CONNECTION TO EX. DRIVEWAY
PROPOSED FOUR STORY APARTMENT BUILDING F.F. 947.17 (52 UNITS)
BUILDING 'C' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 947.17 (52 UNITS)
LION LANE
Hidden Oaks (private Road)
Private Road
12 Oaks Mall Road (Varies) R.O.W. (private)
L = 223.37'(R&M)
R = 456.95'(R&M)
Δ = 28°00'29"(R&M)
CHD. BRG. = N14°35'39"W
221.16'(R&M)
N28°35'54"W 71.09' (R&M)
L = 156.56'(R&M)
R = 283.00'(R&M)
Δ = 31°41'48"(R&M)
CHD. BRG. = N12°44'59"W
154.57'(R&M)
S86°01'18"W 170.20' (R&M)
N85°25'29"E 263.38' (R&M)
S48°53'29"E 125.86' (R&M)
L = 173.21'(R&M)
R = 218.04'(R&M)
Δ = 45°30'58"(R&M)
CHD. BRG. = S71°08'58"W
S00°35'25"E 462.50' (R&M)
S00°35'25"E 462.50' (M)
12" MIN.
18" MIN.
THE SYMBOL 'P' IS BLACK, CIRCUMSCRIBED IN A RED CIRCLE WITH A RED SLASH ON A WHITE BACKGROUND AND BLACK BORDER.
THE SUPPLEMENTAL EDUCATIONAL PLAQUE NO PARKING, WITH A RED LEGEND AND BORDER ON A WHITE BACKGROUND, MAY BE USED ABOVE THE SYMBOL.
CARE SHOULD BE EXERCISED TO SEE THAT THE SINGLE ARROWS POINT IN THE PROPER DIRECTION TO INDICATE THE REGULATED ZONE.
NO PARKING SIGN DETAIL
PAVEMENT MARKING AND SIGN NOTES
1. ALL PROPOSED SIGNS, PAVEMENT STRIPING, AND OTHER PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE CITY OF NOVI AND MICHIGAN MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) REQUIREMENTS.
2. PAVEMENT MARKINGS SHALL BE 4" WIDE AND MEET THE FOLLOWING REQUIREMENTS:
2.1. NON-BARRIER-FREE PARKING SPACES SHALL BE WHITE IN COLOR.
2.2. BARRIER-FREE PARKING SPACES AND CROSS-HATCHING SHALL BE BLUE IN COLOR.
2.3. WHEEL-CHAIR SYMBOLS SHALL BE WHITE IN COLOR.
2.4. WHEN BARRIER-FREE AND NON-BARRIER-FREE SPACES ARE ADJACENT TO ONE ANOTHER, THEY SHALL BE SEPARATED BY ABUTTING BLUE AND WHITE STRIPES.
3. BARRIER-FREE SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAIL ON THIS SHEET FOR PROPOSED ACCESSIBLE SPACES.
4. ALL TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
5. ALL TRAFFIC CONTROLS SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.
6. GALVANIZED 2 LB. U-CHANNEL POSTS SHALL BE PROVIDED FOR ALL SIGNS 12"X18" OR SMALLER. GALVANIZED 3 LB. U-CHANNEL POSTS SHALL BE PROVIDED FOR ALL SIGNS LARGER THAN 12"X18".
7. A MINIMUM OF 7' CLEARANCE SHALL BE PROVIDED TO THE BOTTOM OF THE LOWEST SIGN MOUNTED ON A PARTICULAR POST.
8. TYPICAL SIGN PLACEMENT SHALL BE 2' FROM THE FACE OF CURB OR NEAREST SIDEWALK EDGE TO THE NEAR EDGE OF THE SIGN.
Distance Spacing for Multiple Dwellings		LA+LB+2(HA+HB)/6=Required Distance			
Buildings	Length A	Length B	Height A	Height B	Required Distance	Provided Distance
Building A / Building B	75.3'	64.7'	51.0'	51.0'	57.3'	93.2'
Building A / Building E	77.0'	24.3'	38.0'	51.0'	39.8'	44.0'
Building A / Building F	94.2'	86.8'	38.0'	38.0'	37.2'	71.5'
Building F / Building G	35.0'	34.9'	38.0'	38.0'	27.0'	20.0'
Building G / Building C	77.8'	44.1'	38.0'	55.5'	51.8'	66.5'
Building G / Building H	75.9'	75.9'	38.0'	38.0'	32.0'	75.4'
Building A / Building D	59.6'	17.5'	51.0'	55.75'	46.8'	94.3'
Building A / Clubhouse	68.5'	68.5'	51.0'	41.0'	53.5'	53.5'
BICYCLE PARKING LAYOUT DETAIL
SCALE 1"=10'
NOTE: 18 EXTERIOR BIKE SPACES PROVIDED. 20 INTERIOR BIKE SPACES PROVIDED (REFER TO ARCH. PLANS FOR DETAILS) 38 TOTAL PROVIDED
1.00' TYP.
BENCHMARK
TOP OF HYDRANT
ELEVATION 952.32
ON "W" SIDE OF 50' DECEL LANE
N.A.V.D. '88
BENCHMARK
TOP OF HYDRANT
ELEVATION 952.47
ON "E" SIDE OF 50' DECEL LANE
N.A.V.D. '88
20' EASEMENT FOR STORM SEWER (L.37483, P.509)
SANITARY SEWER EASEMENT (L.37483, P.526)
86' WIDE EASEMENT FOR INGRESS/EGRESS (L.21763, P.525)
27495 HURON CIR.
TAX ID NO. 22-14-200-037
OWNER: WALTONWOOD AT TWELVE OAKS II
REF. WALL
RECONFIGURE EX. DRIVE CONNECTION
CONSTRUCT MANHOLE OVER EX. 15" SANITARY SEWER
CONSTRUCT MANHOLE OVER EX. 42" STORM DRAIN
DEWALK (TYP) ALL SIDEWALK ENTRY SHALL BE ENT SSION SHALL TO FINAL SITE
ACCESS EASEMENT (WIDTH VARIES (PER PLAT); FINGER ROAD 'E' (L.6785, P.402, L.6915, P.135 & L.9302, P.352))
EASEMENT FOR DETROIT EDISON (L.19857, P.874)
EASEMENT FOR MICHIGAN BELL TELEPHONE CO. (L.8203, P.251)
EASEMENT FOR WATER MAIN (L.19217, P.1866)
EASEMENT AREA (L.15215, P.477)
EASEMENT AREA (L.15215, P.477)
EASEMENT AREA (L.15215, P.477


W. 12 MILE ROAD
(R.O.W. VARIES)
EXISTING OS-1 ZONING DISTRICT
EXISTING RA ZONING DISTRICT
EXISTING RC ZONING DISTRICT
EXISTING RM-1 ZONING DISTRICT
EXISTING OVERHEAD UTILITY LINES
PROPOSED PERIMETER OF SITE TO BE HYDROSEEDED AND MULCH ON MIN 3" TOPSOIL
25' CORNER CLEARANCE
CLEAR VISION ZONE
BUILDING 'A' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 953.50 (60 UNITS)
BUILDING 'B' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 955.00 (18 UNITS)
ALL PROPOSED LAWN TREES SHALL HAVE 4' WIDE MULCH RING, W/ 3" DEPTH SHREDDED HARDWOOD BARK MULCH
ALL LAWN AREAS INTERIOR TO PKG LOT SHALL BE SOD ON MIN 3" TOPSOIL
PROPOSED HEDGES ALONG 12 OAKS ROAD SHALL BE MAINTAINED AT A HEIGHT OF NO LESS THAN 6' HIGH
PROPOSED PLANT MATERIALS SHALL NOT BE PLANTED WITHIN 4' OF PROPERTY LINE
PROPOSED PERIMETER OF SITE TO BE HYDROSEEDED AND MULCH ON MIN 3" TOPSOIL
PROPOSED SHRUBS SHALL BE ALLOWED TO GROW TO THEIR FULL HEIGHT W\O PRUNING, TYPICAL
PR. CLUBHOUSE W/ 3 RESIDENTIAL UNITS F.F. 941.10 (4,346 SFT.)
PR. POOL
BUILDING 'D' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 936.50 (24 UNITS)
BUILDING 'E' PROPOSED THREE STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
BUILDING 'F' PROPOSED THREE STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
BUILDING 'G' PROPOSED THREE STORY RESIDENTIAL TOWNHOUSE (4 UNITS)
BUILDING 'H' PROPOSED THREE STORY RESIDENTIAL TOWNHOUSE (5 UNITS)
BUILDING 'C' PROPOSED FOUR STORY APARTMENT BUILDING F.F. 932.50 (55 UNITS)
PROPOSED SEATWALL
PROPOSED PLANTINGS IN BUFFER ADJACENT TO BUILDING TO BE UPSIZED. (12' HT EVERGREEN AND 7-8' HT ARBORVITAE)
EXISTING 30' WIDE GREENBELT BUFFER EASEMENT TO BE SUPPLEMENTED WITH ADDITIONAL PLANT MATERIAL
NOTE: SEE SHEETS L2.A AND L2B FOR PLANT LABELS
NOTE: SEE SHEET L3 FOR PLANT LIST AND BASIS OF CALCULATION DIAGRAM
BEGINNING OF FENCING
PROPOSED DOG LEG IN PROPERTY LINE SHALL HAVE 6' HT OPAQUE VINYL FENCE (205 LF)
PROPOSED RETAINING WALL (±3' HIGH), SEE CIVIL DWGS FOR GRADING
PROPOSED TRASH COMPACTOR SEE ARCH DWGS FOR DETAIL
END OF FENCING
PROPOSED PLANT MATERIALS SHALL NOT BE PLANTED WITHIN 4' OF PROPERTY LINE
HURON CIRCLE (PRIVATE ROAD)
EXISTING 8" WATER MAIN
EXISTING 8" SANITARY SEWER
EXISTING 12" STORM SEWER
EXISTING 24" STORM SEWER
EXISTING 30" STORM SEWER
EXISTING 36" STORM SEWER
EXISTING 48" STORM SEWER
EXISTING 60" STORM SEWER
EXISTING 72" STORM SEWER
EXISTING 96" STORM SEWER
EXISTING 12" GAS SERVICE
EXISTING 8" GAS MAIN
EXISTING 12" GAS MAIN
EXISTING 16" GAS MAIN
EXISTING 20" GAS MAIN
EXISTING 24" GAS MAIN
EXISTING 30" GAS MAIN
EXISTING 36" GAS MAIN
EXISTING 42" GAS MAIN
EXISTING 48" GAS MAIN
EXISTING 54" GAS MAIN
EXISTING 60" GAS MAIN
EXISTING 66" GAS MAIN
EXISTING 72" GAS MAIN
EXISTING 78" GAS MAIN
EXISTING

ASPHALT SHINGLES
MANUF: GAF
COLOR: ANTIQUE SLATE

STONE VENEER
MANUF: VERSETTA STONE
COLOR: PLUM CREEK

VINYL WINDOWS
MANUF: TBD
COLOR: BLACK

PANEL VERTICAL SIDING
MANUF: JAMES HARDIE
COLOR: AGED PEWTER

VERTICAL SIDING
MANUF: JAMES HARDIE
COLOR: ARCTIC WHITE

STANDING SEAM METAL ROOF
MANUF: PAC-CLAD
COLOR: SLATE GRAY



PRELIMINARY NOT FOR CONSTRUCTION

krieger klatt ARCHITECTS
architecture interiors consulting
1412 E. 11 Mile Rd. | Royal Oak, MI 48067
P: 248.414.9270 F: 248.414.9275
www.kriegerklatt.com

Client:
Singh Development, LLC

Project:
Griffin Novi

Issued	Description	By
03-15-2021	Prelim. Site Plan Review	
08-03-2021	Prelim. Site Plan Review	
12-02-2021	Prelim. Site Plan Review	

Seal:

Note:
Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

Sheet Title:
Material Board

Project Number:
Project Number

Sheet Number:
A.211

APPLICANT EXTENSION REQUEST

FEBRUARY 29, 2024

SINGH
A Tradition Of Excellence
Real Estate - Developers - Builders - Investors – Management
Singh Development, L.L.C.
7125 Orchard Lake Road
Suite 200
West Bloomfield, MI 48322
Telephone: (248) 865-1614
Fax: (248) 865-1630
todd.rankine@singhmail.com
www.singhweb.com

February 29, 2024

Mayor Fischer and Novi City Council
City of Novi
45175 W. Ten Mile Road
Novi, Michigan 48375-3024

Re: Request for Extension of Preliminary Site Plan Approval
Griffin Novi; JSP 20-27

Dear Mr. Mayor and members of Novi City Council:

Please accept this letter as our formal request for an extension to the approved Preliminary Site Plan for the above referenced development for a period of two (2) years, pursuant to Section 3.31.4.F.i, of the City of Novi Zoning Ordinance.

Our project had received City Council approval for Preliminary Site Plan on March 14th, 2022. Then, in the City of Novi Plan Review Center Report, dated November 16, 2022, we received notice that staff had recommended approval of the Final Site Plan, with items to be addressed at Electronic Stamping Set submittal. Over the next few months, and into 2023, our design team worked on the items needing to be addressed for Final Stamping Set.

Since then, we have been working to obtain full approval of several Off-Site Easements. Unfortunately, obtaining those approvals has proved to be more difficult than we initially expected. Many of the Off-Site Easements are on property also owned by Singh, Waltonwood Twelve Oaks, and owner approval of these Easements has been granted.

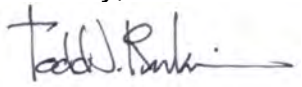
However, there is a HUD financed loan on the Waltonwood Property, and getting through the HUD approval process for these Easements has been more than difficult. Our last

communication with HUD was early January of 2024, where verbal approval of all Easements was expressed. Since then, we have not received official written approval, and have not been able to reach our contact at HUD for an update.

Therefore, the reason for the request for extension for approved Preliminary Site Plan is due to unforeseen delays in outside approvals for Off-Site Easements. We will continue to work diligently with our HUD agent to obtain final written approval of all Off-Site Easements.

Please let me know if you may require any additional information in order to consider our request for an extension to the Final Site Plan.

Sincerely,



Todd J. Rankine, RA
Director, Architecture and Planning

Cc: Avi Grewal, Singh Development, LLC

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval of the request of DTN Management/Tricap Holdings for JSP 18-10, The Bond development, for a one-year extension of their Final Site Plan approval. The property is zoned TC-1 (Town Center One) and is approximately 7.74 acres. It is located on the southwest side of Bond Street, south of Grand River Avenue and west of Novi Road in Section 22. The applicant received Final Stamping Set approval for a mixed-use development with two four-story multi-family residential buildings with a total of 260 apartments on April 14, 2022.

SUBMITTING DEPARTMENT: Community Development Department - Planning

BACKGROUND INFORMATION:

The subject property is approximately 7.74 acres and is located on the southwest side of Bond Street. Bond Street is located near the southwest quadrant of Grand River Avenue and Novi Road (Section 22). The applicant previously received approval to redevelop the former Fendt Transit Mix Concrete Plant into a mixed-use development with two four-story multi-family residential buildings with a total of 260 apartments and a single-story commercial building (5,578 SF). The site improvements include a two-level parking structure, surface parking, site amenities such as a swimming pool, landscaped courtyards, and related landscape improvements.

If approved, this extension would allow additional time for the applicant to begin construction of the previously approved project. As stated in the applicant's letter requesting the extension, they have encountered difficulties navigating coordination between FEMA approval of a revised floodplain map (which did not impact their property) and HUD loan approval. In the interim, rising interest rates and construction costs also caused the project to be delayed.

If the extension is granted, the new expiration date for the site plan approval will be April 13, 2025. Unless another extension is granted, or a new approval is granted, construction would need to begin by that date, or the site plan process would need to be restarted. Section 6.1.6 of the Zoning Ordinance allows up to three one-year extensions to be granted by the approving body.

At this time, Planning staff is not aware of any changes to the ordinances, or surrounding land uses, which would affect the approval of the requested extension for one year.

DEVELOPMENT AGREEMENT
The site plan qualifies for a mixed-use development and the higher densities the Town Center-1 District offers since the applicant is proposing 10 percent of the total development as non-residential use. Because the applicant is proposing to build the qualifying non-residential use in phase 3, the timing of which is undetermined, the developer agreed to enter into a Development Agreement with the City. The Development Agreement was approved by City Council at their April 15, 2019, meeting (recorded with Oakland County Records on May 24, 2019, at Liber 52859, Page 785). The agreement in general consists of the following:

1. It sets forth conditions required in connection with the approval relating to certain deviations and variances.
2. The subject property shall be developed and used solely for mixed-use development in accordance with the approved Site Plan.
3. It governs the type of use and timing of construction of the commercial portion of the project.

On November 25, 2019, the Developer and City Council entered into a First Amendment to the Development agreement, which increased the allowable number of rooms to 260 with a corresponding increase in the room count.

On January 25, 2021, the Developer and City Council agreed to a Second Amendment to the Development Agreement which allowed minor changes to the parking lot, façade, and landscaping, and did not impact any of the original conditions of the agreement.

RECOMMENDED ACTION: Approval of the request of DTN Management/Tricap Holdings for JSP 18-10, The Bond development, for a one-year extension of their Final Site Plan approval. The property is zoned TC-1 (Town Center One) and is approximately 7.74 acres. It is located on the southwest side of Bond Street, south of Grand River Avenue and west of Novi Road in Section 22. The applicant received Final Stamping Set administrative approval for a mixed-use development with two four-story multi-family residential buildings with a total of 260 apartments on April 14, 2022. The extension granted results in a new expiration date of April 13, 2025.

(This motion is made because the plan is otherwise in compliance with Article 3, Article 4, and Article 5 of the Zoning Ordinance, Chapter 11 and Chapter 37 of the Code of Ordinances and all other applicable provisions of the Ordinance.)

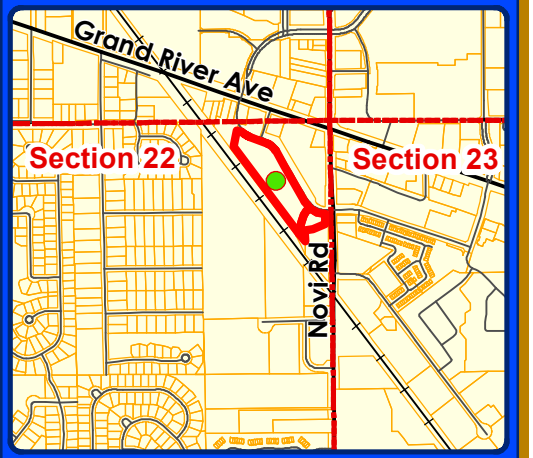
MAPS

LOCATION

ZONING

THE BOND
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: 3/13/24
Project: The Bond
Version #: 1

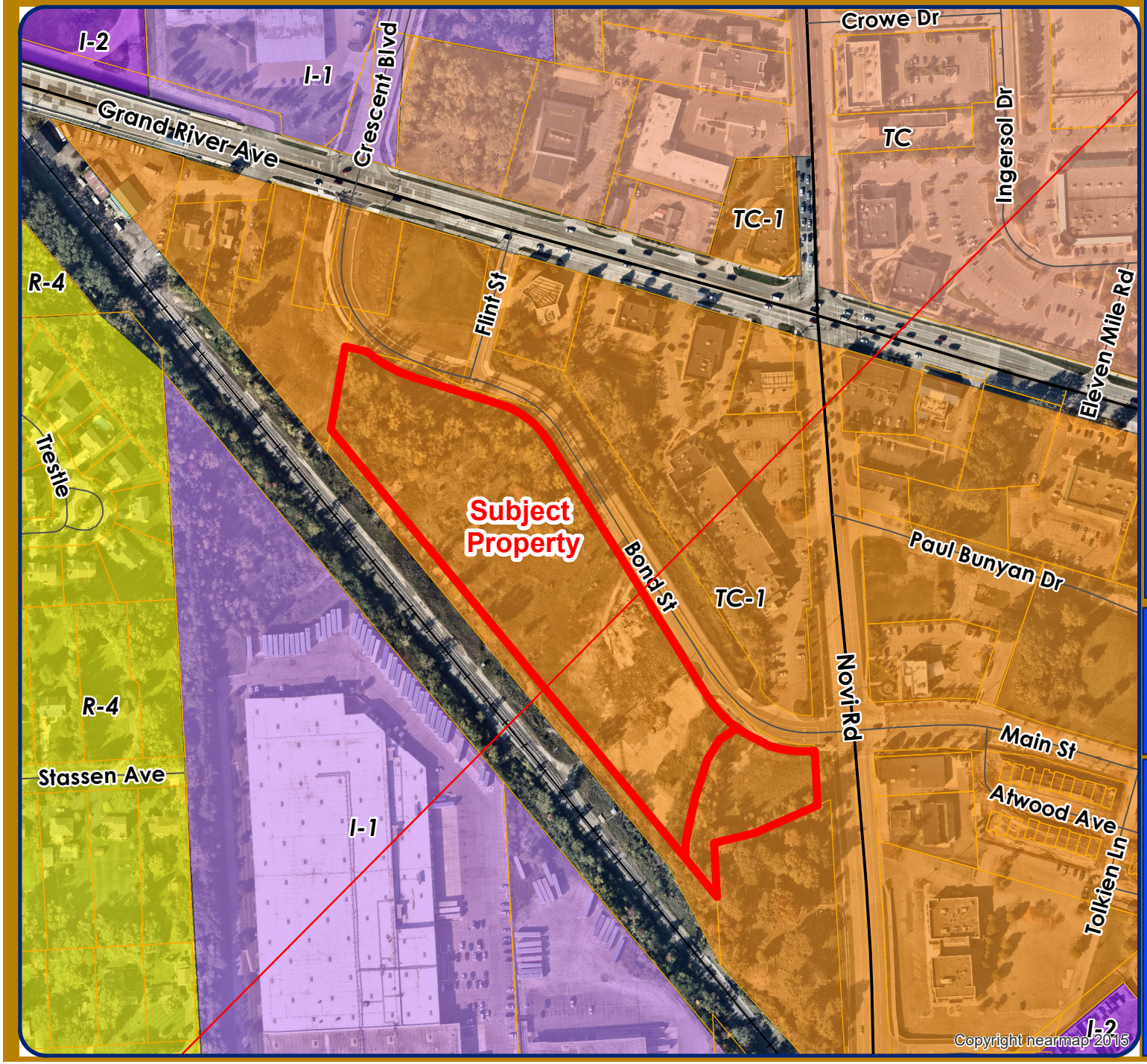
Feet
0 65 130 260 390

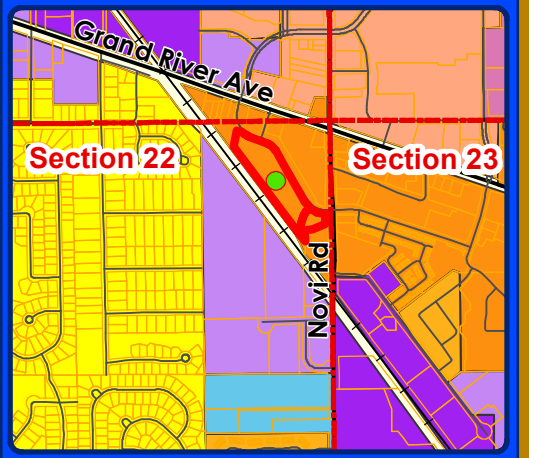
1 inch = 292 feet

MAP INTERPRETATION NOTICE

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

THE BOND
ZONING





LEGEND

- R-4: One-Family Residential District
- RM-2: High-Density Multiple Family
- I-1: Light Industrial District
- I-2: General Industrial District
- OS-1: Office Service District
- OSC: Office Service Commercial
- TC: Town Center District
- TC-1: Town Center -1 District
- 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: 3/13/24
Project: The Bond
Version #: 1

Feet
0 65 130 260 390

1 inch = 292 feet

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SITE PLAN & RENDERING


THE BOND
THE BOND
THE BOND
THE BOND
THE BOND

FINAL SITE PLAN / ENGINEERING CONSTRUCTION PLANS FOR:

THE BOND OF NOVI

SECTION 22, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

LEGAL DESCRIPTION

PHASE 1 - RESIDENTIAL

A Parcel of land located in a part of the Northeast 1/4 of Section 22, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan; being more particularly described as commencing at the Northeast Corner of said Section 22; thence Due South, 138.97 feet, along the East line of said Section 22 and centerline of Novi Road; thence North 70°38'00" West, 704.61 feet, along the Northerly property line of "Supervisor's Plat No. 3", as recorded in Liber 54A of Plats, Page 84, Oakland County Records and the Southerly right-of-way line of Grand River Avenue (100 foot width), to the Northeast corner of Lot 8 of said "Supervisor's Plat No.3"; thence South 12°11'25" West, 168.50 feet, along the easterly line of said Lot 8 to the Southeast corner of said Lot 8; thence North 73°15'20" West, 100.00 feet, along the southerly line of said Lot 8, to the Southwest corner of said Lot 8 and to a point on the easterly line of Lot 7 of said "Supervisor's Plat No.3"; thence South 11°53'39" West, 100 feet, along the easterly line of said Lot 7; thence South 41°25'40" West, 30.70 feet, for a POINT OF BEGINNING; thence South 69°38'58" East, 187.64 feet; thence 125.39 feet along a curve to the right, said curve having a radius 176.00 feet, a central angle 40°49'10" and a chord bearing and distance of South 49°14'23" East, 122.75 feet; thence South 28°49'48" East, 612.64 feet; thence 90.40 feet along a curve to the left, said curve having a radius of 235.00 feet, a central angle of 22°02'24" and a chord bearing and distance of South 39°51'00" East, 89.84 feet; thence South 59°53'11" West, 42.67 feet; thence South 34°38'36" West, 47.87 feet; thence South 21°03'51" West, 83.19 feet; thence South 15°22'53" West, 85.73 feet; thence South 06°20'23" West, 38.08 feet; thence North 36°26'24" West, 1133.42 feet; thence North 13°04'21" East, 171.48 feet; thence South 73°24'45" East, 47.01 feet; thence 105.11 feet along a curve to the left, said curve having a radius of 257.00 feet, a central angle of 23°26'02" and a chord bearing and distance of South 57°55'57" East, 104.38 feet, to the Point of Beginning. All of the above containing 6.874 Acres. All of the above subject to easements, restriction and right-of-ways.

FUTURE PHASE 2 - COMMERCIAL

A Parcel of land located in a part of the Northeast 1/4 of Section 22, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan; being more particularly described as commencing at the Northeast Corner of said Section 22; thence Due South, 968.86 feet, along the East line of said Section 22 and centerline of Novi Road; thence Due West, 60.01 feet, for a POINT OF BEGINNING; thence Due South 111.36 feet; thence South 69°32'00" West, 139.49 feet; thence South 79°31'27" West, 85.50 feet; thence Due South, 110.57 feet; thence North 36°26'24" West, 103.20 feet; thence North 06°20'23" East, 38.08 feet; thence North 15°22'53" East, 85.73 feet; thence North 21°03'51" East, 83.19 feet; thence North 34°38'36" East, 47.87 feet; thence North 59°53'11" East, 42.67 feet; thence 55.87 feet along a curve to the left, said curve having a radius of 235.00 feet, a central angle of 13°37'17", and a chord bearing and distance of South 57°40'51" East, 55.74 feet; thence 23.03 feet along a curve to the left, said curve having a radius of 232.50 feet, a central angle of 05°40'35" and a chord bearing and distance of South 59°46'47" East, 23.02 feet; thence 82.96 feet along a curve to the left, said curve having a radius of 238.00 feet, a central angle of 19°58'21", and a chord bearing and distance of South 80°00'37" East, 82.54 feet; thence South 89°59'48" East, 6.81 feet, to the Point of Beginning. All of the above containing 1.071 Acres. All of the above subject to easements, restriction and right-of-ways. All of the above subject to the rights of the public on Novi Road.

GENERAL NOTES

1. NOTIFY THE CITY OF NOVI AT (248) 347-0454 A MIN. OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
2. ALL CONSTRUCTION MUST CONFORM TO THE CURRENT STANDARDS AND SPECIFICATIONS ADOPTED BY THE CITY OF NOVI.
3. CALL 811 ONE-CALL UTILITY LOCATING A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
4. ALL SOIL EROSION AND SILTATION MUST BE CONTROLLED AND CONTAINED ON-SITE.
5. ALL EXCAVATION UNDER OR WITHIN 1 ON 1 INFLUENCE OF ANY PAVEMENT, EXISTING OR PROPOSED, OR WHERE SAND BACKFILL IS CALLED FOR ON THE PLAN, SHALL BE BACKFILLED AND COMPACTED WITH GRANULAR MATERIAL (SAND) MDOT CLASS II TO 95 PERCENT MAXIMUM UNIT DENSITY (ALL OTHERS 90 PERCENT).
6. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES AND FACILITIES. THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AT THE PROPOSED UTILITY CROSSINGS PRIOR TO THE START OF UNDERGROUND CONSTRUCTION. ANY CONFLICTS WITH UTILITIES SHALL BE IMMEDIATELY REPORTED TO THE PROJECT ENGINEER.
7. WHERE TWO UTILITIES CROSS, INCLUDING SANITARY SEWER LEADS, PROVIDE POROUS GRADE "B" BACKFILL MATERIAL COMPACTED TO THE UNDERSIDE OF THE HIGHER UTILITY OR AS SPECIFIED ON THE DETAIL SHEET.
8. DUST CONTROL SHALL BE MAINTAINED AT ALL TIMES.
9. ANY MUD TRACKED ONTO BOND STREET SHALL BE REMOVED DAILY.
10. IF DEWATERING IS DETERMINED TO BE REQUIRED, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY THE AREA TO BE DEWATERED, SUBMIT A DEWATERING PLAN TO THE CITY OF NOVI ENGINEERING DIVISION FOR REVIEW, TO MONITOR AND TO DETERMINE THAT THERE WILL NOT BE ANY IMPACT TO ANY ADJOINING OR OFFSITE PROPERTIES DEWATERING PROCEDURES SHALL BE IN COMPLIANCE WITH ORDINANCE NO. 97-124. 08.
11. A CITY OF NOVI RIGHT-OF-WAY PERMIT IS REQUIRED FOR WORK WITHIN BOND STREET RIGHT-OF-WAY.
12. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LOCATIONS, INVERTS AND GRADES PRIOR TO THE START OF ANY WORK.
16. ALL WORK SHALL CONFORM TO THE CITY OF NOVI'S CURRENT STANDARDS AND SPECIFICATIONS.
17. 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.
13. THE SUBJECT PROPERTY DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA, PER THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP NUMBER 26125C0626F, EFFECTIVE DATE: 09-29-2006 AS REVISED IN LOMR 10-05-0812P EFFECTIVE DATE: 05-24-2010.
14. ENGINEERING CONSTRUCTION PLANS PREPARED IN ACCORDANCE WITH THE SOIL INVESTIGATION REPORT BY McDOWELL AND ASSOCIATES, DATED: 09-14-17.

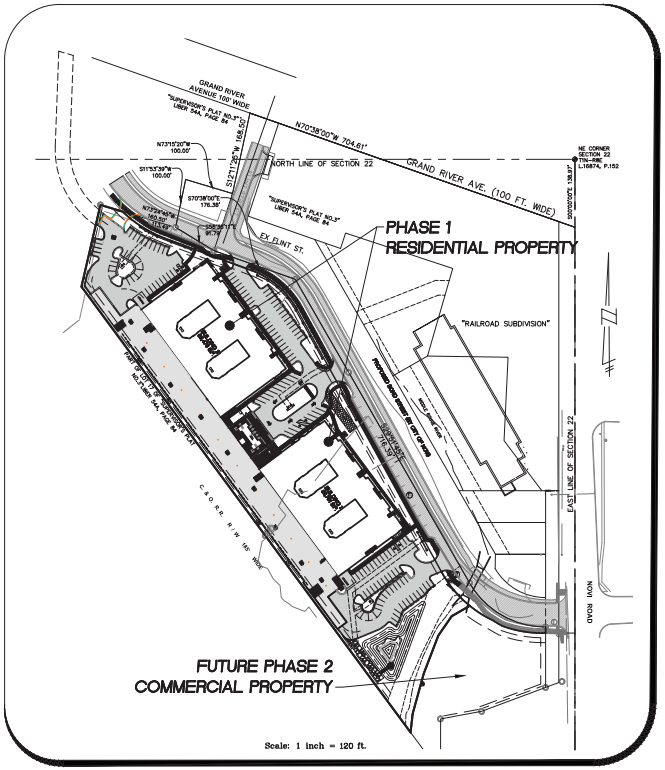
OWNER :

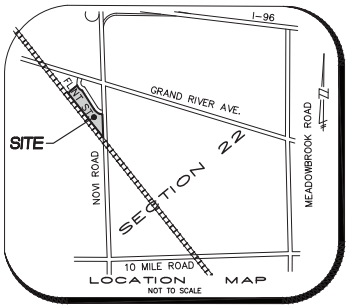
DTN MANAGEMENT COMPANY
2502 LAKE LANSING ROAD, SUITE C
LANSING , MICHIGAN 48912
PHONE: 517.371.5300

PREPARED FOR :

BOND OF NOVI, LLC
30600 NORTWESTERN , SUITE 430
FARMINGTON , MICHIGAN 48334
PHONE: 248.538.1389 EXT. 236

TRICAP HOLDINGS, LLC
30600 NORTWESTERN , SUITE 430
FARMINGTON , MICHIGAN 48334
PHONE: 248.538.1389 EXT. 236





SHEET INDEX:

1.	COVER SHEET
1A.	ALTA/NSPS LAND TITLE SURVEY
2.	OVERALL SITE PLAN
3.	EXISTING CONDITIONS AND DEMOLITION PLAN
4.	PHASE 1 GRADING, PAVING AND S.E.S.C. PLAN
5.	PHASE 1 GRADING, PAVING AND S.E.S.C. PLAN
6.	DETAILED GRADING PLAN
7.	SANITARY SEWER AND WATER MAIN PLAN AND PROFILES
8.	STORM SEWER PLAN
9.	STORM SEWER PROFILES
10.	DETENTION BASIN DETAILS
11.	UNDERGROUND DETENTION PHASE 1
12.	DRAINAGE DISTRIBUTION PLAN AND STORM SEWER CALCULATIONS
13.	TRAFFIC CONTROL PLAN
14.	OPEN SPACE PLAN
15.	SOIL BORING LOGS
16.	SOIL BORING LOGS
ND.-ND2.	NOTES AND DETAILS

LANDSCAPE PLANS:
L1.00-L9.04 LANDSCAPE PLANS
LWP1.00 WOODLAND PLAN

PHOTOMETRIC PLAN:
E1.01 SITE PLAN
E1.02 SITE PHOTOMETRIC PLAN
E1.03A CUT SHEETS
E1.03B CUT SHEETS
E1.03C CUT SHEETS
E0.02A PHOTOMETRIC DETAILS

ARCHITECTURAL PLANS:
P1.01-A4.30 ARCHITECTURAL PLANS

CITY OF NOVI STANDARD DETAILS:
SANITARY SEWER DETAILS (3)
WATER MAIN DETAILS, DATED 3/2014 (5)
STORM SEWER DETAILS (2)
PAVING DETAILS (2)

OAKLAND COUNTY WATER RESOURCES COMMISSION:
SOIL EROSION AND SEDIMENTATION CONTROL DETAILS

FIRE DEPARTMENT NOTES

1. All fire hydrants and water mains shall be installed and in service prior to above foundation building construction as each phase is built.
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 during all phases of construction. 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.

SEIBER, KEAST ENGINEERING, L.L.C.
CONSULTING ENGINEERS
100 MAINCENTRE • SUITE 10 • NORTHVILLE, MICHIGAN • 48167
PHONE: 248.308.3331

PROPERTY BOUNDARY & TOPO INFORMATION

ALPINE ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
46892 WEST ROAD
SUITE 109
NOVI, MICHIGAN 48377
(248) 926-3701 (BUS)
(248) 926-3765 (FAX)

ARCHITECTURAL DESIGN PREPARED BY:
HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 ALPHA ROAD
SUITE 300 , DALLAS, TX 57240
PHONE: 972.701.9636

LANDSCAPE PLANS PREPARED BY:
HPLA STUDIO
5339 ALPHA ROAD, SUITE 300
DALLAS, TEXAS 75240
PHONE: 972.701.9636
hplastudio.com

BENCHMARKS:

RR SPIKE IN SOUTH FACE OF POWER POLE LOCATED ON THE WEST SIDE OF FLINT STREET ± 88' SOUTHEAST OF THE SOUTHEAST BUILDING CORNER.

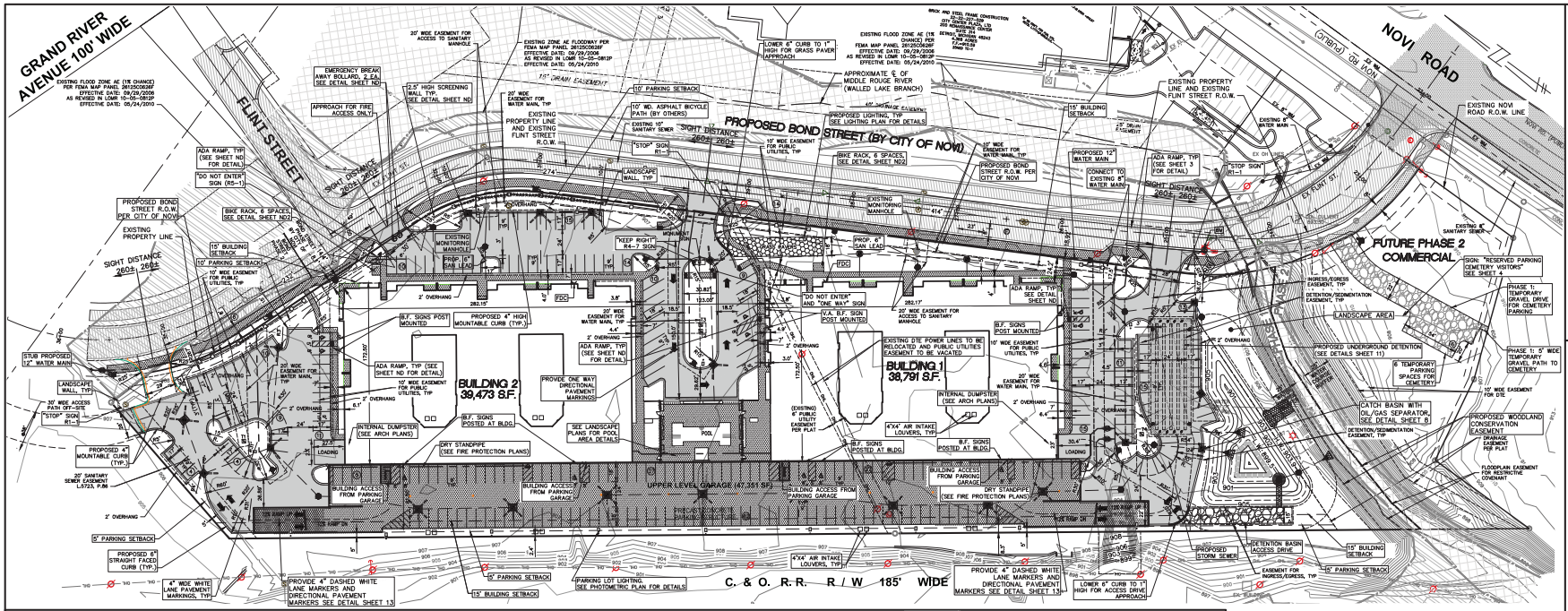
ELEVATION 908.44 (CITY OF NOVI DATUM)

RIM OF SANITARY MANHOLE AT NORTHERNMOST POINT OF PROPERTY
ELEVATION 908.51 (CITY OF NOVI DATUM)

REVISIONS		
NO.	ITEM	DATE
1.	SOR SUBMITTAL	04-04-19
2.	BOR CONST. DOCUMENT SUBMITTAL	07-02-19
3.	ISSUED FOR PERMIT	01-20-20
4.	V.E. REVISIONS PER CLIENT	08-11-20
5.	REVISE STORM SEWER FOR DTE X-ING	09-04-20
6.	ADDENDUM C	09-25-20
7.	PERMIT SUBMITTAL TO NOVI	12-23-20
8.	ADDENDUM D AND REV PER CITY	01-27-21
9.	REVISE PER CITY REVIEW	04-02-21
10.	STAMPING SETS	05-28-21
11.	REV ELEC STAMPING SETS PER CITY	06-25-21

ENGINEER'S SEAL
STATE OF MICHIGAN
ROBERT JAMES EMERINE
ENGINEER
No. 62010125
LICENSED PROFESSIONAL ENGINEER

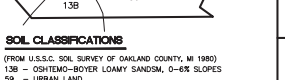
DATE: 04-04-19 | DESIGNED BY: R.E. | JOB NUMBER: 17-032
CHECKED BY: J.E. | DRAWING FILE: 17-032-CV.DWG



PROPOSED IMPROVEMENTS

1. WOODLANDS PLAN, TREE INVENTORY REMOVAL & REPLACEMENT PLAN WILL BE PROVIDED WITH LANDSCAPE PLANS.
2. MUNICIPAL SEWER TO BE PROVIDED BY CONNECTING TO AN EXISTING SANITARY SEWER LOCATED ALONG FLINT STREET AS SHOWN.
3. MUNICIPAL WATER TO BE PROVIDED BY CONNECTING TO AN EXISTING WATER MAIN LOCATED ALONG FLINT STREET.
4. STORM WATER DETENTION SHALL BE PROVIDED ON SITE (BANK FULL FLOOD). THE 100 YR FLOOD IS STORED IN A DOWNSTREAM REGIONAL DETENTION BASIN.
5. CONCRETE SIDEWALKS SHALL BE CONSTRUCTED AS SHOWN. ALL SIDEWALK STUBS SHALL BE PROVIDED WITH RAMPS AND DETECTABLE WARNING SURFACES.
6. ALL ROADWAYS TO BE PRIVATE.
7. A CITY OF NOVI RIGHT-OF-WAY PERMIT IS REQUIRED FOR WORK WITHIN ANY PUBLIC ROAD RIGHT-OF-WAY.
8. ALL SIDEWALKS TO BE ADA COMPLIANT.

SOIL CLASSIFICATIONS



(FROM U.S.S.C. SOIL SURVEY OF OAKLAND COUNTY, MI 1980)
13B – OSHTEMO–BOYER LOAMY SANDSM, 0–6% SLOPES
59 – URBAN LAND

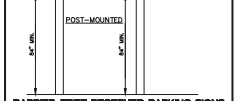
The soils classification determined from the Soils Survey of Oakland County, Michigan 1980, published by the United States Department of Agriculture, Soils Conservation Service is 59–Urban Land, (Entire Parcel). Site Plan is graphical representation.

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.

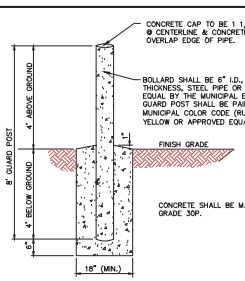
STRIPING NOTES

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. B2 9WI; PPG TYPE 11–3 OR 11–4, OR AS APPROVED BY THE OWNER. PROTECT ALL PAINTED AREAS UNTIL PAINT IS COMPLETELY DRY.PARKING AREAS FOR THE PHYSICALLY HANDICAPPED 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 OR 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 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.



BOLLARD DETAIL

NO SCALE

Figure 3B-22. International Symbol of Accessibility Parking Space Marking



SIGN QUANTITIES

DESCRIPTION	QUANTITY PANEL	POST
R1–1 30" "STOP" SIGN (30"x30")	3	3
R5–1 "DO NOT ENTER" SIGN (30"x30")	2	2
R7–8/R7–8P V.A. BARRIER FREE SIGN	4	2
R7–8 BARRIER FREE SIGN	11	4
R4–7 "KEEP RIGHT" SIGN (24"x30")	1	1
R6–2 "ONE WAY" SIGN (24"X30")	1	0

NOTE: ALL TRAFFIC SIGNAGE SHALL COMPLY WITH CURRENT MMUTCD STANDARDS.



R1–1 (30"x30") R5–1 (30"x30") R4–7 (24"x30") R6–2 (24"x30")

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 OF UNIFORM TRAFFIC CONTROL DEVICES. ALL ROADWAY SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF CURB OR EDGE OF SIDEWALK TO THE NEAR EDGE OF THE SIGN.
3. IF DEWATERING IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION, A DEWATERING PLAN MUST BE SUBMITTED TO THE NOVI ENGINEERING DEPARTMENT FOR REVIEW.
4. NOT REGULATED WETLANDS ON SITE.
5. A PERMIT FOR THE WORK WITHIN PROPOSED BOND STREET RIGHT OF WAY SHALL BE SECURED FROM THE CITY OF NOVI PRIOR TO CONSTRUCTION.
6. COMPACTED SAND BACKFILL SHALL BE PROVIDED FOR ALL UTILITIES WITHIN THE INFLUENCE OF PAVED AREAS, AND FUTURE PAVED AREAS.
7. SANITARY LEAD SHALL BE BURIED AT LEAST 5' DEEP WHEN UNDER THE INFLUENCE OF PAVEMENT.
8. NO ABOVE GROUND STORAGE TANKS ARE PROPOSED.
9. TOTAL AREA OF PARCEL: 7.994 ACRES
   TOTAL IMPERVIOUS AREA: 5.410 ACRES
   PERCENTAGE OF IMPERVIOUS AREA: 67.7%
   SEE SHEET 10 FOR STORM MANAGEMENT PLAN
10. ALL PARKING LOT CATCH BASINS HAVE UNDER DRAINS (SEE DETAIL SHEET 7).
11. PARKING AREAS ARE MEASURED TO FACE OF CURB.
12. NO MANUFACTURING WILL BE PERFORMED ON SITE. NO SMOKE, NOISE, VIBRATION, OR ODOR OF UNUSUAL NATURE WILL BE PRODUCED.
13. NARROWEST WIDTH OF CURVED PARKING SPACES SHALL BE 9 FT TYPICAL.

SITE DATA:

EXISTING ZONING		TC-1	
EXISTING AREA OF SITE GROSS	=	8.73	Ac
AREA OF SITE GROSS (AFTER R.O.W. DEDICATION)	=	7.99	Ac
AREA OF COMMERCIAL SITE	=	1.07	Ac
AREA OF RESIDENTIAL SITE	=	6.87	Ac

LOT AREA COVERAGE:

BUILDING 1	=	38,791	SF
BUILDING 2	=	39,473	SF
PARKING GARAGE	=	47,351	SF
COMMERCIAL BUILDING (PHASE 2)	=	5,578	SF
TOTAL AREA	=	131,193	SF

RESIDENTIAL (PHASE 1)

TOTAL NO. OF RESIDENTIAL UNITS	=	260	UNITS
BUILDING 1	=	128	UNITS
MAXIMUM HEIGHT	=	65	FT
BUILDING 2	=	132	UNITS
MAXIMUM HEIGHT	=	65	FT

NOTE: All rooftop equipment will be screened behind a parapet (SEE ARCHITECTURAL PLANS FOR DETAILS)

TOTAL NUMBER OF RESIDENTIAL PARKING REQUIRED (TC DISTRICT)	=	439	
TOTAL NUMBER OF RESIDENTIAL PARKING PROVIDED (INCLUDES 14 H.P. PARKING SPACES)			
2- LEVEL GARAGE	=	269	
SURFACE	=	150	
BOND STREET PARALLEL	=	20	
TOTAL RESIDENTIAL PARKING SPACES PROVIDED	=	439	

BICYCLE PARKING

BUILDING 1 INDOOR 20 EA. OUTDOOR 6 EA.
BUILDING 2 INDOOR 20 EA. OUTDOOR 6 EA.
TOTAL RESIDENTIAL SPACES = 52 (50 REQUIRED)

COMMERCIAL (PHASE 2)

TOTAL FLOOR AREA (USE T.B.D.)	=	5,587	SF
PARKING SPACES PROVIDED (INCLUDES 2 H.P. PARKING SPACES)	=	49	

BICYCLE PARKING OUTDOOR 2 EA. (2 REQUIRED)

BUILDING SETBACK REQUIREMENTS FOR TC-1 DISTRICT

		MIN	MAX	
RESIDENTIAL	FRONT	15		FT
	SIDE	15		FT
	REAR	15		FT
COMMERCIAL	FRONT	0	10	FT
	SIDE	0	NONE	FT
	REAR	0	NONE	FT

MINIMUM PARKING SETBACK REQUIREMENTS FOR TC-1 DISTRICT

		MIN:	
RESIDENTIAL	FRONT	10	FT
	SIDE	5	FT
	REAR	5	FT
COMMERCIAL	FRONT	20	FT
	SIDE	10	FT
	REAR	10	FT

THE BOND

Quantity Summary

SANITARY SEWER

	ITEM	QUANTITY	
1	8" PVC SDR 26 BUILDING LEAD	74	L.F.
2	5' DIA. MANHOLE (WITH INTERNAL DROP CONN)	2	EA.

WATER MAIN

	ITEM	QUANTITY	
1	12" WATER MAIN D.I. CL 54	997	L.F.
2	8" WATER MAIN D.I. CL 54	526	L.F.
3	8" FIRE LINE D.I. CL 54	54	L.F.
4	6" WATER SERVICE D.I. CL 54	53	L.F.
5	HYDRANT, VALVE & BOX	9	EA.
6	12" GATE VALVE & WELL	1	EA.
7	8" GATE VALVE & WELL	1	EA.
8	6" GATE VALVE & WELL	1	EA.

STORM SEWER

	ITEM	QUANTITY	
1	6" SLOTTED HDPE CURB UNDERDRAIN	985	L.F.
2	6" PVC POOL LEAD	35	L.F.
3	6" PVC LEAD - GARAGE	107	L.F.
4	10" PVC STORM LEAD	84	L.F.
5	12" PVC STORM LEAD	64	L.F.
6	12"-C-76 CL. 4	1,234	L.F.
7	15"-C-76 CL. 4	243	L.F.
8	18"-C-76 CL. 4	520	L.F.
9	21"-C-76 CL. 4	163	L.F.
10	24"-C-76 CL. 4	296	L.F.
11	2' DIA. INLET	2	EA.
12	2' DIA. CATCH BASIN	7	EA.
13	4' DIA. MANHOLE	5	EA.
14	5' DIA. OVERFLOW MANHOLE	1	EA.
15	5' DIA. MANHOLE	2	EA.
16	6' DIA. MANHOLE	1	EA.
17	6' DIA CATCH BASIN WITH OIL/GAS SEPARATOR	1	EA.
18	4' DIA. CATCH BASIN	13	EA.
19	5' DIA. CATCH BASIN	1	EA.
20	36" CMP STANDPIPE	1	EA.
21	24" END SECTION W/ RIP RAP	3	EA.

PAVING

	ITEM	QUANTITY	
1	ASPHALT PAVEMENT (NOVI DETAIL- 1B) 1.5" SEL WEARING COURSE 2.5" MHA 3C LEVELING COURSE 8" 21AA COMP. AGG. BASE	12,020	S.Y.
2	ASPHALT PAVEMENT FOR ROW APPROACHS (NOVI DETAIL- 2B)	232	S.Y.
3	18" CONCRETE CURB & GUTTER	2,505	L.F.
4	4" CONCRETE SIDEWALK	14,071	S.F.
5	8' WIDE CONCRETE PATH	8,001	S.F.
6	8" 21AA STONE TEMPORARY GRAVEL DRIVE	514	S.Y.
7	8" 21AA STONE DETENTION BASIN ACCESS DRIVE	167	S.Y.

UTILITY WARNING

UNDERGROUND UTILITY LOCATIONS AS SHOWN ON THE PLAN, WERE OBTAINED FROM UTILITY OWNER AND NOT FIELD LOCATED.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF AND/OR RELOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION.

THE BOND OF NOVI

SECTION 22, TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

REVISIONS

NO.	ITEM	DATE
1.	SCH SUBMITTAL	04-04-19
2.	BOX CONST. DOCUMENT SUBMITTAL	07-02-19
3.	ISSUED FOR PERMIT	01-20-20
4.	V.E. REVISIONS PER CLIENT	08-11-20
5.	REVISE STORM SEWER FOR DTE X-ING	09-04-20
6.	ADDENDUM C	09-25-20
7.	PERMIT SUBMITTAL TO NOVI	03-29-21
8.	ADDENDUM D AND REV PER CITY	01-27-21
9.	REVISE PER CITY REVIEW	04-02-21
10.	STAMPING SETS	05-26-21
11.	REV ELEC STAMPING SETS PER CITY	06-25-21

DATE: 04-04-19 | DESIGNED BY: R.K. | JOB NUMBER: 17-032 | CHECKED BY: J.E. | FILE: 17-032-04.dwg

OVERALL SITE PLAN

SEIBER, KEAST ENGINEERING, L.L.C.
CONSULTING ENGINEERS
100 MAINCENTRE ★ SUITE 10 ★ NORTHVILLE, MI ★ 48167
PHONE: 248.308.3331 EMAIL: info@seiberkeast.com

SHEET 2

APPLICANT EXTENSION REQUEST

FEBRUARY 14, 2024

BOND OF NOVI, LLC

February 14, 2024

City of Novi
Attn: City Council
45175 Ten Mile Rd
Novi, MI 48375

RE: The Bond at Novi JSP18-10

Dear City Council members;

Along with Glenn Cantor, who is also a partner in the subject property, I recently met with Lindsay Bell and Barb McBeth to discuss an extension to the existing site plan approval. Our understanding is that the expiration date of the current approval is April 12, 2024, and we want to make sure we obtain the extension prior to that date. We would like to request a one-year extension to the approved site plan for the Bond.

As you may have heard, we were ready to start construction with HUD financing in hand, when FEMA determined that the floodplain map of Novi needed to be redrawn before they would sign off, even though there was no floodplain on our property. Our loan could not be finalized without their sign off. It took over a year for your consultants to be able to satisfy them. During that delay, a combination of rising interest rates, increased construction costs and Covid related issues caused the project to be delayed. Please let me know if you need anything further from me to move this along. I will make myself available to attend the council meeting once scheduled.

Very Truly Yours;

The Bond at Novi LLC

Albert J. Ludwig

Member

30600 NORTHWESTERN HWY SUITE 430 FARMINGTON HILLS, MI 48334
PHONE: 248 538-1389 FAX: 248 538-1526

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Acceptance of a Woodland Conservation Easement from Catholic Central High School of Detroit, Inc, being offered as a part of JSP21-44, Catholic Central STEM, for property located west of Wixom Road and south of Twelve Mile Road, in Section 18 of the City.

SUBMITTING DEPARTMENT: Community Development, Planning

BACKGROUND INFORMATION:

The applicant received site plan approval to construct an addition on the northeast side of Catholic Central's main school building to house their Science Technology Engineering and Mathematics (STEM) classrooms and labs. The school's campus is a 70.88-acre site located west of Wixom Road and south of Twelve Mile Road. The Planning Commission approved the Revised Special Land Use Permit, Preliminary Site Plan, Woodland Permit and Stormwater Management Plan at their January 12, 2022, meeting.

The applicant is offering a Woodland Conservation Easement for the purpose of protecting woodland replacement trees. The easement area shall be perpetually preserved and maintained, in its natural and undeveloped condition, unless authorized by the City, and, if applicable, the Michigan Department of Environment, Great Lakes & Energy, and the appropriate federal agency. The conservation easement area, shown in Exhibit B of the easement document, graphically depicts the areas being preserved. The proposed conservation area is approximately 0.21 acres.

The easement has been reviewed by the City's professional staff and consultants. The easement is in a form acceptable to the City Attorney's office for consideration and acceptance by the City Council.

RECOMMENDED ACTION: Acceptance of a Woodland Conservation Easement from Catholic Central High School of Detroit, Inc, being offered as a part of JSP21-44, Catholic Central Stem, for property located west of Wixom Road and south of Twelve Mile Road, in Section 18 of the City.

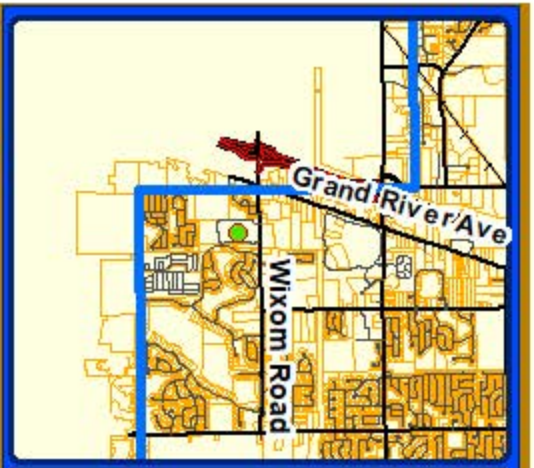
MAP

Location Map with
Conservation Easement Areas

JSP21-44: Catholic Central STEM Conservation Easement

LOCATION





LEGEND

Easement Area

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

Map Author: Heather Zeigler
Date: 3/06/2024
Project: CATHOLIC CENTRAL STEM ADDITION
Version #: 1

Feet
0 75 150 300 450

1 inch = 347 feet

MAP INTERPRETATION NOTICE

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

EXECUTED CONSERVATION EASEMENT

WOODLAND CONSERVATION EASEMENT

THIS CONSERVATION EASEMENT made this _____ day of _____, 20____, by and between The Catholic Central High School of Detroit, a Michigan nonprofit corporation, (aka Catholic Central High School of Detroit Michigan or Catholic Central High School) whose address is 27225 Wixom Road, Novi, Michigan 48374 (hereinafter the "Grantor"), and the City of Novi, and its successors or assigns, whose address is 45175 Ten Mile Road, Novi, Michigan 48375 (hereinafter the "Grantee").

R E C I T A T I O N S:

A. Grantor owns a certain parcel of land situated in Section 18 of the City of Novi, Oakland County, Michigan, described in Exhibit A, attached hereto and made a part hereof (the "Property"). Grantor has received final site plan approval for construction of a building addition to the existing school, subject to provision of an appropriate easement to permanently protect the woodland replacement trees located thereon from destruction or disturbance. Grantor desires to grant such an easement in order to protect the area. Tax Identification Number: 22-18-200-027

B. The Conservation Easement Area (the "Easement Area") situated on the Property are more particularly described on Exhibit B, attached hereto and made a part hereof, the second page of which contains a drawing depicting the protected area.

NOW, THEREFORE, in consideration of the sum of One Dollar ($1.00), in hand paid, the receipt and adequacy of which are hereby acknowledged, Grantor hereby reserves, conveys and grants the following Conservation Easement, which shall be binding upon the Grantor, and the City, and their respective heirs, successors, assigns and/or transferees and shall be for the benefit of the City, all Grantors and purchasers of the property and their respective heirs, successors, assigns and/or transferees. This Conservation Easement is dedicated pursuant to subpart 11 of part 21 of the Natural Resources and Environmental Protection Act being MCL 324.2140, *et seq.*, upon the terms and conditions set forth herein as follows:

1. The purpose of this Conservation Easement is to protect the woodland replacement trees as shown on the attached and incorporated Exhibit B. The subject areas shall be perpetually preserved and maintained, in their natural and undeveloped condition, unless authorized by permit

from the City, and, if applicable, the Michigan Department of Environment, Great Lakes & Energy and the appropriate federal agency.

2. Except for and subject to the activities which have been expressly authorized by permit, there shall be no disturbance of woodland replacement trees and/or vegetation within the Easement Area, including altering the topography of; placing fill material in; dredging, removing or excavating soil, minerals, or trees, and from constructing or placing any structures on; draining surface water from; or plowing, tilling, cultivating, or otherwise altering or developing, and/or constructing, operating, maintaining any use or development in the Easement Area.

3. No grass or other vegetation shall be planted in the Easement Areas after the date of this Conservation Easement with the exception of plantings approved, in advance, by the City in accordance with all applicable laws and ordinances.

4. This Conservation Easement does not grant or convey to Grantee, or any member of the general public, any right of ownership, possession, or use of the Easement Area, except that, upon reasonable written notice to Grantor, Grantee and its authorized employees and agents (collectively, "Grantee's Representatives") may enter upon and inspect the Easement Area to determine whether the Easement Area is being maintained in compliance with the terms of the Conservation Easement.

5. In the event that the Grantor shall at any time fail to carry out the responsibilities specified within this document, and/or in the event of a failure to preserve, replace and/or maintain the remaining woodland areas, and woodland replacement trees in reasonable order and condition, in accordance with the final approved site plan for the Property, the City may serve written notice upon the Grantor setting forth the deficiencies in maintenance and/or preservation. Notice shall also set forth a demand that the deficiencies be cured within a stated reasonable time period, and the date, time and place of the hearing before the City Council, or such other . Council, body or official delegated by the City Council, for the purpose of allowing the Grantor to be heard as to why the City should not proceed with the maintenance and/or preservation which has not been undertaken. At the hearing, the time for curing the deficiencies and the hearing itself may be extended and/or continued to a date certain. If, following the hearing, the City Council, or other body or official, designated to conduct the hearing, shall determine that maintenance and/or preservation have not been undertaken within the time specified in the notice, the City shall thereupon have the power and authority, but not obligation to enter upon the property, or cause its agents or contractors to enter upon the property and perform such maintenance and/or preservation as reasonably found by the City to be appropriate. The cost and expense of making and financing such maintenance and/or preservation including the cost of notices by the City and reasonable legal fees incurred by the City, plus an administrative fee in the amount of 25% of the total of all costs and expenses incurred, shall be paid by the Grantor, and such amount shall constitute a lien as to the Property. The City may require the payment of such monies prior to the commencement of work. If such costs and expenses have not been paid within 30 days of a billing to the Grantor, all unpaid amounts may be placed on the delinquent tax roll of the City, pro rata, as to each lot, and shall accrue interest and penalties, and shall be collected as, and shall be deemed delinquent real property taxes, according to the laws made and provided for the collection of delinquent real property taxes. In the discretion of the City, such costs and expenses may be

collected by suit initiated against the Grantor, and, in such event, the Grantor shall pay all court costs and reasonable attorney fees incurred by the City in connection with such suit.

6. Within 90 days after the Conservation Easement shall have been recorded, Grantor at its sole expense, shall place such signs, defining the boundaries of the Easement Area and, describing its protected purpose, as indicated herein.

7. This Conservation Easement has been made and given for a consideration of a value less than One Hundred Dollars ($100.00), and, accordingly, is (i) exempt from the State Transfer Tax, pursuant to MSA 7.456(26)(2) and (ii) exempt from the County Transfer Tax, pursuant to MSA 7.456(5)(a).

8. Grantor shall state, acknowledge and/or disclose the existence of this Conservation Easement as of the day and year first above set forth.

GRANTOR

The Catholic Central High School of Detroit,
a Michigan nonprofit corporation

By: Edward Turek
Its: President

STATE OF _____)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this 9th day of FEBRUARY, 2024, by EDWARD TUREK, as the PRESIDENT of The Catholic Central High School of Detroit, a Michigan nonprofit corporation, on its behalf.

Notary Public
Acting in OAKLAND County
My Commission Expires: 10-15-28

MICHAEL D. WILSON
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Oct 15, 2028
ACTING IN COUNTY OF OAKLAND

GRANTEE

CITY OF NOVI
A Municipal Corporation

By: _____

Its:

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by _____, on behalf of the City of Novi, a Municipal Corporation.

_____
Notary Public
Acting in Oakland County, Michigan
My Commission Expires: _____

Tax Identification Number: 22-18-200-027

Drafted By:
Elizabeth K. Saarela, Esquire
Johnson, Rosati, Schultz & Joppich, P.C.
27555 Executive Drive, Suite 250
Farmington Hills, Michigan 48331

After Recording, Return to:
Cortney Hanson, Clerk
City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

EXHIBIT 'A'

PARCEL 22-18-200-027 LEGAL DESCRIPTION:

PART OF THE NORTHEAST 1/4 OF SECTION 18, T. 1 N., R. 8 E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN DESCRIBED AS:

COMMENCING AT THE NORTH 1/4 CORNER OF SECTION 18 AND PROCEEDING ALONG THE NORTH AND SOUTH 1/4 LINE OF SAID SECTION 18, S. 00°15'03" E. 1320.00 FEET TO THE POINT OF BEGINNING; THENCE S. 89°31'51" E. 1327.47 FEET; THENCE N. 00°44'12" W. 676.15 FEET; THENCE S. 89°31'51" E. 29.92 FEET; THENCE 177.40 FEET ALONG THE ARC OF A CURVE TO THE RIGHT, RADIUS 200.00 FEET, CENTRAL ANGLE 50°49'12" AND A CHORD THAT BEARS S. 64°07'16" E. 171.64 FEET; THENCE 417.22 FEET ALONG THE ARC OF A CURVE TO THE LEFT, RADIUS 459.96 FEET, CENTRAL ANGLE 51°58'21" AND A CHORD THAT BEARS S. 64°41'50" E. 403.07 FEET; THENCE N. 89°19'00" E. 165.00 FEET; THENCE S. 00°41'00" E. 384.00 FEET; THENCE N. 89°19'00" E. 539.99 FEET TO A POINT ON THE 60 FOOT RIGHT OF WAY LINE OF WIXOM ROAD; THENCE ALONG SAID LINE S. 00°41'00" E. 1098.12 FEET TO A POINT ON THE NORTH LINE OF ISLAND LAKE VINEYARDS, OAKLAND COUNTY CONDOMINIUM PLAN NUMBER 1271; THENCE ALONG SAID LINE N. 89°23'05" W. 2585.76 FEET TO A POINT ON THE EAST LINE OF ANDELINA RIDGE, OAKLAND COUNTY CONDOMINIUM PLAN NUMBER 2063; THENCE ALONG SAID LINE N. 00°15'03" W. 1028.05 FEET ALONG SAID NORTH–SOUTH 1/4 LINE TO THE POINT OF BEGINNING CONTAINING 70.27 ACRES MORE OR LESS, BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD AND THE RIGHTS OF THE PUBLIC OR ANY GOVERNMENTAL AGENCY OVER WIXOM ROAD.

BASIS OF BEARING FOR THE PROPERTY DESCRIPTION IS
THE NORTH–SOUTH 1/4 LINE OF SECTION 28 BEING S. 00°15'03" E.

REVISIONS		
ITEM	DATE	BY

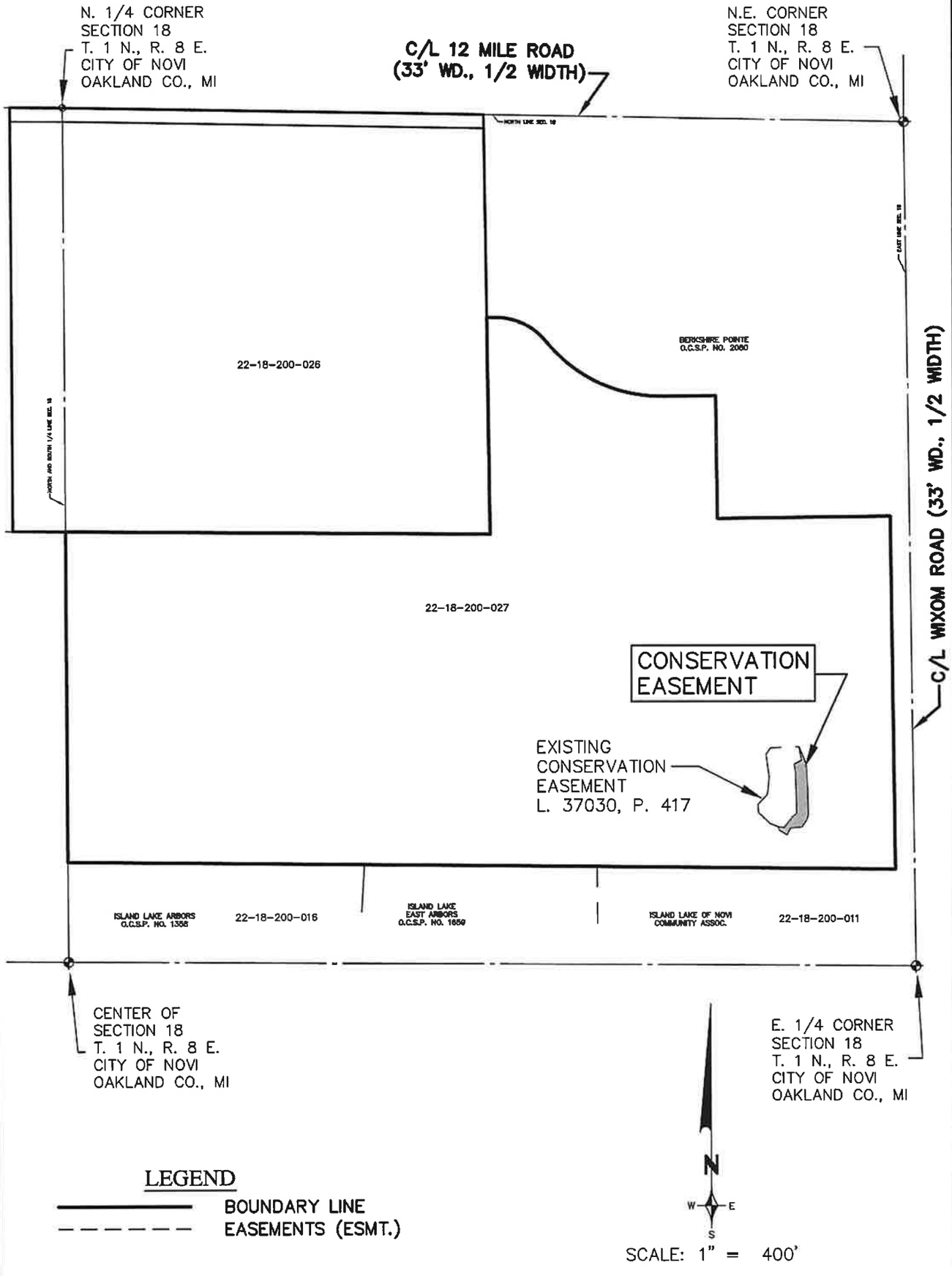
OVERALL LEGAL DESCRIPTION
CATHOLIC CENTRAL HIGH SCHOOL
CITY OF NOVI OAKLAND COUNTY MICHIGAN

ZEIMET WOZNIAK & ASSOCIATES
Civil Engineers & Land Surveyors
55800 GRAND RIVER AVE, SUITE 100
NEW HUDSON, MICHIGAN 48165
P: (248) 437-5099 F: (248) 437-5222 www.zeimetwozniak.com

DATE	SCALE HOR: 1" =
1-26-22	FIELD BOOK NO.
DESIGNED BY	JOB NO. 19120.2
DRAWN BY PTG	SHEET NO. 1/1

© COPYRIGHT 2022

EXHIBIT 'B'



LEGEND

BOUNDARY LINE

EASEMENTS (ESMT.)

SCALE: 1" = 400'

REVISIONS		
ITEM	DATE	BY

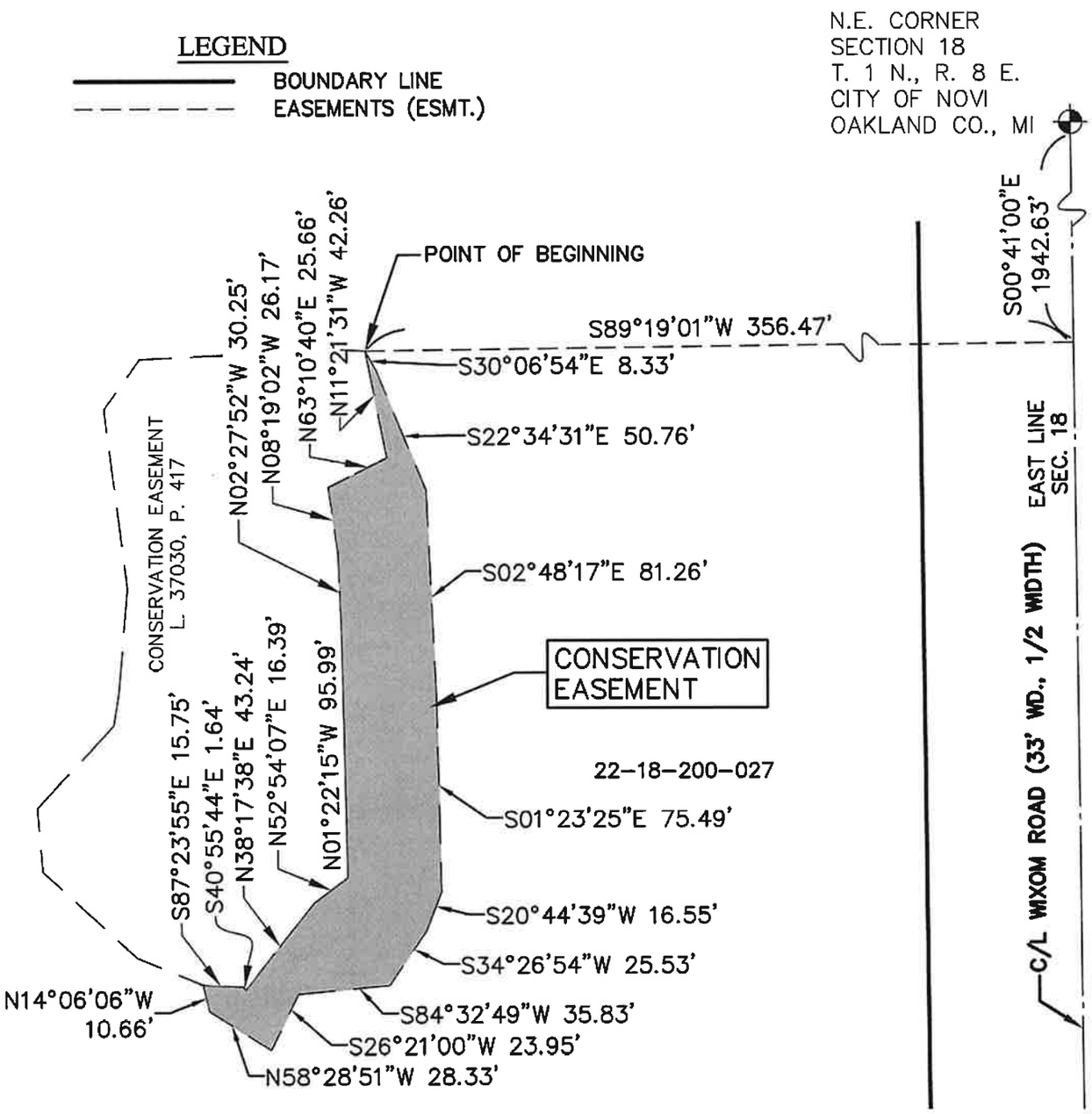
CONSERVATION EASEMENT
CATHOLIC CENTRAL HIGH SCHOOL
CITY OF NOVI OAKLAND COUNTY MICHIGAN

ZEIMET WOZNIAK & ASSOCIATES
Civil Engineers & Land Surveyors
55800 GRAND RIVER AVE, SUITE 100
NEW HUDSON, MICHIGAN 48165
P: (248) 437-5099 F: (248) 437-5222 www.zeimetwozniak.com

DATE 1-26-22	SCALE HOR: 1" = 400'
	FIELD BOOK NO.
DESIGNED BY	JOB NO. 19120.2
DRAWN BY PTG	SHEET NO. 1/2

© COPYRIGHT 2022

EXHIBIT 'B'



CONSERVATION EASEMENT LEGAL DESCRIPTION

A DESCRIPTION OF A CONSERVATION EASEMENT LOCATED IN THE N.E. 1/4 OF SECTION 18, T. 1 N., R. 8 E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN DESCRIBED AS:

COMMENCING AT THE N.E. CORNER OF SAID SECTION 18, THENCE S. 00°41'00" E. 1942.63 FEET ALONG THE EAST LINE OF SAID SECTION 18, ALSO BEING THE CENTERLINE OF WIXOM ROAD (33 FEET WIDE, 1/2 WIDTH); THENCE S. 89°19'01" W. 356.47 FEET TO THE POINT OF BEGINNING OF SAID EASEMENT; THENCE ALONG SAID EASEMENT S. 30°06'54" E. 8.33 FEET; THENCE S. 22°34'31" E. 50.76 FEET; THENCE S. 02°48'17" E. 81.26 FEET S. 01°23'25" E. 75.49 FEET; THENCE S. 20°44'39" W. 16.55 FEET; THENCE S. 34°26'54" W. 25.53 FEET; THENCE S. 84°32'49" W. 35.83 FEET; THENCE S. 26°21'00" W. 23.95 FEET; THENCE N. 58°28'51" W. 28.33 FEET; THENCE N. 14°06'06" W. 10.66 FEET; THENCE S. 87°23'55" E. 15.75; THENCE S. 40°55'44" E. 1.64 FEET; THENCE N. 38°17'38" E. 43.24 FEET; THENCE N. 52°54'07" E. 16.39 FEET; THENCE N. 01°22'15" W. 95.99 FEET; THENCE N. 02°27'52" W. 30.25 FEET; THENCE N. 08°19'02" W. 26.17 FEET; THENCE N. 63°10'40" E. 25.66 FEET; THENCE N. 11°21'31" W. 42.26 FEET TO THE POINT OF BEGINNING OF SAID EASEMENT.



SCALE: 1" = 60'

REVISIONS		
ITEM	DATE	BY

CONSERVATION EASEMENT
CATHOLIC CENTRAL HIGH SCHOOL
CITY OF NOVI OAKLAND COUNTY MICHIGAN

ZEIMET WOZNIAK & ASSOCIATES
Civil Engineers & Land Surveyors
55800 GRAND RIVER AVE, SUITE 100
NEW HUDSON, MICHIGAN 48165
P: (248) 437-5099 F: (248) 437-5222 www.zeimetwozniak.com

DATE	SCALE HOR: 1" = 60'
1-26-22	FIELD BOOK NO.
DESIGNED BY	JOB NO. 19120.2
DRAWN BY PTG	SHEET NO. 2/2

© COPYRIGHT 2022

ATTORNEYS APPROVAL LETTER

ELIZABETH KUDLA SAARELA
esaarela@rsjalaw.com

27555 Executive Drive, Suite 250
Farmington Hills, Michigan 48331
P 248.489.4100 | F 248.489.1726
rsjalaw.com

ROSATI | SCHULTZ
JOPPICH | AMTSBUECHLER

March 5, 2024

Barb McBeth, City Planner
City of Novi
45175 Ten Mile Road
Novi, MI 48375-3024

RE: Catholic Central STEM Addition JSP21-44
Woodland Conservation Easement for Woodland Replacement

Dear Ms. McBeth:

We have received and reviewed the **original executed** Woodland Conservation Easement for the Catholic Central STEM Addition Project. The Conservation Easement has been provided for the protection of replacement trees required under the City's Woodland Ordinance. The Conservation Easement is satisfactory for the purpose provided and is consistent with the title search submitted. The Conservation Easement may be placed on an upcoming City Council Agenda for acceptance. Once accepted and executed by the City, it should be recorded with the Oakland County Register of Deeds in the usual manner.

Should you have any questions or concerns relating to the issues set forth above, please feel free to contact me in that regard.

Very truly yours,

ROSATI SCHULTZ JOPPICH
& AMTSBUECHLER PC

Elizabeth Kudla Saarela

EKS
Enclosures
C: Cortney Hanson, Clerk (w/ Enclosures)
Cortney Hanson, Clerk
Charles Boulard, Community Development Director
Lindsay Bell, Planner
Heather Ziegler, Planner
James Hill, Planner

Diana Shanahan, Planning Assistant
Sarah Marchioni, Community Development Building Project Coordinator
Angie Sosnowski, Community Development Bond Coordinator
Humna Anjum, Project Engineer
Ben Croy, City Engineer
Rebecca Runkel, Project Engineer
Adam Yako, Project Engineer
Alyssa Craigie, Administrative Assistant
Holly Demers, Sydney Waynick, Taylor Reynolds & Ted Meadows, Spalding DeDecker
Andy Wozniak, Zeiket Wozniak & Associates
Thomas R. Schultz, Esquire

ENGINEERING CONSULTANT'S APPROVAL LETTER

SPALDING DEDECKER
Engineering & Surveying Excellence since 1954

March 7, 2022

Barb McBeth, Planning Director
City of Novi
26300 Lee BeGole Drive
Novi, Michigan 48375

Re: Catholic Central STEM Addition - Planning Document Review
Novi # JSP21-0044
SDA Job No. NV22-204
EXHIBTS APPROVED

Dear Ms. McBeth,

We have reviewed the following document(s) received by our office on February 23, 2022 against the current submitted plan set. We offer the following comments:

Submitted Documents:

1. Woodland Conservation Easement – (unexecuted: exhibit dated 01/26/22)
   Legal Description Approved.

The exhibits do not require further revisions for review. The draft exhibits are approved and ready for execution and City Council acceptance.

Sincerely,

SPALDING DEDECKER



Mike Freckelton, PE
Project Engineer

Cc (via Email): Lindsay Bell, City of Novi
Victor Boron, City of Novi
Madeleine Daniels, City of Novi
Sarah Marchioni, City of Novi
Taylor Reynolds, Spalding DeDecker
Ted Meadows, Spalding DeDecker
Humna Anjum, City of Novi
Christian Carroll, City of Novi
Beth Saarela, Rosati, Schultz, Joppich, Amtsbuechler
Ben Peacock, City of Novi

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Acceptance of a Woodland Conservation Easement from Novi Development Company, LLC, offered as a part of JSP22-48, Extra Space Self Storage, for property located on the east side of Novi Road, south of Nine Mile Road in Section 35 of the City.

SUBMITTING DEPARTMENT: Community Development, Planning

BACKGROUND INFORMATION:

The applicant received site plan approval to renovate the existing 36,571 square foot Novi Bowl building to accommodate indoor, climate-controlled, self-storage. The applicant also proposed a 100,200 square foot building consisting of 3 stories (40 feet tall) to the rear of the existing building. In total, 924 climate-controlled self-storage units are proposed on the site. The site is 4.3 acres and is located on the east side of Novi Road, south of Nine Mile Road. The Planning Commission approved the Preliminary Site Plan, Special Land Use Permit, Woodland Permit, Wetland Permit, and Stormwater Management Plan at their June 7, 2023, meeting.

The applicant is offering a Woodland Conservation Easement for the purpose of protecting woodland areas and woodland replacement trees. The easement area shall be perpetually preserved and maintained, in its natural and undeveloped condition, unless authorized by the City, and, if applicable, the Michigan Department of Environment, Great Lakes & Energy, and the appropriate federal agency.

The conservation easement area, shown in Exhibit B of the easement document, graphically depicts the areas being preserved. The proposed conservation area is approximately 0.12 acres.

The easement has been reviewed by the City's consultants. The easement is in a form acceptable to the City Attorney's office for consideration and acceptance by the City Council.

RECOMMENDED ACTION: Acceptance of a Woodland Conservation Easement from Novi Development Company, LLC, offered as a part of JSP22-48, Extra Space Self Storage, for property located on the east side of Novi Road, south of Nine Mile Road in Section 35 of the City.

MAP

Location Map with
Conservation Easement Areas

JSP22-48: Extra Space Self Storage Conservation Easement

LOCATION





LEGEND

Easement Area

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

Map Author: Heather Zeigler
Date: 3/06/2024
Project: EXTRA SPACE SELF STORAGE
Version #: 1

Feet
0 15 30 60 90
1 inch = 83 feet

MAP INTERPRETATION NOTICE

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

EXECUTED CONSERVATION EASEMENT

WOODLAND CONSERVATION EASEMENT

THIS CONSERVATION EASEMENT made this _____ day of September, 2023, by and between NOVI DEVELOPMENT COMPANY, LLC, a Louisiana limited liability company whose address is 3920 Magazine Street, New Orleans, LA 70115 (hereinafter the "Grantor"), and the CITY OF NOVI, and its successors or assigns, whose address is 45175 Ten Mile Road, Novi, Michigan 48375 (hereinafter the "Grantee").

RECITATIONS:

A. Grantor owns a certain parcel of land situated in Section 35 of the City of Novi, Oakland County, Michigan, described in **Exhibit A**, attached hereto and made a part hereof (the "Property"). Grantor has received final site plan approval for construction of a climatized self-storage development on the Property, subject to provision of an appropriate easement to permanently protect identified woodland areas and/or woodland replacement trees located thereon from destruction or disturbance. Grantor desires to grant such an easement in order to protect the area.

B. The Conservation Easement (the "Easement Area") situated on the Property as shown on **Exhibit B**, attached hereto and made a part hereof, which uses shading to identify the protected area.

NOW, THEREFORE, in consideration of the sum of One Dollar ($1.00), in hand paid, the receipt and adequacy of which are hereby acknowledged, Grantor hereby reserves, conveys and grants the following Conservation Easement, which shall be binding upon the Grantor, and the City, and their respective heirs, successors, assigns and/or transferees and shall be for the benefit of the City, all Grantors and purchasers of the property and their respective heirs, successors, assigns and/or transferees. This Conservation Easement is dedicated pursuant to subpart 11 of part 21 of the Natural Resources and Environmental Protection Act being MCL 324.2140, *et seq.*, upon the terms and conditions set forth herein as follows:

1. The purpose of this Conservation Easement is to protect the identified woodland areas and/or woodland replacement trees as shown on the attached and incorporated **Exhibit B**. The subject areas shall be perpetually preserved and maintained, in their natural and undeveloped condition, unless authorized by permit from the City, and, if applicable, the Michigan Department of Environment, Great Lakes & Energy and the appropriate federal agency.

2. Except for and subject to the activities which have been expressly authorized by permit, there shall be no disturbance of remaining woodland areas and/or woodland replacement trees and/or vegetation within the Easement Area, including altering the topography of; placing fill material in; dredging, removing or excavating soil, minerals, or trees, and from constructing or placing any structures on; draining surface water from; or plowing, tilling, cultivating, or otherwise altering or developing, and/or constructing, operating, maintaining any use or development in the Easement Area.

3. No grass or other vegetation shall be planted in the Easement Area after the date of this Conservation Easement with the exception of plantings approved, in advance, by the City in accordance with all applicable laws and ordinances.

4. This Conservation Easement does not grant or convey to Grantee, or any member of the general public, any right of ownership, possession or use of the Easement Area, except that, upon reasonable written notice to Grantor, Grantee and its authorized employees and agents (collectively, "Grantee's Representatives") may enter upon and inspect the Easement Area to determine whether the Easement Area is being maintained in compliance with the terms of the Conservation Easement.

5. In the event that the Grantor shall at any time fail to carry out the responsibilities specified within this Document, and/or in the event of a failure to preserve, replace and/or maintain the remaining woodland areas and/or woodland replacement trees in reasonable order and condition, in accordance with the final approved site plan for the Property, the City may serve written notice upon the Grantor setting forth the deficiencies in maintenance and/or preservation. Notice shall also set forth a demand that the deficiencies be cured within a stated reasonable time period (not less than thirty (30) days), and the date, time and place of the hearing before the City Council, or such other. Council, body or official delegated by the City Council, for the purpose of allowing the Grantor to be heard as to why the City should not proceed with the maintenance and/or preservation which has not been undertaken. At the hearing, the time for curing the deficiencies and the hearing itself may be extended and/or continued to a date certain. If, following the hearing, the City Council, or other body or official with authority over the Property and this agreement, designated to conduct the hearing, shall determine that maintenance and/or preservation have not been undertaken within the time specified in the notice, the City shall thereupon have the power and authority, but not obligation to enter upon the property, or cause its agents or contractors to enter upon the property and perform such maintenance and/or preservation as reasonably found by the City to be appropriate. The cost and expense of making and financing such maintenance and/or preservation including the cost of notices by the City and reasonable legal fees incurred by the City, plus an administrative fee in the amount of 25% of the total of all costs and expenses incurred, shall be paid by the Grantor, and such amount shall constitute a lien on an equal pro rata basis as to all of the lots on the property. The City may require the payment of such monies prior to the commencement of work. If such costs and expenses have not been paid within 30 days of a billing to the Grantor, all unpaid amounts may be placed on the delinquent tax roll of the City, pro rata, as to each lot, and shall accrue interest and penalties, and shall be collected as, and shall be deemed delinquent real property taxes, according to the laws made and provided for the collection of delinquent real property taxes. In the discretion of the City, such costs and expenses may be collected by suit initiated against the Grantor, and, in such event, the Grantor shall pay all court costs and reasonable attorney fees incurred by the City in connection with such suit.

6. Within 90 days after the Conservation Easement shall have been recorded, Grantor at its sole expense, shall place such signs, defining the boundaries of the Easement Area and, describing its protected purpose, as indicated herein.

7. This Conservation Easement has been made and given for a consideration of a value less than One Hundred ($100.00) Dollars, and, accordingly, is (i) exempt from the State Transfer Tax, pursuant to MSA 7.456(26)(2) and (ii) exempt from the County Transfer Tax, pursuant to MSA 7.456(5)(a).

8. Grantor shall state, acknowledge and/or disclose the existence of this Conservation Easement as of the day and year first above set forth.

[*Signatures on the following page.*]

IN WITNESS WHEREOF, the undersigned have executed this Agreement as of the day and year first above set forth.

NOVI DEVELOPMENT COMPANY, LLC

By: Gordo H. Kolb, Jr.
Its: Authorized Manager

STATE OF LOUISIANA)
) ss.
PARISH OF ORLEANS)

On this 19th day of September, 2023 before me, personally appeared the above named Gordon H. Kolb, Jr., the Authorized Manager of Novi Development Company, LLC to me known to be the person described in and who executed the foregoing instrument and acknowledged that they executed the same as his free act and deed.

Notary Public Melissa Schindler / Notary ID 150587
Acting in Orleans Parish, Louisiana
My Commission Expires: Upon Death

MELISSA SCHINDLER
NOTARY PUBLIC
ID NO. 150587
MY COMMISSION IS FOR LIFE.

CITY OF NOVI, a Michigan municipal corporation

By:
Its:

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

On this ___ day of September, 2023 before me, personally appeared the above named _____, the _____ of the City of Novi, a Michigan municipal corporation, to me known to be the person described in and who executed the foregoing instrument and acknowledged that they executed the same as his free act and deed.

Notary Public
Acting in Oakland County, Michigan
My Commission Expires:_____

Drafted by:
Philip deV Claverie, Jr.
Phelps Dunbar LLP
365 Canal Street, Suite 2000
New Orleans, LA 70130

And when recorded return to:
Cortney Hanson, City Clerk
City of Novi
45175 Ten Mile Road
Novi, MI 48375

EXHIBIT A

Land in the City of Novi, Oakland County, MI, described as follows:

A parcel of land situated in the Northwest 1/4 of Section 35, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan, being more particularly described as follows: Commencing at the Northwest corner of said Section 35, thence South 0 degrees 15 minutes 00 seconds West, (along the West line of said Section 35, the apparent centerline of Novi Road), 1319.85 feet to a point, thence North 89 degrees 27 minutes 02 seconds East (to the East right-of-way line of Novi Road), 60.00 feet to the point of beginning; thence continuing North 89 degrees 27 minutes 02 seconds East 673.00 feet to a point, thence South 0 degrees 15 minutes 00 seconds West, 84.19 feet to a point; thence South 31 degrees 07 minutes 50 seconds West, 253.57 feet to a point; thence South 89 degrees 27 minutes 02 seconds West, 542.85 feet to a point; thence North 0 degrees 15 minutes 00 seconds East, 300.00 feet to the point of beginning.

EXHIBIT B

Being part of the Northwest ¼ of Section 35, Township 1 North, Range 8 East, City of Novi, Oakland County, Michigan, commencing at the Northwest corner of Section 35, thence S00°15'00" West (along the West line of said Section 35, the apparent centerline of Novi Road), 1319.85 feet to a point; thence N89°27'02" East (to the East right-of-way line of Novi Road) a distance of 60.00 feet; thence S00°15'00" West a distance of 300 feet to a found 5" iron pipe; thence N89°27'02" East a distance of 542.85 feet to a found 5" iron pipe; thence N31°07'50" East a distance of 40.07 feet; thence S86°57'56.52" West a distance of 5.06 feet to the Point of Beginning.

Thence N02°09'04.43" East a distance of 50.17 feet;

thence N27°53'10.40" East a distance of 45.25 feet;

thence N05°18'26.26" West a distance of 50.93 feet;

thence N77°37'20.02" West a distance of 12.94 feet to a point on a curve;

thence along a curve to the right, a radius of 13.630 feet, an arc length of 21.071 feet and whose long chord bears S56°09'44.24" West a distance of 19.03 feet;

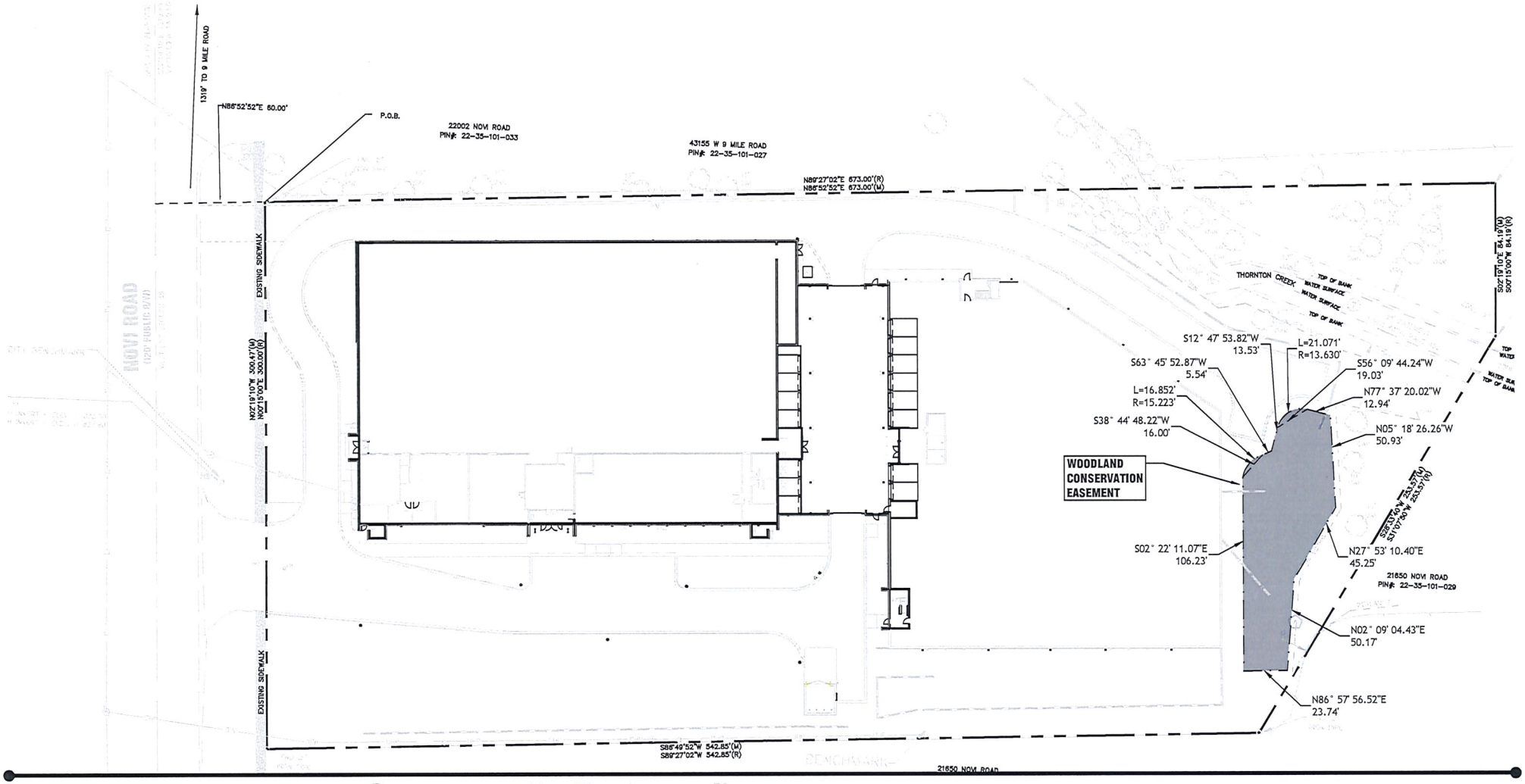
thence S12°47'53.82" West a distance of 13.53 feet;

thence S63°45'52.87" West a distance of 5.54 feet to a point on a curve;

thence along a curve to the left, a radius of 15.223 feet, an arc length of 16.852 feet and whose long chord bears S38°44'48.22" West a distance of 16.00 feet;

thence S02°22'11.07" East a distance of 106.23 feet;

thence N86°57'56.52" East a distance of 23.74 feet back to the Point of Beginning.



Bluewater Civil Design, PLLC
718 Lowndes Hill Road
Greenville, SC 29607
www.bluewatercivil.com
info@bluewatercivil.com

Date: 9/5/23

north

50 25 0 50

scale: 1" = 50'

SELF STORAGE NOVI MI

WOODLAND
CONSERVATION EASEMENT
EXHIBIT

CONSENT TO EASEMENT

As the current owner of the property referenced in the Woodland Conservation Easement, dated September ___, 2023, and described on Exhibit A and Exhibit B, attached hereto and incorporated herein, whereby Novi Development Company, LLC, granted and conveyed said easements to the City of Novi, and the undersigned hereby evidences its acknowledgment and consent to the grant, conveyance, existence and recordation of said easements, which easements are hereby acknowledged and agreed to be superior to the interest of the undersigned and shall bind the undersigned and the heirs, successors and assigns of the undersigned.

IN WITNESS WHEREOF the undersigned has caused its signature to be placed on the 14th day of September, 2023.

FIRST HORIZON BANK,
a Tennessee ~~state~~ banking corporation

By: _____
Name: Tim Finn
Its: Vice President

STATE OF LOUISIANA)
) ss.
PARISH OF ORLENS)

The foregoing Consent to Easement was acknowledged before me this 14th day of September, 2023, by Tim Finn, the Vice President of First Horizon Bank, a Tennessee state banking corporation.

_____
Notary Public
My commission expires: _____

G. WOGAN BERNARD
NOTARY PUBLIC
Bar No. 30394-ID No. 84269
State of Louisiana
Commission Expires at Death

ATTORNEYS APPROVAL LETTER

ELIZABETH KUDLA SAARELA
esaarela@rsjalaw.com

27555 Executive Drive, Suite 250
Farmington Hills, Michigan 48331
P 248.489.4100 | F 248.489.1726
rsjalaw.com

ROSATI | SCHULTZ
JOPPICH | AMTSBUECHLER

October 5, 2023

Barb McBeth, City Planner
City of Novi
45175 Ten Mile Road
Novi, MI 48375-3024

RE: Extra Space Self- Storage JSP 22-48
Conservation Easement

Dear Ms. McBeth:

We have received and reviewed the revised and final executed Conservation Easement for the Extra Space Self-Storage Development. The Conservation Easement is in the City's standard format to preserve remaining woodlands and replacement trees within the development. The Conservation Easement exhibits have been reviewed and approved by the City's Consulting Engineer. A title search showing current ownership of the property and all lenders has been provided and the lender has consented to the Conservation Easement. The Conservation Easement may be placed on an upcoming City Council Agenda for acceptance.

This review is subject to additional comments by City Engineering Division and Planner.

Should you have any questions or concerns relating to the issues set forth above, please feel free to contact me in that regard.

Very truly yours,

ROSATI SCHULTZ JOPPICH
& AMTSBUECHLER PC

Elizabeth Kudla Saarela

EKS
C: Cortney Hanson, Clerk
Charles Boulard, Community Development Director
Lindsay Bell, Planner

Ian Hogg, Planner
Heather Ziegler, Planner
James Hill, Planner
Diana Shanahan, Planning Assistant
Sarah Marchioni, Community Development Building Project Coordinator
Angie Sosnowski, Community Development Bond Coordinator
Ben Croy, City Engineer
Rebecca Runkel, Project Engineer
Adam Yako, Project Engineer
Humna Anjum, Project Engineer
Michael Freckelton, Taylor Reynolds & Ted Meadows, Spalding DeDecker
Gordon Kolb, Extra Space Self Storage gkolb@ghinc.com
Thomas R. Schultz, Esquire

ENGINEERING CONSULTANT'S APPROVAL LETTER

SPALDING DEDECKER
Engineering & Surveying Excellence since 1954

October 9, 2023

Barb McBeth, City Planner
City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

Re: Extra Space Self Storage - Planning Document Review
Novi # JSP22-0048
SDA Job No. NV23-214
EXHIBITS APPROVED

Dear Ms. McBeth,

We have reviewed the following document(s) received by our office on October 9, 2023 against the current submitted plan set. We offer the following comments:

Submitted Documents:

1. Woodland Conservation Easement – (executed 09/19/2023: exhibit dated 09/05/2023) Exhibits Approved.

The exhibits do not require further revisions for review. The draft exhibits are approved and ready for execution and City Council acceptance.

Sincerely,

SPALDING DEDECKER



Mike Freckelton, PE
Project Engineer

Cc (via Email): Lindsay Bell, City of Novi
Diana Shanahan, City of Novi
Sarah Marchioni, City of Novi
Adam Yako, City of Novi
Taylor Reynolds, Spalding DeDecker
Ted Meadows, Spalding DeDecker
Humna Anjum, City of Novi
Beth Saarela, Rosati, Schultz, Joppich, Amtsbuechler

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval of Grant Agreement with the Michigan Economic Development Corporation (MEDC) in connection with a State of Michigan grant for Jessica's Splash Pad at Bosco Fields.

SUBMITTING DEPARTMENT: Parks, Recreation & Cultural Services

BACKGROUND INFORMATION:

Last year the City was informed by State Representative Kelly Breen that the City's Splash Pad project had been awarded a grant from the state in the amount of $200,000. The City formally submitted a Special Grant Application in December 2023, describing the project in detail. The City has now been requested to sign the attached Grant Agreement governing the administration of the grant proceeds. There are no matching requirements from the City to receive the total amount. The department responsible for dispersing the funds is the Michigan Economic Development Corporation (MEDC). The City Attorney's office has reviewed the Agreement and approved its form and has recommended that it be approved for the Mayor's signature by City Council.

RECOMMENDED ACTION: Approval of Grant Agreement with the Michigan Economic Development Corporation (MEDC) in connection with a State of Michigan grant for the and authorization for Mayor to sign on behalf of the City.

MICHIGAN ECONOMIC DEVELOPMENT CORPORATION
GRANT WITH
CITY OF NOVI

The Michigan Economic Development Corporation (the "MEDC") enters into a binding agreement (the "Agreement") with City of Novi (the "Grantee"). As used in this Agreement, the MEDC and Grantee are sometimes individually referred to as a "Party" and collectively as "Parties."

Grantee: City of Novi
45175 Ten Mile Rd
Novi, Michigan 48375

I. NATURE OF SERVICES. The purpose of this Agreement is to provide funding to the Grantee for a park splash pad (the "Grant Activities").

II. PERFORMANCE SCHEDULE.

Starting Date: October 1, 2023 Ending Date: December 31, 2024

The term of this Agreement (the "Term") shall commence on the Starting Date and shall continue until the occurrence of an event described in Section IX of this Agreement.

III. INCORPORATION BY REFERENCE. The following documents are incorporated by reference as binding obligations, term, and conditions of this Agreement.

Exhibit A: Grantee's Budget

In the event of any inconsistency between the provisions of Exhibit A and this Agreement, the provisions of this Agreement shall control.

IV. PAYMENT SCHEDULE INFORMATION.

A. The MEDC agrees to pay the Grantee a sum not to exceed Two Hundred Thousand Dollars ($200,000) (the "Grant"). This Agreement does not commit the MEDC to approve requests for additional funds during or beyond the Term.

B. MEDC requires that payments under this Agreement be processed by electronic funds transfer (EFT). Grantee is required to register to receive payments by EFT at the State Integrated Governmental Management Applications (SIGMA) Vendor Self Service (VSS) website (www.michigan.gov/VSSLogin).

C. The Grant shall be disbursed in two tranches. Subject to Section IV.B., an initial disbursement of 50% of the Grant funds shall be made by the MEDC to the Grantee within thirty days of execution of this Agreement by both Parties (the "Initial Payment").

D. Additional funds shall only be disbursed after verification that the previous payment has been expended, in full, in accordance with this Agreement and Grantee's Budget, including providing appropriate supporting documentation. A second, and final, payment of the remaining 50% of the Grant funds under this Agreement shall be made by the MEDC to Grantee upon receipt and approval by the Grant Administrator of Grantee's supporting documentation showing that the remaining costs for which payment is requested have been appropriately expended in accordance with Grantee's Budget. Supporting documentation may include invoices, accounting ledgers, and/or other supporting documentation as approved by the Grant Administrator. Grantee shall provide such documentation to Grant Administrator when requesting disbursement, or at Grant Administrator's request through the Term. Grant Administrator shall provide Grantee with appropriate submission instructions of Grantee's supporting documentation. Grantee's supporting documentation may be subject to a final audit prior to the release of final payment.

E. The Grantee agrees that all funds shown in the Budget, described in Exhibit A, are to be spent as specified. Grantee may not submit a request for the same costs twice. Grantee may reallocate expenditures between the categories identified in Grantee's Budget of up to ten percent (10%) of the total Grant funds without prior written approval of the Grant Manager. Changes greater than ten percent (10%) of the total Grant Funds are only allowed upon review and written approval by the Grant Administrator. The addition of any Budget categories requires review and written approval by the Grant Administrator.

V. **MEDC GRANT ADMINISTRATOR.** The Grantee must communicate with the MEDC representative named below or his or her designee regarding this Agreement. The Grant Administrator may be changed, at any time, at the discretion of the MEDC.

Kristyn Blackmer (the "Grant Administrator")
Michigan Economic Development Corporation
300 North Washington Square
Lansing, Michigan 48913
blackmerk1@michigan.org

VI. **GRANTEE DUTIES.**

A. The Grantee agrees to submit documentation of the expenditures of funds

in accordance with Grantee's Budget (Exhibit A) and submit quarterly progress reports in form and substance satisfactory to the MEDC. Quarterly reporting shall include, at a minimum, the status of the Grant Activities and an accounting of all funds expended on Grant Activities during that quarter.

B. The Grantee shall ensure the amount paid for such services, supplies, and/or materials identified in Grantee's Budget shall be necessary to accomplishing the Grant Activities and will not exceed the amount ordinarily paid for such services, supplies, or materials in the area where the services are rendered, or the supplies or materials are furnished.

VII. RELATIONSHIP OF THE PARTIES.

A. Due to the nature of the services described herein and the need for specialized skill and knowledge of Grantee, the MEDC is entering into this Agreement with Grantee. As a result, neither Grantee nor any of its employees or agents is or shall become an employee of the MEDC due to this Agreement.

B. Grantee will provide the services and achieve the results specified in this Agreement free from the direction or control of the MEDC as to means and methods of performance.

C. Grantee assumes full responsibility for any insurance or other fringe benefits, including, but not limited to, Social Security, Worker's Compensation, income tax withholdings, retirement or leave benefits for its employees. The MEDC is not responsible for any such insurance or other fringe benefits.

D. Including those items provided for in Grantee's Budget in order for Grantee to achieve the Grant Activities, all tools, supplies, materials, equipment, and office space necessary to carry out this Agreement are the sole responsibility of Grantee.

E. Grantee shall retain all control of its employees and staffing decisions independent of the direction and control of the MEDC.

VIII. ACCESS TO RECORDS. During the Term, and for seven (7) years after the Ending Date, the Grantee shall maintain reasonable records, including evidence that the services actually were performed and the identity of all individuals paid for such services, and shall allow access to those records by the MEDC or their authorized representative at any time during this period.

IX. TERMINATION. This Agreement shall terminate upon the earlier of the following:

A. The Ending Date.

B. Termination by the MEDC:

1. By giving thirty (30) calendar days prior written notice to the Grantee in the event of fraudulent behavior or other egregious circumstances directly relating to the Grantee or the Grant Activities not otherwise covered by Section XIX of this Agreement, which would in the judgment of the MEDC CEO, reflect unfavorably on the State of Michigan if the Agreement were not terminated; or

2. In the event that the Legislature of the State of Michigan the State Government, or any State official, commission, authority, body, or employee or the federal government (a) takes any legislative or administrative action which fails to provide, terminates, or reduces the funding necessary for this Agreement; or (b) takes any legislative or administrative action, which is unrelated to the source of funding for the Agreement, but which affects the MEDC's ability to fund and administer this Agreement and other MEDC programs, provided, however, that in the event such action results in an immediate absence or termination of funding, cancellation may be made effective immediately upon delivery of notice to the Grantee; or

3. Pursuant to Section XIX of this Agreement.

X. **MEDC EMPLOYEES.** The Grantee will not hire any employee of the MEDC to perform any services covered by this Agreement without prior written approval from the Chief Executive Officer of the MEDC.

XI. **CONFIDENTIAL INFORMATION.** Except as required by law, the Grantee shall not disclose any information, including targeted business lists, economic development analyses, computer programs, databases, and all materials furnished to the Grantee by the MEDC without the prior written consent of the MEDC. All information described in this Section shall be considered "Confidential Information" under this Agreement. Confidential Information does not include: (a) information that is already in the possession of, or is independently developed by, Grantee; (b) becomes publicly available other than through breach of this Agreement; (c) is received by Grantee from a third party with authorization to make such disclosures; or (d) is released with MEDC's written consent.

XII. **PUBLICATIONS.** Except for Confidential Information, the MEDC hereby agrees that researchers funded with this Agreement shall be permitted to present at symposia, national, or regional professional meetings, and to publish in journals, theses, or dissertations, or otherwise of their own choosing, the methods and results of their research. Grantee shall at its sole discretion and at its sole cost and expense, prior to publication, seek intellectual property protection for any Inventions (as described in Section XIII) if commercially warranted. Grantee shall submit to the MEDC a listing of articles that Grantee has submitted for publication resulting from work performed hereunder in its quarterly report to the MEDC.

Grantee shall acknowledge the financial support received from the MEDC, as appropriate, in any such publication.

XIII. INTELLECTUAL PROPERTY RIGHTS. Grantee shall retain ownership to the entire right, title, and interest in any new inventions, improvements, or discoveries developed or produced under this Agreement, including, but not limited to, concepts know-how, software, materials, methods, and devices ("Inventions") and shall have the right to enter into license agreements with industry covering Inventions.

XIV. CONFLICT OF INTEREST. Except as has been disclosed to the MEDC, Grantee affirms that neither the Grantee nor its Affiliates or their employees has, shall have, or shall acquire any contractual, financial business, or other interest, direct or indirect, that would conflict in any manner with Grantee's performance of its obligations under this Agreement or otherwise create the appearance of impropriety with respect to this Agreement.

Grantee further affirms that neither Grantee nor any affiliates or their employees has accepted or shall accept anything of value based on an understanding that the actions of the Grantee or its affiliates or either's employees on behalf of the MEDC would be influenced. Grantee shall not attempt to influence any MEDC employee by the direct or indirect offer of anything of value. Grantee also affirms that neither Grantee, nor its Affiliates or their employees has paid or agreed to pay any person, other than bona fide employees and consultants working solely for Grantee or its Affiliate, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the execution of this Agreement.

In the event of change in either the interests or services under this Agreement, Grantee will inform the MEDC regarding possible conflicts of interest which may arise as a result of such change. Grantee agrees that conflicts of interest shall be resolved to the MEDC's satisfaction or the MEDC may terminate this Agreement. As used in this Paragraph, "conflict of interest" shall include, but not be limited to, conflicts of interest that are defined under the laws of the State of Michigan.

XV. INDEMNIFICATION AND GRANTEE LIABILITY INSURANCE. Except for its payment obligations under this Agreement, the MEDC, its corporate board of directors, executive committee members including its participants, its officers, agents, and employees (the "MEDC Persons") is not liable for any claims or any damages that may arise out of, or relate to, this Agreement.

The Grantee will provide and maintain its own general liability, property damage, and Worker's Compensation insurance. The insurance shall be written for not less than any limits of liability required by law for the Grantee's obligation under this Agreement.

XVI. TOTAL AGREEMENT. This Agreement, together with Exhibit A incorporated herein, is the entire agreement between the Parties superseding any prior or

concurrent agreements as to the services being provided, and no oral or written terms or conditions which are not contained in this Agreement shall be binding. This Agreement may not be changed except by mutual agreement of the Parties reduced to writing and signed.

XVII. **ASSIGNMENT/TRANSFER/SUBCONTRACTING.** Except as contemplated by this Agreement, the Grantee shall not assign, transfer, convey, subcontract, or otherwise dispose of any duties or rights under this Agreement without the prior specific written consent of the MEDC. Any future successors of the Grantee will be bound by the provisions of this Agreement unless the MEDC otherwise agrees in a specific written consent. The MEDC reserves the right to approve subcontractors for this Agreement and to require the Grantee to replace subcontractors who are found to be unacceptable.

XVIII. **COMPLIANCE WITH LAWS.** The Grantee is not and will not during the Term be in violation of any laws, ordinances, regulations, rules, orders, judgments, decrees, or other requirements imposed by any governmental authority to which it is subject, and will not fail to obtain any licenses, permits, or other governmental authorizations necessary to carry out its duties under this Agreement.

XIX. **DEFAULT.** The occurrence of any one or more of the following events or conditions shall constitute an "Event of Default" under this Agreement, unless a written waiver of the Event of Default is signed by the MEDC: (a) any representation, covenant, certification, or warranty made by the Grantee shall prove incorrect at the time that such representation, covenant, certification, or warranty was made in any material respect; (b) the Grantee's failure generally to pay debts as they mature, or the appointment of a receiver or custodian over a material portion of the Grantee's assets, which receiver or custodian is not discharged within sixty (60) calendar days of such appointment; (c) any voluntary bankruptcy or insolvency proceedings are commenced by the Grantee; (d) any involuntary bankruptcy or insolvency proceedings are commenced against the Grantee, which proceedings are not set aside within sixty (60) calendar days from the date of institution thereof; (e) any writ of attachment, garnishment, execution, tax lien, or similar writ is issued against any property of the Grantee, which is not removed within sixty (60) calendar days. (f) the Grantee's failure to comply with the reporting requirements hereof; (g) the Grantee's failure to comply with any obligations or duties contained herein; and/or (h) Grantee's use of the Grant funds for any purpose not contemplated under this Agreement.

XX. **AVAILABLE REMEDIES.** Upon the occurrence of any one or more of the Events of Default, the MEDC may terminate this Agreement immediately upon notice to the Grantee. The termination of this Agreement is not intended to be the sole and exclusive remedy in case any Event of Default shall occur and each remedy shall be cumulative and in addition to every other provision or remedy given herein or now or hereafter existing at law or equity.

XXI. REIMBURSEMENT. If this Agreement is terminated as a result of Section XIX(h) hereof, the MEDC shall have no further obligation to make a Grant disbursement to the Grantee. The Grantee shall reimburse the MEDC for disbursements of the Grant determined to have been expended for purposes other than as set forth herein as well as any Grant funds, which were previously disbursed but not yet expended by the Grantee.

XXII. NOTICES. Any notice, approval, request, authorization, direction, or other communication under this Agreement shall be given in writing and shall be deemed to have been delivered and given for all purposes: (a) on the delivery date if delivered by electronic mail or by confirmed facsimile; (b) on the delivery date if delivered personally to the Party to whom the same is directed; (c) one business day after deposit with a commercial overnight carrier, with written verification of receipt; or (d) Three business days after the mailing date, whether or not actually received, if sent by U.S. mail, return receipt requested, postage, and charges prepaid, or any other means of rapid mail delivery for which a receipt is available. The notice address for the Parties shall be the address as set forth in this Agreement, with the other relevant notice information, including the recipient for notice and, as applicable, such recipient's facsimile number or electronic mail address, to be as reasonably identified by notifying Party. The MEDC and Grantee may, by notice given hereunder, designate any further or different addresses to which subsequent notices shall be sent.

XXIII. ACCESS TO RECORDS AND INSPECTION RIGHTS. During the Term, there will be frequent contact between the Grant Administrator and the Grantee. Until the end of the Term, to enable the MEDC to monitor and ensure compliance with the terms of this Agreement, the Grantee shall permit the MEDC to visit the Grantee, and any other location where books and records of the Grantee are normally kept, to inspect the books and records, including financial records and all other information and data relevant to the terms of this Agreement, including the expenditure of the Grant disbursements; provided, however, that such audit right shall survive the end of the Term by three (3) years. At such visits, the Grantee shall permit any employee or agent of the MEDC to make copies or extracts from information and to discuss the affairs, finances, and accounts of the Grantee related to this Agreement with its officers, employees, or agents. The MEDC shall have the right to remove, photocopy, photograph, or otherwise record in any way any part of such books and records with the prior written consent of the Grantee, which consent shall not be unreasonably withheld.

XXIV. GOVERNING LAW. This Agreement is made and entered into in the State of Michigan and shall in all respects be interpreted, enforced, and governed under the laws of the State of Michigan without regard to the doctrines of conflict of laws. The terms of this provision shall survive the termination or cancellation of the Agreement.

XXV. COUNTERPARTS AND COPIES. The Parties hereby agree that the faxed

signatures of the Parties to this Agreement shall be as binding and enforceable as original signatures; and that this Agreement may be executed in multiple counterparts with the counterparts together being deemed to constitute the complete agreement of the Parties. Copies (whether photostatic, facsimile or otherwise) of this Agreement may be made and relied upon to the same extent as though such copy was an original.

XXVI. JURISDICTION. In connection with any dispute between the Parties under this Agreement, the Parties hereby irrevocably submit to jurisdiction and venue of the Michigan circuit courts of the State of Michigan located in Ingham County. Each Party hereby waives and agrees not to assert, by way of motion as a defense or otherwise in any such action any claim; (a) that it is not subject to the jurisdiction of such court; (b) that the action is brought in an inconvenient forum; (c) that the venue of the suit, action, or other proceeding is improper; or (d) that this Agreement or the subject matter of this Agreement may not be enforced in or by such court.

XXVII. SEVERABILITY. All of the clauses of this Agreement are distinct and severable and, if any clause shall be deemed illegal, void, or unenforceable, it shall not affect the validity, legality, or enforceability of any other clause or provision of this Agreement. To the extent possible, the illegal, void, or unenforceable provision shall be revised to the extent required to render the Agreement enforceable and valid, and to the fullest extent possible, the rights and responsibilities of the Parties shall be interpreted and enforced to preserve the Agreement and the intent of the Parties. Provided, if application of this section should materially and adversely alter or affect a Party's rights or obligations under this Agreement, the Parties agree to negotiate in good faith to develop a structure that is as nearly the same structure as the original Agreement (as may be amended from time to time) without regard to such invalidity, illegality, or unenforceability.

XXVIII. PUBLICITY. At the request and expense of the MEDC, the Grantee will cooperate with the MEDC to promote the Grant Activities through one or more of the placement of a sign, plaque, media coverage, or other public presentation at the project or other location acceptable to the Parties.

XXIX. SURVIVAL. The terms and conditions of sections VII, VIII, XI, XV, XVII, XXIV, XXVI, and XXVII shall survive termination of this Agreement.

(*remainder of page intentionally left blank*)

The signatories below warrant that they are empowered to enter into this Agreement.

GRANTEE ACCEPTANCE: City of Novi

Dated: _____ _____
By
Its

MEDC ACCEPTANCE: Michigan Economic Development Corporation

Dated: _____ _____
Linda Asciutto
SVP and General Counsel

EXHIBIT A

GRANTEE'S BUDGET

1. Grantee: City of Novi		2. Project Title: Jessica's Splashpad			
3. Project Cost Elements		4. Funding Sources			
Activities	Other/Additional Notes	Michigan Enhancement Grant	Local Funding	Other Funding	Total
Construction:	splash pad, restrooms, mechanical room	$200,000	$ 2,053,910.94	$ 400,000.00	
Engineering	design, construction, geotechnical services		$ 253,808.70		
Equipment:	aquatic equipment		$ 208,910.26		
Water & Sewer Infrastructure	water and sanitary sewer service installation		$ 52,509.00		
Construction Contingency	remaining funds available budgeted		$ 240,869.11		
	Total	$ 200,000.00	$ 2,810,008.01	$ 400,000.00	$ -

CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval to grant a 10-foot wide easement to the DTE Energy Company for the Jessica's Splash Pad at Bosco Fields project located near the southwest corner of 11 Mile and Beck Roads at 25802 Beck Road or parcels 22-20-200-011 and 22-20-200-022 and authorize the City Manager to sign the document.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division
Department of Parks, Recreation & Cultural Services

BACKGROUND INFORMATION:

A splash pad, in honor of former FOX 2 Meteorologist Jessica Starr-Rose, is currently being constructed at the Bosco Fields Park. A new building with a 20' x 20' mechanical room will house the controls for the splash pad, along with restrooms and changing areas. The building, along with the proposed site lighting, will require power. DTE Energy identified an existing source of electricity via a transformer and pad located near one of the standing buildings formerly belonging to the Novi Community Schools.

Therefore, in order to provide electrical service to the splash pad, the DTE Energy Company requires an easement from the City in and through the property between the existing building and the new splash pad building (see attached Location Map).

RECOMMENDED ACTION: Approval to grant a 10-foot wide easement to the DTE Energy Company for the Jessica's Splash Pad at Bosco Field project located near the southwest corner of 11 Mile and Beck Roads at 25802 Beck Road or parcels 22-20-200-011 and 22-20-200-022 and authorize the City Manager to sign the document.

BOSCO FIELDS SPLASH PAD LOCATION MAP

Proposed Splash Pad Location



CITY OF NOVI

PARKS, RECREATION & CULTURAL SERVICES
NOVI CITY HALL
45175 W. TEN MILE ROAD
NOVI, MI 48375
(248) 347-0400
CITYOFNOVI.ORG
MAP AUTHOR: K. BLOUGH

0 130 260 520
FEET
1 INCH = 250 FEET

MAP INTERPRETATION NOTICE

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

DTE Energy – SW Region
Electric Distribution Operations
Engineering, Planning & Design
8001 Haggerty Road
Belleville, MI 48111

Date: March 14, 2024

City of Novi
Attn: Victor Cardenas – City Manager
45175 Ten Mile Road
Novi, Michigan 48375

Re: DTE Electric Underground Easement Agreement – City of Novi Splash Pad

Work Order Number(s): 69394194 – 69394206
Location: 47481 West Eleven Mile Road, Novi, Michigan 48374
Parcel Tax Identification Number(s): 50-22-20-200-011

Dear Victor Cardenas,

DTE Energy has received a request for new service, adjacent to and/or on your property. To process this request, DTE Energy will need permission from you to extend our facilities on, in, or across your parcel(s) of land. A sketch drafted by your Service Planner is included. This sketch indicates the area of the overhead and/or underground equipment.

Instructions: **Please download and scale documents to 100% prior to printing**, not doing this may resize the documents, rendering them unacceptable. Please do not alter these documents, if there are any changes or corrections to be made, please contact me. This Easement Agreement(s) must be physically signed and dated by the Owner, POA, Officer of the company, Member or Authorized/Managing Agent – proof of such will need to be provided if requested. The Signatory's legal name must be used – no nicknames or abbreviations. Signature(s) of the authorized person(s) must be witnessed in-person by a Notary and be in blue ink (requirement). At your earliest convenience please return the original executed easement document to DTE Energy, Attn: Kyra Froelich, PO Box 1290, Novi, MI 48376-1290. **Please do not send the Agreement back via certified mail – it may be returned to you.** If you would prefer to send the Easement Agreement back via expedited mail, please reference the email that contains this Agreement.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Kyra Froelich

Right of Way Facilitator
DTE Energy - Electric Distribution
Engineering, Planning & Design – SW Region
kyra.froelich@dteenergy.com | Cell: 734-308-3499

DTE Electric Company Underground Easement (Right of Way) No. 69394194 – 69394206

On _____, 2024, for the consideration of system betterment, Grantor grants to Grantee a permanent, non-exclusive underground easement ("Right of Way") in, on, and across a part of Grantor's Land called the "Right of Way Area".

"Grantor" is: City of Novi, a Michigan Municipal Corporation, whose address is 45175 Ten Mile Road, Novi, Michigan 48375

"Grantee" is: DTE Electric Company, a Michigan corporation, whose address is One Energy Plaza Drive, Detroit, Michigan 48226

"Grantor's Land" is in part of the Northeast ¼ of Section 20, Town 1 North, Range 8 East, City of Novi, County of Oakland, and State of Michigan, and is described as follows:

THE PARCEL AND EASEMENT LEGAL DESCRIPTIONS ARE MORE PARTICULARLY DESCRIBED ON EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

Parcel Tax Identification Number(s): 50-22-20-200-011
More commonly known as: 47481 West Eleven Mile Road, Novi, Michigan 48374

The "Right of Way Area" is a ten (10') foot wide easement on part of Grantor's Land. The centerline of the Right of Way Area shall be established in the as-built location of the centerline of Grantee's facilities, and shall be installed on Grantor's Land in the approximate location described as follows:

THE EASEMENT DRAWING IS MORE PARTICULARLY DESCRIBED ON EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.

1. **Purpose**: The purpose of this Right of Way is to construct, reconstruct, modify, add to, repair, replace, inspect, operate, and maintain underground utility line facilities, which may consist of poles, guys, anchors, wires, manholes, conduits, pipes, cables, transformers, and accessories.
2. **Access**: Grantee has the right of pedestrian and vehicular ingress and egress to and from the Right of Way Area over and across Grantor's Land.
3. **Buildings or other Permanent Structures**: No buildings or other permanent structures or improvements may be constructed or placed in the Right of Way Area without Grantee's prior, written consent. Grantor agrees, at its own expense, to remove any improvement that interferes with the safe and reliable operation, maintenance, and repair of Grantee's facilities upon the written demand of Grantee. If Grantor fails to comply with such demand, Grantor agrees that Grantee may remove any such improvement and bill Grantor for the cost thereof, which cost Grantor shall pay within thirty (30) days after demand therefor.
4. **Excavation**: Pursuant to 2013 Public Act 174, MISS DIG (1-800-482-7171 or 811 in some areas) must be called before any excavation in the Right of Way Area may proceed.
5. **Trees, Bushes, Branches, Roots, Structures and Fences**: Grantee may trim, cut down, remove, or otherwise control any trees, bushes, branches, and roots growing or that could grow or fall in the Right of Way Area and remove any structures, improvements, fences, buildings, or landscaping in the Right of Way Area that Grantee believes could interfere with the safe and reliable construction, operation, maintenance, and repair of Grantee's facilities. No landscaping, trees, plant life, structures, improvements, or fences may be planted, grown, or installed within 8 feet of the front door, or within 2 feet of the other sides, of transformers or switching cabinet enclosures, and Grantee shall not be responsible for any damage to, or removal of, landscaping, trees, plant life, structures, improvements and/or fences located in such areas.

6. **Restoration**: If Grantee's agents, employees, contractors, subcontractors, vehicles, or equipment damage Grantor's Land while entering Grantor's Land for the purposes stated in this Right of Way, then Grantee will restore Grantor's Land as nearly as is reasonably practicable to the condition in which it existed prior to such damage. Restoration with respect to paved surfaces shall consist of asphalt cold patching of the damaged portion of any asphalted surfaces when the weather conditions suggest such use and the cement patching of the damaged portion of any cemented surfaces. Grantee shall have no liability, however, for the restoration or cost of any improvements located within the Right of Way Area, including, but not limited to, parking islands, gutters, fences or landscaping such as trees, bushes, or flowers (but not a simple lawn which, if damaged, will be patched and re-seeded by Grantee) that are damaged by Grantee in the course of constructing, reconstructing, modifying, adding to, repairing, replacing, operating or maintaining its facilities as described in paragraph 1 above.
7. **Successors**: This Right of Way runs with the land and binds and benefits Grantor's and Grantee's successors and assigns.
8. **Exemptions**: This Right of Way is exempt from transfer tax pursuant to MCL 207.505(a) and MCL 207.526(a).
9. **Governing Law**: This Right of Way shall be governed by the laws of the State of Michigan.

Grantor: City of Novi, a Michigan Municipal Corporation

By: _____

Victor Cardenas (sign as written)

Title: City Manager

Acknowledged before me in Oakland County, Michigan, on _____, 2024, by Victor Cardenas, the City Manager of the City of Novi.

Notary's Stamp _____

Notary's Signature _____

Acting in Oakland County, Michigan

Drafted by and when recorded, return to: Kyra Froelich, DTE Energy, 8001 Haggerty Road, RM 104, Belleville, MI 48111

PLEASE USE BLUE INK ONLY

EXHIBIT "A"

OVERALL LEGAL DESCRIPTION - PARCEL TAX ID NUMBER: 50-22-20-200-011

A parcel of land being a part of the NE 1/4 of Section 20, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan, more particularly described as follows:

Beginning at a point distant S 00°42'51" E 816.85 feet from the NE corner of said Section 20; thence S 00°42'51" E 500.25 feet; thence N 89°48'20" W 1316.33 feet; thence S 44°45'21" W 31.58 feet; thence S 00°40'59" E 1310.74 feet; thence S 89°30'13" W 1339.39 feet; thence N 00°07'34" E 1340.66 feet; thence N 89°49'21" E 990.26 feet; thence N 00°05'37" E 132.07 feet; thence N 89°49'21" E 330.18 feet; thence N 00°03'40" E 890.78 feet; thence S 89°57'54" E 150.00 feet; thence N 00°03'40" E 290.40 feet; thence S 89°57'54" E 1036.01 feet; thence South 78.00 feet; thence S 38°27'30" W 104.67 feet; thence S 52°57'08" W 50.00 feet; thence S 81°58'24" W 227.54 feet; thence S 00°42'51" E 600.89 feet; thence N 89°17'10" E 468.04 feet to the Point of Beginning.

DTE ELECTRIC EASEMENT DESCRIPTION

10' DTE EASEMENT: A PART OF PARCEL TAX ID NUMBER: 50-22-20-200-011

A 10 foot DTE Electric Company easement being a part of the NE 1/4 of Section 20, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan. The easement is 5 feet on each side of the following described centerline:

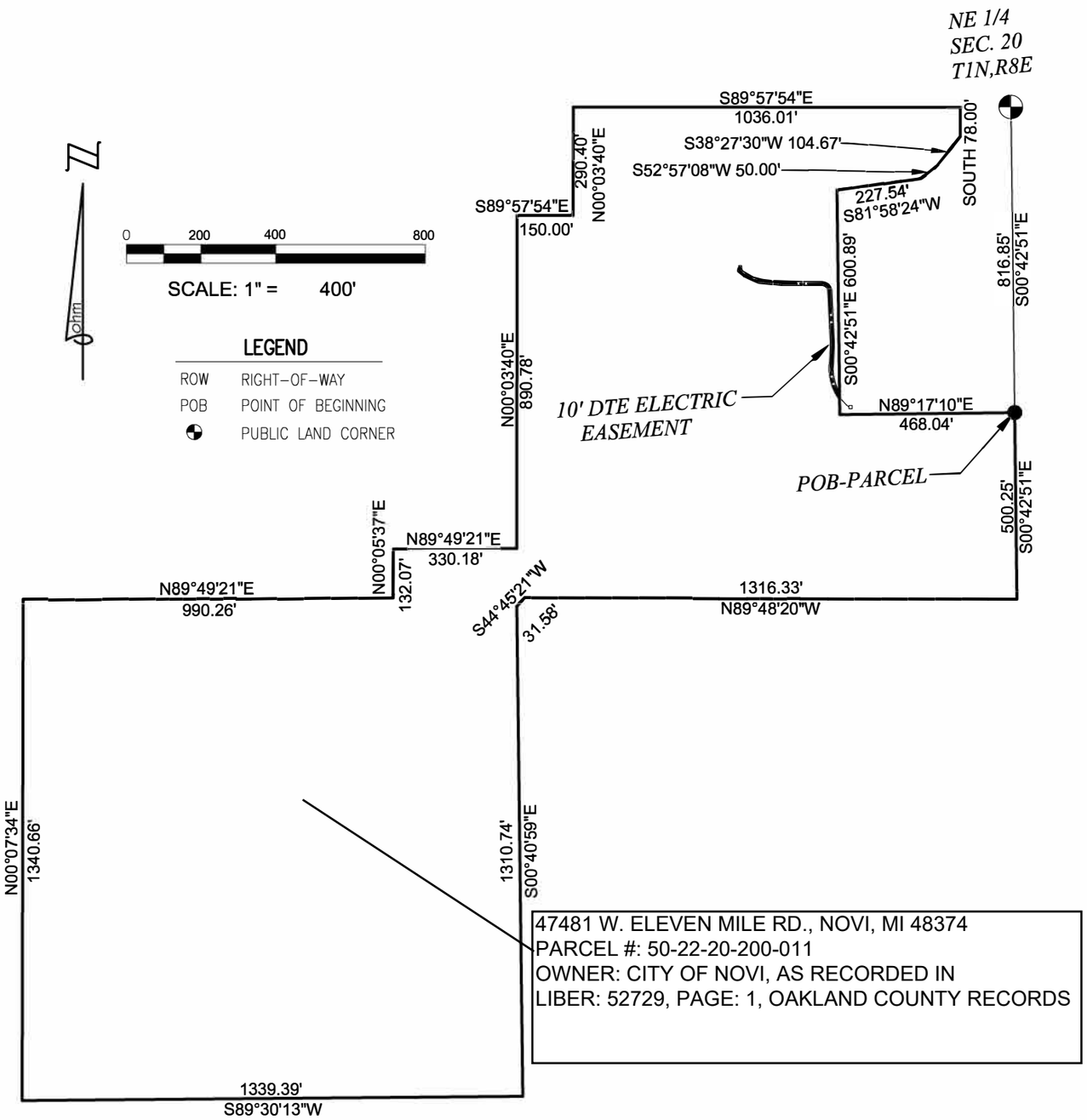
Commencing at the NE corner of said Section 20; thence S 03°54'37" E 768.35 feet along the East line of said Section 20; thence S 86°05'24" W 468.03 feet to a point on the centerline of said easement, also being the Point of Beginning; thence along said centerline easement the following eight (8) courses: 1) 95.86 feet along a curve to the right, radius 129.17 feet, delta 42°31'07", chord bears N 16°30'53" W 93.67 feet, 2) N 00°15'33" W 48.66 feet, 3) N 06°03'20" W 138.59 feet, 4) 34.26 feet along a curve to the left, radius 22.00 feet, delta 89°14'05", chord bears N 41°36'19" W 30.90 feet, 5) S 87°07'27" W 109.23 feet, 6) N 87°20'31" W 65.27 feet, 7) 55.60 feet along a curve to the right, radius 114.10 feet, delta 27°55'16", chord bears N 63°52'41" W 55.05 feet and 8) N 09°27'50" E 6.63 feet to the Point of Ending.
Contains 5,540 square feet or 0.127 acres of land, more or less. Subject to all easements and restrictions of record, if any.

OHM
34000 Plymouth Road | Livonia, MI 48150 | P (734) 522-6711 | F (734) 522-6427 | WWW.OHM-ADVISORS.COM

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EXHIBIT "B"

OVERALL PARCEL SKETCH



47481 W. ELEVEN MILE RD., NOVI, MI 48374
PARCEL #: 50-22-20-200-011
OWNER: CITY OF NOVI, AS RECORDED IN
LIBER: 52729, PAGE: 1, OAKLAND COUNTY RECORDS

GENERAL SURVEY NOTES:

1. BEARINGS ARE BASED ON THE MICHIGAN STATE PLANE COORDINATE SYSTEM NAD83 (NSRS2011) (MI SPC 2113).
2. SUBSURFACE UTILITIES NOT LOCATED FOR THIS SURVEY MAY EXIST. IT IS THE RESPONSIBILITY OF THE OWNER OF THE RESPECTIVE UTILITY TO ACCURATELY LOCATE SUCH UTILITIES.
3. EASEMENTS OR RESTRICTIONS OF RECORD NOT DEPICTED ON THIS DRAWING MAY EXIST.

DTE EASEMENT
PART OF THE NE 1/4 OF SECTION 20
T.1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN
PARCEL ID# 50-22-20-200-011

SCALE: H: 1"=400'
SHEET: 1 OF 3

DATE: 02-01-2024
CLIENT: CITY OF NOVI
JOB#: 0163-22-0030

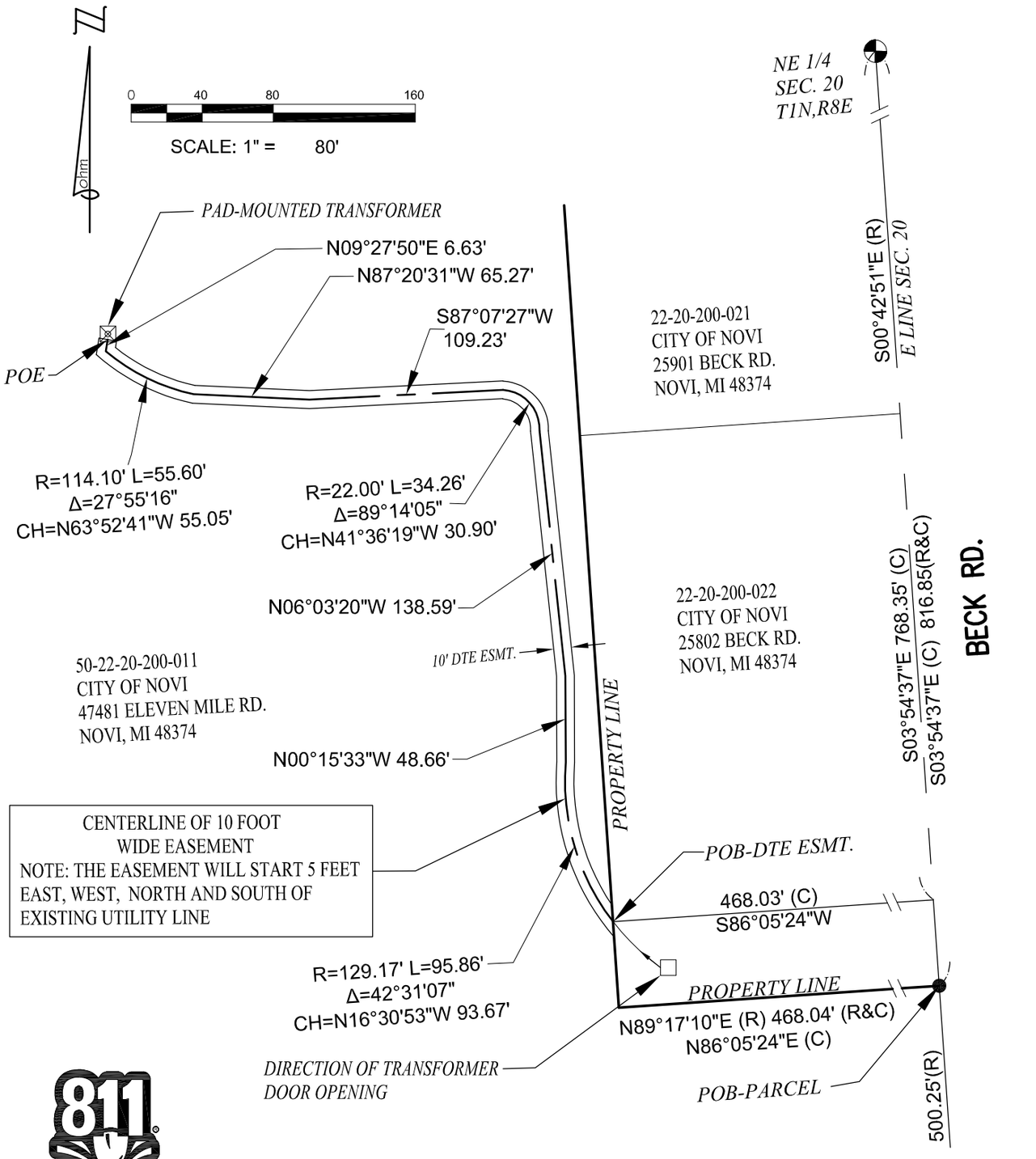
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EXHIBIT "B" continued

DTE ELECTRIC EASEMENT SKETCH



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

LEGEND

ROW	RIGHT–OF–WAY
R	RECORD
C	COMPUTED
POB	POINT OF BEGINNING
POE	POINT OF ENDING
	PUBLIC LAND CORNER
P	POWER POLE
	STEEL ROD SET
	STEEL ROD/PIPE FOUND
OH	OVERHEAD WIRES

DTE ELECTRIC UNDERGROUND EQUIPMENT LEGEND:

- SET NEW POLE
- CABLE POLE/RISER
- POSITION OF SWEEP UP CABLE POLE
- BURIED PRIMARY CABLE (ALL VOLTAGES)
- BURIED SECONDARY CABLE
- SINGLE DUCT OCCUPIED
- DOUBLE DUCT 1–OCCUPIED
- SINGLE DUCT–TO BLIND END FOR FUTURE USE
- PAD–MOUNTED TRANSFORMER
- DIRECTION OF TRANSFORMER DOOR OPENING
- GUARD POST
- PRIMARY SWITCH CABINET
- SEPARABLE CONNECTION CABINET

DTE EASEMENT
PART OF THE NE 1/4 OF SECTION 20
T.1N., R.8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN
PARCEL ID# 50–22–20–200–011

SCALE: H: 1"=80'
SHEET 2 OF 3

DATE: 02-01-2024
CLIENT: CITY OF NOVI
JOB #: 0163-22-0030

34000 Plymouth Road | Livonia, MI 48150 | P (734) 522-6711 | F (734) 522-6427 | WWW.OHM-ADVISORS.COM

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CITY OF NOVI CITY COUNCIL
MARCH 18, 2024

SUBJECT: Approval of claims and warrants – Warrant 1152

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, #1152 comes before City council for approval.

RECOMMENDED ACTION: Approval of claims and warrants – Warrant 1152

CITY OF NOVI
Warrant 1152
Monday, March 18, 2024

Check	Vendor Name	Description	Amount
187733	OAKLAND COUNTY NARCOTIC ENFORCEMENT	2023 NET OT DET BRANDON TUCKER (HIDTA)	5,985.00
187734	STATE OF MICHIGAN	INVOICE 551-629820	489.72
187735-187786	DTE ENERGY	ELECTRICITY - CITYWIDE	56,743.93
187787	1ST AYD CORPORATION	OPERATING SUPPLIES	464.94
187788	A AND R PLUMBING LLC	WATER METERS	639.52
187789	ACCUFORM PRINTING & GRAPHICS INC	OFFICE SUPPLIES (W&S, PARKS & REC)	2,590.90
187790	ADT COMMERCIAL LLC	CONTRACTUAL SERVICES (PARKS MAINT, FACILITIES)	1,442.64
187791	ADVANCE TURF SOLUTIONS	REFUND PARKS	450.00
187792	ADVANCED TURF SOLUTIONS, INC.	GROUNDS MAINTENANCE (PARKS MAINT)	1,612.20
187793	AECOM GREAT LAKES, INC	PROFESSIONAL SERV - VAR PROJ (STREETS, DRAIN)	107,755.00
187794	AFTERMATH SERVICES LLC	BIO HAZARD CLEANING OF JAIL CELLS	300.00
187795	AIRGAS USA, LLC	WATER LINE MAINTENANCE	331.48
187796	ALLIE BROTHERS INC	SUPPLIES UNIFORMS	178.17
187797	ALLIED BUILDING SERVICE COMPANY	BUILDING MAINTENANCE	335.13
187798	AMAZON	LIBRARY BOOKS	2,915.96
187799	AMERICAN GENERATORS SALES AND	CONTRACTUAL SERVICES (FIRE, FACILITIES)	1,108.27
187800	APOLLO FIRE APPARATUS SALES AND	VEHICLE MAINTENANCE	969.90
187801	APPLIED INNOVATION	INTERNAL TECHNOLOGY COMM RELATIONS	450.73
187802	ARAMARK REFRESHMENT SERVICES	OPERATING SUPPLIES	890.54
187803	ARC	OPERATING SUPPLIES (IT, COMM DEV)	2,571.76
187804	ASCENSION MICHIGAN EMPLOYER	MEDICAL SERVICES	957.00
187805	ATA NATIONAL TITLE GROUP, LLC	PCCP WATER MAIN REPAIRS	475.00
187806	ATLAS FUEL SERVICES LLC	CONTRACTUAL SERVICES	564.27
187807	AXON ENTERPRISE, INC.	IN-CAR CAMERAS AND BODY CAMERAS (POLICE)	73,185.88
187808	AZTECA SYSTEMS, INC.	ANNUAL CITYWORKS UPDATE & SUPPORT (IT)	88,192.00
187809	B & B LANDSCAPING	WINTER MAINTENANCE (STREETS, DPW, W&S, PARKS)	103,937.80
187810	BAKER & TAYLOR, LLC	AUDIO VISUAL MATERIALS	613.26
187811	BARNHILL III, JOHN H.	YOUTH BASKETBALL	280.00
187812	BEACON ATHLETICS LLC	GROUNDS MAINTENANCE	335.00
187813	BELL, LINDSAY	APA-AICP-MAP RENEWAL	605.00
187814	BERKSETH, SCOTT	RENTAL CAR REIMBURSEMENT	428.83
187815	BESK, DANIEL	YOUTH BASKETBALL	560.00
187816	BEYER, TODD A.	TENNIS (PARKS & REC)	3,263.40
187817	BIG BORE SIGNS, LLC	MAILBOX REPAIRS	280.00
187818	BLUE CROSS BLUE SHIELD OF MICHIGAN	EMPLOYEE HEALTHCARE INSURANCE	67,688.68
187819	BOUND TREE MEDICAL LLC	OPERATING SUPPLIES (FIRE)	1,712.51
187820	BRAUER, ADAM	REIMBURSEMENT	30.00
187821	BRIEN'S SERVICES INC	GROUNDS MAINTENANCE (LIBRARY)	1,800.00
187822	BRILLIANT SYSTEMS, LLC	EMERGENCY COMMUNICATION SERVICE (POLICE)	4,950.99
187823	BRODART CO.	LIBRARY BOOKS	5,408.55
187824	BRODRICK, MARY	REFUND PARKS	30.00
187825	CARDINAL RULE PRESS	PROGRAMMING EXPENSE	600.00
187826	CARRERA, ELSA A.	DANCE PROGRAMS (PARKS & REC)	3,600.00
187827	CASSIDY, BRUCE	2023 WIN PROPERTY TAX REFUND 50-22-33-128-003	1,042.37
187828	CAUCHI, PAT	MILEAGE REIMBURSEMENT	28.14
187829	CAUCHI, PATRICIA	PETTY CASH	187.16
187830	CBTS LLC	INTERNAL TECHNOLOGY	468.37
187831	CDW GOVERNMENT LLC	INTERNAL TECHNOLOGY - CITYWIDE (IT)	1,274.75
187832	CHALLENGER SPORTS TEAMWEAR, LLC	YOUTH SOCCER	321.00
187833	CHILTON, KIMBERLY S.	OLDER ADULTS FITNESS (PARKS & REC)	2,889.60
187834	CINTAS CORP	SUPPLIES UNIFORMS	605.71
187835	COMPLETE SPORTS TRAINING LLC	2023 WIN TAX REFUND 50-99-00-021-097	117.02
187836	CONSERVA ELECTRIC SUPPLY, INC.	BUILDING MAINTENANCE	129.56
187837-187850	CONSUMERS ENERGY	HEAT - CITY BUILDINGS	13,657.55
187851	COOPER & COMPANY INC	2023 WIN TAX REFUND 50-99-00-015-084	169.74
187852	CORBY ENERGY SERVICES INC	BLDG. BOND REFUND (ESCROW)	1,500.00
187853	COSTAR REALTY INFORMATION INC	INTERNAL TECHNOLOGY (CM, ASSESSING, ECON DEV)	1,827.86
187854	CRAIGIE, ALYSSA	MILEAGE REIMBURSEMENT	46.90
187855	CRAIGIE, ALYSSA	PER DIEM TLG2024	172.00

187856	CRANDALL-WORTHINGTON INC	CUSTODIAL SUPPLIES (POLICE,PARKS, FACILITIES)	3,578.00
187857	CUTMYTREEDOWN.COM	CONTRACTUAL SERVICES (TREE FUND, MUNI STREETS)	20,091.25
187858	DEANGELIS DIAMOND CONSTRUCTION LLC	CONSTRUCTION: JESSICA'S SPLASH PAD (CIP)	39,639.14
187859	DELL MARKETING L.P.	INTERNAL TECHNOLOGY FIRE	120.24
187860	DEMCO INC.	OPERATING SUPPLIES	33.93
187861	DETROIT SALT COMPANY LLC	WINTER MAINTENANCE (STREETS)	2,701.06
187862	DINGES FIRE COMPANY	VEHICLE MAINTENANCE (FIRE)	1,702.50
187863	DRN & ASSOCIATES, ARCHITECTS, PC	PROFESSIONAL SERVICES (ESCROW)	2,405.00
187864	DTE ENERGY	ELECTRICITY	961.08
187865	DTE ENERGY	ELECTRICITY	38.17
187866	DTE ENERGY	ELECTRICITY	54.72
187867	DTE ENERGY	ELECTRICITY	47.69
187868	DTE ENERGY	ELECTRICITY	731.40
187869	DTE ENERGY	STREET LIGHTING	23,729.23
187870	DTE ENERGY	ELECTRICITY	17.63
187871	DTE ENERGY	ELECTRICITY	22.01
187872	DUCZYMINSKI, PHILIP	TUITION REIMBURSEMENT	680.85
187873	ELSEN, ADAM	PER DIEM POLICE EXECUTIVES AND NEW CHIEF	124.00
187874	ETNA SUPPLY	WATER LINE MAINTENANCE	776.00
187875	FARKAS, JULIE	PETTY CASH	49.55
187876	FBINAA MICHIGAN CHAPTER	CONFERENCE (POLICE)	1,500.00
187877	FELDMAN CHEVROLET OF NOVI	VEHICLE MAINTENANCE (COMM DEV)	15,060.39
187878	FERGUSON WATERWORKS #3386	NEPTUNE 360 AMI 2/1/2024-1/31/2024 (W&S)	62,145.23
187879	FIFTH THIRD BANK	BOND INTEREST EXPENSE (MEADOWBROOK)	23,128.98
187880	FIRE SYSTEMS OF MICHIGAN	TOWNSHIP HALL OPERATING COSTS	243.75
187881	FIRE WRENCH OF MICHIGAN	VEHICLE MAINTENANCE	727.65
187882	FIREPENNY	VEHICLE MAINTENANCE	496.64
187883	FOLLETT HIGHER EDUCATION GROUP LLC	SUPPLIES UNIFORMS	277.45
187884	FOSTER, SWIFT, COLLINS & SMITH, P.C	LEGAL FEES (LIBRARY)	2,058.00
187885	GALE/CENGAGE LEARNING	LIBRARY BOOKS	28.79
187886	GARBER, DEAN	YOUTH BASKETBALL	140.00
187887	GAUVIN, CHARMAINE	REIMBURSEMENT	95.00
187888	GILMORE, KEVIN	PER DIEM POLICE EXECUTIVES AND NEW CHIEF	124.00
187889	GORDON FOOD SERVICE PAYMENT PROC.	MOTHER/SON EVENT	119.38
187890	GRAINGER INC, W W	VEHICLE MAINTENANCE	490.34
187891	GRAPHIC SCIENCES INC	ELECTRONIC RESOURCES	438.85
187892	GRAY, SCOTT	YOUTH VOLLEYBALL	315.00
187893	GREAT LAKES ACE	GROUNDS MAINTENANCE	119.98
187894	GREAT LAKES POWER & LIGHTING INC.	STREET LIGHTING, REPAIRS (DPW, FACILITIES)	1,875.71
187895	GREAT LAKES PROFILES, INC.	PRE EMPLOYMENT TESTING	160.00
187896	GREAT LAKES WATER AUTHORITY	WATER PURCHASES 1/2024 (W&S)	792,400.13
187897	GREGORY, VICTOR	YOUTH BASKETBALL	140.00
187898	GUNNERS METERS & PARTS, INC.	WATER LINE MAINTENANCE	258.00
187899	HARTFORD, THE	EMPLOYEE LIFE, LTD, AD/D INSURANCE	7,700.50
187900	HENDERSON, LEONARD	YOUTH BASKETBALL	105.00
187901	HERBERT, ELIZABETH	REFUND PARKS	10.00
187902	HOME DEPOT	BUILDING MAINTENANCE	93.18
187903	HOME DEPOT CREDIT SERVICES	OPERATING SUPPLIES - CITYWIDE	2,877.34
187904	HUNTINGTON NATIONAL BANK	BOND INTEREST EXPENSE (LIBRARY DEBT)	73,800.00
187905	IMAGE 360 - NOVI	OPERATING SUPPLIES	30.00
187906	INTERNATIONAL CONTROLS	WATER LINE MAINTENANCE (W&S)	1,793.00
187907	ISCG, INC.	STUDIO VI RENOVATIONS (PEG FUND)	3,105.13
187908	J & B MEDICAL SUPPLY INC	OPERATING SUPPLIES (FIRE)	1,701.00
187909	KEEP MICHIGAN BEAUTIFUL INC	MEMBERSHIP	40.00
187910	KENNEDY INDUSTRIES INC	SEWER LINE MAINTENANCE (WATER & SEWER)	4,128.36
187911	KENNETH M. KOSLOWSKI	2023 WIN TAX REFUND 50-22-34-279-008	760.28
187912	KIESLER'S POLICE SUPPLY, INC.	SUPPLIES AMMUNITION (POLICE)	2,910.00
187913	LACHANCE, MADISON	PER DIEM TLG2024	172.00
187914	LANGUAGE LINE SERVICES	EMERHENCY COMMUNICATION SERVICE	151.00
187915	LECOM LLC	BLDG. BOND REFUND (ESCROW)	1,000.00
187916	LEISURE UNLIMITED LLC	SPORTS CAMPS	720.00
187917	LEPOFSKY, BARRY J.	YOUTH BASKETBALL	490.00
187918	LIBRARY DESIGN ASSOCIATES, INC.	BUILDING MAINTENANCE	646.00
187919	LIBRARY IDEAS LLC	AUDIO VISUAL MATERIALS	555.88
187920	LIBRARY NETWORK, THE	ELECTRONIC RESOURCES (LIBRARY)	17,028.46
187921	LIMB WALKERS TREE & SNOW	FORESTRY MAINTENANCE (TREE FUND)	13,091.88
187922	LOKKEN, ROBIN S.	YOUTH BASKETBALL	210.00

187923	M-2 AUTO PARTS, INC.	VEHICLE MAINTENANCE	89.46	
187924	M-K CONSTRUCTION CO INC	CONSTRUCT: MIDDLE ROUGE STREAMBANK (DRAIN)	339,301.00	
187925	MADISON ELECTRIC COMPANY	LIFT STATION MAINTENANCE	608.55	
187926	MALINOWSKI, JUDITH M.	MEDICAL SERVICES	500.00	
187927	MANNIK & SMITH GROUP INC, THE	PROFESSIONAL SERVICES (ESCROW)	5,010.75	
187928	VOID	VOID	-	V
187929	MARK'S OUTDOOR POWER EQUIPMENT	EQUIPMENT MAINTENANCE	455.24	
187930	MASTER MAINTENANCE	JANITORIAL CONTRACTS (FACILITIES)	13,711.35	
187931	MC AULIFFE, MICHAEL	YOUTH BASKETBALL	245.00	
187932	MEADOWBROOK CONGREGATIONAL CHURCH	FACILITY USE 2/27/24 ELECTION	300.00	
187933	MG BUILDING COMPANY	BLDG. BOND REFUND (ESCROW)	5,000.00	
187934	MICHIGAN CAT	EQUIPMENT MAINTENANCE (DPW)	6,393.18	
187935	MIDWEST COLLABORATIVE FOR LIBRARY	CONFERENCE	300.00	
187936	MIDWEST TAPE, LLC	AUDIO VISUAL MATERIALS (LIBRARY)	1,932.74	
187937	MISS DIG SYSTEM INC	WATER LINE MAINTENANCE (WATER & SEWER)	16,633.38	
187938	MISSION COMMUNICATIONS, LLC	LIFT STATION MAINTENANCE	371.40	
187939	MORRIS, MELISSA	PER DIEM IIMC CLERK'S INSTITUTE	372.00	
187940	MOTOROLA SOLUTIONS INC	RADIO MAINTENANCE	330.00	
187941	MUNICIPAL WEB SERVICES, INC	COMMUNITY PROMOTION	499.00	
187942	MUTT MITT	CUSTODIAL SUPPLIES (PARKS & REC)	1,439.85	
187943	NATIONAL SIGN BRANDING	HISTORICAL COMMISSION	66.00	
187944	NICE, KIM	REIMBURSEMENT	113.90	
187945	NORTHSTAR MAT SERVICE	BUILDING MAINTENANCE	399.45	
187946	NORTHVILLE LOCKSMITH INC., THE	BUILDING MAINTENANCE	355.00	
187947	NOVI WATER DEPARTMENT	WATER AND SEWER - CITY BUILDINGS	1,010.35	
187948	O'LEARY, SHANNON	MILEAGE REIMBURSEMENT	89.85	
187949	O'REILLY AUTO PARTS	EQUIPMENT MAINT (DPW, POLICE, PARKS, W&S)	1,513.15	
187950	OAKLAND COUNTY REGISTER OF DEEDS	OPERATING SUPPLIES	3.00	
187951	OAKLAND COUNTY TREASURER	PROPERTY TAX REVENUE COUNTY CHARGEBACK	42.67	
187952	OAKLAND COUNTY TREASURERS	CONFERENCE, 2/24 SEWAGE (W&S, IT)	863,869.99	
187953	OCCUPATIONAL HEALTH CENTERS OF	MEDICAL SERVICE	55.00	
187954	OCLC INC/NET LIBRARY	COMPUTER SUPPLIES	731.71	
187955	OLSON CEMENT WORK INC	BLDG. BOND REFUND (ESCROW)	500.00	
187956	ON DUTY GEAR, LLC	SUPPLIES UNIFORMS	325.00	
187957	ORCHARD, HILTZ & MC CLIMENT	PROFESSIONAL SERVICES - VAR PROJ (STREETS, DRAIN)	54,014.78	
187958	ORKIN	CONTRACTUAL SERVICES	599.94	
187959	OTIS ELEVATOR COMPANY	CONTRACTUAL SERVICES (FACILITIES)	1,375.00	
187960	OVERDRIVE, INC.	ELECTRONIC MEDIA (LIBRARY)	2,833.85	
187961	PARAGON LABORATORIES, INC.	WATER LINE MAINTENANCE	75.00	
187962	PAUL, WILLIAM	REIMBURSEMENT	75.00	
187963	PERFECT CLEANERS OF DETROIT, INC	2023-24 UNIFORM CLEANING	909.45	
187964	PETE'S HEATING & COOLING INC	BUILDING MAINTENANCE	260.00	
187965	PHOENIX SAFETY OUTFITTERS	SUPPLIES UNIFORMS (FIRE)	1,338.99	
187966	PIERCE, DANIEL	REIMBURSEMENT	350.00	
187967	PIONEER MANUFACTURING CO.	GROUNDS MAINTENANCE	1,584.13	
187968	PRECISE MRM LLC	INTERNAL TECHNOLOGY - CITYWIDE (IT)	3,775.00	
187969	PROFESSIONAL BUILDING SERVICES LLC	CUSTODIAL SERVICES (LIBRARY)	7,238.16	
187970	PROFESSIONAL HEALTH SERVICES, INC	NOVI FIRE DEPARTMENT ANNUAL PHYSICALS (FIRE)	12,211.00	
187971	PROGRESSIVE HARDWARE SUPPLIERS LLC	BUILDING MAINTENANCE	250.00	
187972	PROSCREENING, LLC	RECRUITMENT (W&S, PARKS & REC)	1,398.00	
187973	QUALITY FIRST AID & SAFETY, INC.	OPERATING SUPPLIES (PARKS, DPW)	1,260.87	
187974	QUICK SILVER MARKETING SOLUTIONS	YOUTH BASKETBALL/VOLLEYBALL (PARKS & REC)	3,078.00	
187975	QUILL CORPORATION	OFFICE SUPPLIES	80.16	
187976	REASON CONSULTING CORPORATION	PERSONAL PROPERTY AUDITOR (ASSESSING)	3,333.00	
187977	REDFORD LOCK COMPANY INC	OPERATING SUPPLIES	41.40	
187978	REDOUTEY, GERALD	REIMBURSEMENT	10.00	
187979	RENNER, CHRIS	REFUND PARKS	10.00	
187980	ROAD COMMISSION FOR OAKLAND COUNTY	TRAFFIC SERVICES (MAJOR STREETS)	6,737.44	
187981	ROBY, KEVIN	CONFERENCE REIMBURSEMENT	316.70	
187982	ROSATI, SCHULTZ, JOPPICH	LEGAL FEES (ESCROW)	2,560.00	
187983	RUGGIRELLO, CHARLES	YOUTH BASKETBALL	280.00	
187984	RYL FLEXIBILTY THERAPIES LLC	OLDER ADULTS MASSAGE (PARKS & REC)	1,254.00	
187985	SAM'S CLUB DIRECT	OPERATING SUPPLIES (LIBRARY, P&R, POLICE, FIRE)	3,332.48	
187986	SCHOOLCRAFT COLLEGE	MEDICAL SERVICE	375.00	
187987	SEXTON, KRAIG	YOUTH BASKETBALL	280.00	
187988	SHAIEB, ELIZABETH A.	OLDER ADULTS FITNESS	799.20	
187989	SHIFMAN FOURNIER, PLC	LEGAL FEES - PERSONNEL (HR)	1,848.00	

187990	SIMON, STACEY	REIMBURSEMENT K9 BECKER BOARDING FEES	152.00
187991	SMART BUSINESS SOURCE LLC	OFFICE SUPPLIES - CITYWIDE (FINANCE)	1,263.67
187992	SOCCER ASSIGNING LLC	YOUTH SOCCER (PARKS & REC)	23,011.50
187993-187997	SPALDING DE DECKER	PROFESSIONAL SERV (ESCROW, W&S, DRAIN, DPW)	65,235.01
187998	VOID		
187999	SPICER GROUP INC	PARK UPDATE PLAN (CIP FUND)	3,897.50
188000	STATE OF MICHIGAN	SOR REGISTRATION (ESCROW)	1,227.75
188001	STATE OF MICHIGAN	OPERATING SUPPLIES	6.64
188002	SUBURBAN LANDSCAPE SUPPLY	GROUNDS MAINTENANCE	50.00
188003	SUPERIOR INVASIVE PLANTS SOLUTIONS	2023 WOODY INVASIVE SPECIES REMOVAL (TREE FUND)	5,880.00
188004	SUPPLY LINE INTERNATIONAL MEDICAL	BLDG. BOND REFUND (ESCROW)	1,368.75
188005	SYSTEMP CORPORATION	BUILDING MAINTENANCE (POLICE, FACILITIES, FIRE)	2,407.15
188006	T-MOBILE USA, INC	TELEPHONE (LIBRARY)	1,043.99
188007	TAKEFORM	SOUND DAMPEN LAKESHORE (PARKS & REC)	1,536.00
188008	THOMSON REUTERS - WEST	SUPPLIES (POLICE)	1,666.34
188009	TIM'S GLASS INC.	OPERATING SUPPLIES	110.00
188010	TONY PRO INVESTMENTS 22000	2023 WIN TAX REFUND 50-22-33-100-006	351.74
188011	TRUCK & TRAILER SPECIALTIES, INC.	VEHICLE MAINTENANCE	493.64
188012	TSAI FONG BOOKS INC	COLLECTIONS/MATERIALS EXPENSE	551.24
188013	TUMBLEBUNNIES INTERNATIONAL	YOUTH PROGRAMS (PARKS & REC)	2,000.00
188014	TURNKEY NETWORK SOLUTIONS	BLDG. BOND REFUND (ESCROW)	1,500.00
188015	UNITED STATES POSTAL	POSTAGE	320.00
188016	UTILISYNC, LLC	INTERNAL TECHNOLOGY (WATER SEWER)	5,450.00
188017	VARIPRO	EMPLOYEE FLEXIBLE SPENDING REIMBURSMENT	4,393.70
188018	VERCARA, LLC	INTERNAL TECHNOLOGY (IT)	1,600.12
188019	VERIZON WIRELESS	TELEPHONE	458.08
188020	VESCO OIL CORPORATION	VEHICLE MAINTENANCE	235.87
188021	WALDEN, SHARON	REFUND PARKS	10.00
188022	WEINGARTZ SUPPLY CO INC	EQUIPMENT MAINTENANCE	712.84
188023	WILLIAMS, WENDY	OLDER ADULTS FITNESS	960.00
188024	WITMER PUBLIC SAFETY GROUP INC	VEHICLE MAINTENANCE	362.92
188025	WOODLANDS LIBRARY COOPERATIVE	PRINTING AND PUBLISHING	30.00
188026	ALLEN, KAREN	ELECTION WORKER	290.00
188027	ANDERSON, BRENDA	ELECTION WORKER	140.00
188028	APPICELLI, DAVID	ELECTION WORKER	280.00
188029	ARBUCKLE, SALLY	ELECTION WORKER	290.00
188030	ARGONIS, JULIA	ELECTION WORKER	300.00
188031	BAILEY, KATHRYN	ELECTION WORKER	320.00
188032	BALOCH, FARWA	ELECTION WORKER	240.00
188033	BARRANCO, ROSWELL	ELECTION WORKER	220.00
188034	BELLER, MARGARET	ELECTION WORKER	168.00
188035	BENHAM, PAULA	ELECTION WORKER	280.00
188036	BERMAN, MARCY	ELECTION WORKER	280.00
188037	BIELENDA, DAVID	ELECTION WORKER	280.00
188038	BISHOP, WALLACE	ELECTION WORKER	290.00
188039	BISTAYI, CHERYL	ELECTION WORKER	20.00
188040	BISTAYI, JOSEPH	ELECTION WORKER	20.00
188041	BLONDALE-WAGNER, NANCY	ELECTION WORKER	140.00
188042	BOBBY, JASON	ELECTION WORKER	260.00
188043	BOLYARD, BETTY	ELECTION WORKER	220.00
188044	BOVAIR, CAROLYN	ELECTION WORKER	280.00
188045	BREWER, MICHAEL	ELECTION WORKER	96.00
188046	BROWN, EBONI	ELECTION WORKER	240.00
188047	BROWN, ERIN	ELECTION WORKER	280.00
188048	BUDDE, ANNA	ELECTION WORKER	260.00
188049	BURKE, MARIAN	ELECTION WORKER	200.00
188050	CAMPBELL, CATHERINE	ELECTION WORKER	200.00
188051	CHARLES, BRADLEY	ELECTION WORKER	340.00
188052	CHOCK, ALFRED	ELECTION WORKER	270.00
188053	CLARK, KEVIN	ELECTION WORKER	310.00
188054	COLE, HEATHER	ELECTION WORKER	260.00
188055	COOK, STEVEN	ELECTION WORKER	320.00
188056	COSTA, RENEE	ELECTION WORKER	240.00
188057	CRAIG, ANNE	ELECTION WORKER	260.00
188058	CRAIL, MARY	ELECTION WORKER	260.00
188059	DAMIAN, SHAYNE	ELECTION WORKER	40.00
188060	DILLON, MARYANN	ELECTION WORKER	200.00

188061	DUNN, JUDY ANN	ELECTION WORKER	310.00
188062	EADDY, DONNA	ELECTION WORKER	280.00
188063	EVERETT, LORENE	ELECTION WORKER	236.00
188064	EVERETT, MICHAEL	ELECTION WORKER	240.00
188065	FARABAUGH, JOHN	ELECTION WORKER	280.00
188066	FASING, GREGORY	ELECTION WORKER	280.00
188067	FENNER, CHRISTINE	ELECTION WORKER	280.00
188068	FISCHER, PATRICIA	ELECTION WORKER	280.00
188069	FLYNN, THOMAS	ELECTION WORKER	280.00
188070	FRETZ, ELIZABETH	ELECTION WORKER	280.00
188071	FREY, GAYLE	ELECTION WORKER	340.00
188072	GALBRAITH, TRICIA	ELECTION WORKER	340.00
188073	GEAKE, RAYMOND	ELECTION WORKER	280.00
188074	GEERS, ANTHONY	ELECTION WORKER	340.00
188075	GEERS, NOAH	ELECTION WORKER	140.00
188076	GILLESPIE, CRYSTAL	ELECTION WORKER	340.00
188077	GILLESPIE, MCKENZIE	ELECTION WORKER	280.00
188078	GOETZ, DENISE	ELECTION WORKER	280.00
188079	GORNO, TIMOTHY	ELECTION WORKER	240.00
188080	GRAEBER, DEBORAH SUSAN	ELECTION WORKER	140.00
188081	GREEN, JOAN	ELECTION WORKER	290.00
188082	GRIFOR, SUE	ELECTION WORKER	220.00
188083	HADDAD, ANTOINETTE	ELECTION WORKER	260.00
188084	HAHN, AMY	ELECTION WORKER	280.00
188085	HALL, TRACY	ELECTION WORKER	260.00
188086	HAMMELEF, DAVID	ELECTION WORKER	220.00
188087	HARTMAN, BRUCE	ELECTION WORKER	280.00
188088	HEEGAN, ERIKA	ELECTION WORKER	260.00
188089	HINMAN, GAYLE	ELECTION WORKER	280.00
188090	HIRST, PAMELA	ELECTION WORKER	140.00
188091	HOFFMAN JR., GEORGE	ELECTION WORKER	220.00
188092	HORSBURGH, SUSAN	ELECTION WORKER	280.00
188093	HUGHES, PATRICIA	ELECTION WORKER	280.00
188094	HULL, ROBERT	ELECTION WORKER	260.00
188095	HUNTER, STACEY	ELECTION WORKER	200.00
188096	JENKINS, DEDRA	ELECTION WORKER	320.00
188097	JONES, REAGAN	ELECTION WORKER	120.00
188098	KELBER, SCOTT	ELECTION WORKER	320.00
188099	KERN, JUDITH	ELECTION WORKER	310.00
188100	KERWAN, JAMES	ELECTION WORKER	280.00
188101	KETHLEDGE, JESSICA	ELECTION WORKER	240.00
188102	KHAIMOV, BATSHEVA	ELECTION WORKER	240.00
188103	KISH, MARGARET	ELECTION WORKER	340.00
188104	KLENKE, AARON	ELECTION WORKER	260.00
188105	KLINE, STEPHEN	ELECTION WORKER	236.00
188106	KOHLS, ANDREA	ELECTION WORKER	280.00
188107	KONCHARLA, TANISHA	ELECTION WORKER	310.00
188108	KRICK, KRISTIN	ELECTION WORKER	320.00
188109	KUBAS, KIMBERLY	ELECTION WORKER	280.00
188110	LAING, KAREN	ELECTION WORKER	240.00
188111	LAZELL, MATTHEW	ELECTION WORKER	340.00
188112	LESNAU, NICOLE	ELECTION WORKER	260.00
188113	LICALZI, JACQUELINE	ELECTION WORKER	290.00
188114	LIEGGHIO, FRANK	ELECTION WORKER	320.00
188115	LOMBARDI, KATHLEEN	ELECTION WORKER	310.00
188116	LOMBARDI, RICHARD	ELECTION WORKER	310.00
188117	LONG, CHARLES	ELECTION WORKER	220.00
188118	VOID		
188119	LOWERY, DONNA	ELECTION WORKER	310.00
188120	MACY, JENNIE	ELECTION WORKER	310.00
188121	MADISON, ALVETTE	ELECTION WORKER	260.00
188122	MARTIN, DYANNA	ELECTION WORKER	140.00
188123	MATHERS, ANNETTE	ELECTION WORKER	140.00
188124	MAZUREK, SUZANNE	ELECTION WORKER	310.00
188125	MCVEIGH, KIMBERLEE	ELECTION WORKER	240.00
188126	MENA, MARITA	ELECTION WORKER	280.00
188127	MENON, MANOHAR	ELECTION WORKER	290.00

188128	MILLS, SUSAN	ELECTION WORKER	290.00
188129	MINGLE, HARRY	ELECTION WORKER	340.00
188130	MONROE, GEORGIA	ELECTION WORKER	160.00
188131	NEIGHBORS, KATHALEEN	ELECTION WORKER	280.00
188132	NELSON, LARRY	ELECTION WORKER	270.00
188133	NEWSOM, LINDA	ELECTION WORKER	270.00
188134	NYBERG, KAREN CELESTE	ELECTION WORKER	220.00
188135	OLIVER, MARY	ELECTION WORKER	200.00
188136	OSBORN, JOHN	ELECTION WORKER	340.00
188137	PATRICK-FAGAN, CARLA	ELECTION WORKER	116.00
188138	PAWESKI, CHRISTINE	ELECTION WORKER	260.00
188139	PHILLIPS, CHERYL	ELECTION WORKER	340.00
188140	PIPER, LAURIE	ELECTION WORKER	280.00
188141	PISTOLESI, CHERYL	ELECTION WORKER	260.00
188142	PISTOLESI, PETE	ELECTION WORKER	260.00
188143	POPOVCZAK, JOHN	ELECTION WORKER	20.00
188144	PROCHE, ALISON	ELECTION WORKER	270.00
188145	RADCLIFFE, DAVID	ELECTION WORKER	290.00
188146	RAVITZ, BARBARA	ELECTION WORKER	260.00
188147	ROBBINS, DONNA	ELECTION WORKER	280.00
188148	ROSS, DEBORAH	ELECTION WORKER	280.00
188149	SANOR, KRISTIN	ELECTION WORKER	236.00
188150	SCHAEFER, JACK	ELECTION WORKER	281.00
188151	SCHAEFER, JACQUELINE	ELECTION WORKER	100.00
188152	SCHUBERT, KAREN	ELECTION WORKER	280.00
188153	SEKSARIA, DINESH	ELECTION WORKER	20.00
188154	SERRA, RITA	ELECTION WORKER	260.00
188155	SHEA, PATRICIA	ELECTION WORKER	280.00
188156	SHETH, KEN	ELECTION WORKER	20.00
188157	SIMON, DEBRA	ELECTION WORKER	320.00
188158	SINGH, PRIYANKA	ELECTION WORKER	120.00
188159	SIVY, NANCY	ELECTION WORKER	140.00
188160	SKANDALARIS, PAM	ELECTION WORKER	240.00
188161	SMALL, PATRICIA	ELECTION WORKER	310.00
188162	SOBOROWSKI, CAROL	ELECTION WORKER	120.00
188163	STAAB, CHARLES	ELECTION WORKER	340.00
188164	STEEB, JENNIFER	ELECTION WORKER	260.00
188165	TAKESIAN, THEODORE	ELECTION WORKER	20.00
188166	TAMER, ELIZABETH	ELECTION WORKER	280.00
188167	TAYLOR, ANDREA	ELECTION WORKER	290.00
188168	TAYLOR, MILDRED	ELECTION WORKER	20.00
188169	TERRELL, CHRISTINA	ELECTION WORKER	212.00
188170	THOMPSON, DONNA	ELECTION WORKER	220.00
188171	TIERNEY, CLAYTON	ELECTION WORKER	240.00
188172	TISCHLER, DAVID	ELECTION WORKER	320.00
188173	TOPP, BRENDA	ELECTION WORKER	260.00
188174	TUNNARD, JOYCE	ELECTION WORKER	340.00
188175	TURNBULL, SHAUNA	ELECTION WORKER	260.00
188176	TURNER-JOHNSON, KIAIRA	ELECTION WORKER	320.00
188177	TYAGI, ANYA	ELECTION WORKER	140.00
188178	TYAGI, EVA	ELECTION WORKER	140.00
188179	UHELSKI, JANINE	ELECTION WORKER	290.00
188180	UNDERWOOD, ANN	ELECTION WORKER	280.00
188181	VARTANIAN, VIRGINIA	ELECTION WORKER	320.00
188182	VOSS, ANN	ELECTION WORKER	260.00
188183	WAYNE, JOELLEN	ELECTION WORKER	280.00
188184	WILJANEN-WEBER, KARI	ELECTION WORKER	260.00
188185	WILLIAMS, CORNELIA	ELECTION WORKER	40.00
188186	WINTER, MARY ANGELA	ELECTION WORKER	460.00
188187	WINTER, PETER	ELECTION WORKER	180.00
188188	WISE, MARLA	ELECTION WORKER	290.00
188189	WITECHOWSKY, RONALD	ELECTION WORKER	270.00
188190	WOODMAN, RAEANN	ELECTION WORKER	280.00
188191	WOODRICH, ANDREW	ELECTION WORKER	340.00
188192	YANACHIK, JUDY	ELECTION WORKER	280.00
188193	YANACHIK, PAUL	ELECTION WORKER	40.00
188194	YEE-AGACINSKI, CATHERINE	ELECTION WORKER	220.00

188195	YU, JOYANN	ELECTION WORKER	290.00
188196	ZWIERCHOWSKI, SCOTT	ELECTION WORKER	260.00
188197	DTE ENERGY	CITY SPLASH PAD	6,785.39
188198	LONG, JANET	ELECTION WORKER	236.00
188199	SPARC ARENA LLC	SPORTS CAMPS	1,142.40
188200	AXON ENTERPRISE, INC.	INVOICE INUS232724	4,456.38
188201	BORIEO, SANDRA	PROFESSIONAL SERVICES	2,340.00
188202	COMCAST BUSINESS	ACCOUNT 8529 10 205 0785285	219.49
188203	COMCAST BUSINESS	ACCOUNT 8529 10 122 0469861	265.90
188204	LIONHEART ALLIANCE, LLC	INVOICE 21568A	2,785.34
188205	LUCAS, PETER	OPERATING SUPPLIES	1,124.25
188206	MONHOLLEN, ARNOLD	INVOICE 101186	580.00
188207	TRANSUNION RISK AND ALTERNATIVE	INVOICE 2556421-202402-1	990.00
188208	WEX BANK	ACCOUNT 0496-00-369029-4	279.20
188209	WEX BANK	ACCOUNT 0496-00-893440-8	10.00
EFT	FIFTH THIRD BANK	FEBRUARY PURCHASES	124,952.53
	AMZN MKTP US RW46477Z1	FIN: City Supplies	114.73
	AMZN MKTP US RZ3KG7WC0	PD: Office supplies	7.95
	WWW.VOLGISTICS.COM	IS: Man - Volunteer Software	214.00
	RAY ELECTRIC NOVI	FM: Building Maintenance	95.00
	EGLE DW TRAIN AND CERT	W&S: membership, dues	70.00
	B&H PHOTO 800-606-6969	CR: Stand and Adapter	63.73
	AMAZON.COM RZ6CL3E32	FIN: City Supplies	51.99
	MISSION BBQ - GLEN BUR	PD : conference	220.35
	AFP MICHIGAN ASSOCIATI	FD: Training	56.00
	MICHIGAN GREEN INDUSTR	PM: MGIA CEU St.James	153.47
	MICHIGAN GREEN INDUSTR	PM: MGIA CEU Staff	767.35
	THE HOME DEPOT #2737	HR: Health & Wellness	34.89
	AMZN MKTP US RZ14N2YF0	IS: Hardware	38.98
	AMZN MKTP US RW52G1KG1	Clerk: Election storage supplies	307.80
	CODE OFFICIALS CONFERE	CD: COCM Spring Conference	200.00
	CODE OFFICIALS CONFERE	CD: COCM Membership	45.00
	MGFOA REGISTRATION FEE	FIN: Trng - Shaw	40.00
	MU CONFERENCE EVENTS	HR: ADA Conf Registration Fee	800.00
	MICHIGAN ASSOC OF CHIE	PD: Conference	1,295.00
	PANERA BREAD #608009 O	Clerk: Election meal	385.22
	DELTA	HR: ADA Conference Travel	526.20
	CATALYST DEVELOPMENT	PRCS: Training	15.00
	AMAZON.COM RZ4YX2KS0	PM: PTO Request Forms	49.00
	AMZN MKTP US RZ7G00LR2	PD: Supplies	50.97
	LANDS END BUS OUTFITTE	LIB: Staff Recognition	237.41
	AMAZON.COM RZ33Z1CN2	FIN: City Supplies	46.39
	BENITO S CAFE	Clerk: elections	170.07
	IN WONDER JUMP, INC.	PRCS: M/S Event Program	398.00
	ATT CONS PHONE PMT	FACILITES - Utilities - Telephone	5,017.51
	GROUPMAP TECHNOLOGY	MGR: Subscriptions	8.00
	MGFOA MEMBERSHIP DUES	FIN: MGFOA - Shaw	130.00
	MOES ON TEN	MGR: Meeting	68.77
	MICHIGAN ASSOC OF CHIE	PD: Conference	1,295.00
	NEW HUDSON WELDING	PM: soccer goal welding	228.80
	THE UPS STORE 582	CD: coat	13.46
	PSI SERVICES LLC	PD: Training	175.00
	MICHIGAN MUNICIPAL LEA	CC: Training Event	135.00
	B&H PHOTO 800-606-6969	CR: Council Chambers updates	863.81
	MICHIGAN GREEN INDUSTR	PM: CARTS training	325.00
	MICHIGAN ASSOC OF CHIE	HR: PD job ad on MACP	100.00
	GOOGLE GOOGLE STORAGE	CR: Cloud Storage	1.49
	B&H PHOTO 800-606-6969	CR: Studio Engineering Devices	434.00
	PANERA BREAD #608009 O	CC: Committee Meetings	138.16
	AMAZON.COM RZ2CK6SL0	FIN: City Supplies	78.56
	AMAZON.COM RW6VR3O81	PRCS: Office Supply	39.90
	WHITLOCK BUSINESS SYST	Treas: Print utility bills	395.02
	AMAZON.COM RW2FB6MK2	Clerk: supplies	37.99
	AMZN MKTP US RZ1I39ZU0	CD: Office Supplies	33.14
	FEDEX601037595	PD: FedEx	16.50
	NFPA NATL FIRE PROTECT	FD: Training	180.00
	DELTA	MGR: Conf Travel Lachance	336.20

AMAZON.COM RZ8SR5GJ0	ASSES: office supplies	21.82
AMAZON RETAIL 371	CD: Safety Equipment	55.98
BENITO S CAFE	Clerk: Election meal	128.48
AMAZON RETAIL 371	CD: Safety Equipment	34.95
AMZN MKTP US RZ9598XS0	FD: Operating Expense	152.96
HOO HOOTSUITE INC	CR: Social Media Mgmt.	2,988.00
AMAZON.COM RZ7UE94Z0	CD: Office Supplies	14.20
STAPLES 00115659	PD: Operating Expense	45.00
AMZN MKTP US RZ32O7130	PD: Supplies	29.39
DELTA	MGR: Conf Travel Craigie	336.20
PAYPAL RODZINAINDU	ASSES: Office Supplies	26.17
BGSU PARKING PBP	PD: Operating Expense	3.35
SAMSCLUB.COM	CD: Break Room Supplies	118.01
MICHIGAN ASSOCIATION O	HR: Planner job ad on MAP	75.00
BGSU PARKING PBP	PD: Operating Expense	2.35
NFPA NATL FIRE PROTECT	FD: Training	180.00
MICHIGAN ASSOC OF CHIE	PD: dues	100.00
CARRIAGE CLEANERS	PRCS: Civic center	20.00
ALL AMERICAN PET RESOR	PD: Operating Expense	164.70
WHITLOCK BUSINESS SYST	Treas: Postage for utility bills	1,629.88
AMZN MKTP US RW0MN0XD2	PM: Technology	39.99
AMZN MKTP US RZ9LI7OR0	IS: Hardware	35.96
AMZN MKTP US RZ6B57FR0	PM: Technology	33.91
AMAZON.COM RI83T1U71	FIN: City Supplies	50.88
AMZN MKTP US RW4XK7GS2	FM: Office Supplies	62.16
AMAZON.COM RW74H2GN2	CR: supplies	16.48
AMAZON.COM RW1YN7E52	FM: Office Supplies	88.93
PAYPAL PRINTSSIGNS	CRL: canvas	15.87
PAYPAL MSYSA	PRCS: Marketing Expense	721.00
WALGREENS #4454	CR: supplies	20.07
AMZN MKTP US RW6393GJ2	PD: Operating Supplies	69.68
MEIJER # 122	LIB: Programming	37.41
BUSCH'S #1205	PRCS: OAS Social Food	20.97
B&H PHOTO 800-606-6969	LIB: Computer Supplies	237.60
AMZN MKTP US RI0FW5KE1	PD: Supplies	79.98
AMZN MKTP US RI2IG0KL1	IS: Supplies	40.97
AMZN MKTP US RW2V06EM2	DPW: Tools	679.99
STAMPS.COM	LIB: Postage	19.99
ANN ARBOR HANDS-ON MUS	PRCS: Camp Trip	150.00
AMAZON.COM RW62D9E52	PD: Supplies	35.98
HOBBY-LOBBY #645	CR: supplies	234.29
IN MICHIGAN GREEN IND	PM: MGIA membership	275.00
WP NOVI-ABWA.ORG	LIB: Memberships and dues	22.00
AMZN MKTP US RW5R00970	FM: Supplies	13.89
AMZN MKTP US RW1VP1R40	FM: Supplies	29.99
AMAZON.COM RW5RZ62K0	FIN: City Supplies	19.95
WEB NETWORKSOLUTIONS	IS: Domain	582.80
AMZN MKTP US RW2R222Q0	IS: Hardware	34.76
BOB'S DISCOUNT FURNITU	CR: Studio Supplies	100.00
MI STATE POLICE PMTS	PD: Conference	400.00
TARGET 00014654	LIB: Program	7.98
MICHIGAN APWA	DPW: APWA Expo	350.00
AMZN MKTP US RW3SG5200	DPW: Tools	27.98
AMZN MKTP US RW1RC62Z0	FIN: City Supplies	48.97
AMZN MKTP US RI5VA6B01	PRCS: Office Supplies	17.99
FSP VALETCONNECTIONS	PD: Conference	60.00
HOMEGOODS #0206	CR: supplies	149.94
AMAZON RET 112-007078	FIN: City Supplies	14.09
ASHLEY HOMESTORE 077	CR: studio 6 supplies	529.96
AMAZON.COM RW8670SI0	FIN: City Supplies	39.99
SPECTRUM	FACILITIES - Utilities - Cable	10,785.66
AMZN MKTP US RW48M2CZ2	Clerk: election supplies	6.95
AMZN MKTP US RI0VB2PL1	CD: Office Supplies	13.20
AMZN MKTP US RI0521VE1	FD: Operating supplies	39.98
AMZN MKTP US RW2XB3HA0	Clerk: election supplies	95.89
OLIVE GARDEN 0021330	PRCS: OAS Event Food	835.78
ABPA	W&S: Conferences, Workshops	430.00

DTV DIRECTV SERVICE	PD: Cable	64.00
AMZN MKTP US RI0OB60U1	PD: Operating supplies	179.76
AMZN MKTP US	CR: supplies	(24.99)
AMZN MKTP US RB4XV6Y11	PD: Operating Supplies	69.68
AMZN MKTP US RW26E0090	DPW: Office supplies	58.68
YOURMEMBERSHIP	HR: Econ Dev Mgr. Job Ad	150.00
ELDT.COM	DPW: CDL Training	77.63
CALIBRE PRESS	HR: Police Recruitment Training	495.00
AMAZON.COM RI7YW5EY1	DPW: ENG	44.95
AMAZON.COM RW06K50O0	Clerk: supplies	14.97
ICMA ONLINE	HR: Econ Dev Mgr. Job Ad	75.00
AMZN MKTP US RI5YO4E91	DPW: ENG	132.44
METRO INSTITUTE INC	DPW: Mike Tate certification test	55.00
LANDS END	PRCS: Marketing	39.72
BP#8436297NUNU ENTEQPS	PD: Gas	42.09
AMZN MKTP US RI9MV8RG0	PD: Operating Supplies	251.79
UWCC REGISTRATIONS	LIB: Conferences	148.50
AMZN MKTP US RB6SW0U01	PD: Office supplies	30.08
UWCC REGISTRATIONS	LIB: Conferences	247.50
GOVT SOCIAL MEDIA LLC	CR: membership	79.00
ABPA	W&S: conferences, workshops	105.00
POLLY PRODUCTS	PRCS: NW Park Amenity	291.64
INT L CRITICAL INCIDEN	PD: Conference	384.00
ABPA	W&S: conferences, workshops	430.00
AMAZON.COM RI94Z5MA2	FIN: City Supplies	85.98
AMAZON.COM RI71F9YW0	FIN: City Supplies	43.99
AMZN MKTP US RB1K31WC1	FIN: City Supplies	34.97
NFPA NATL FIRE PROTECT	FD: Training	180.00
AMZN MKTP US RI9QF72X0	PM: R/C Raceway bungy cords	36.84
AMZN MKTP US RI4FR6EX2	CR: supplies	13.98
SEC OF STATE BRANCH 43	PD: VM	143.00
BUSCH'S #1205	CD: meeting supplies	31.18
CITYPARKSALLIANCE	PRCS: CPA conference regs	975.00
GRAND TRAV RESORT	FD: Conference	125.00
DELTA	W&S: conferences, workshops	400.70
AMZN MKTP US RI84H07G0	IS: Hardware	13.29
AMAZON RET 111-282595	Clerk: supplies	39.99
MEIJER # 172	PRCS: OAS Event Supplies	32.35
CRYSTAL MTN LODGING	IS: GIS Conference	144.00
123.NET, INC.	FACILITES - Utilities - Telephone	2,809.12
AMZN MKTP US RI7TF42O0	PRCS: OAS Social Supplies	209.99
CRYSTAL MTN LODGING	IS: GIS Conference	161.52
AMAZON.COM RI2VE7J62	IS: Hardware	122.00
AMZN MKTP US RI02R17X0	PD: Office supplies	44.98
MICHIGAN RECREATION &	PRCS: Conferences/Workshops	15.00
AMZN MKTP US RI34G2700	DPW: ADMIN	95.97
WAL-MART #1754	PRCS: OAS Event Food	41.91
ELAVON SERVICE FEE	PD: VM	2.97
CHARGE.PREZI.COM	CR: Supplies	159.00
JJ FISH AND CHICKEN	CR: Disputed charge	(33.85)
SQ WICKED WANGZ	CR: Disputed charge	(46.35)
SQ WICKED WANGZ	CR: Disputed charge	(14.61)
SQ WICKED WANGZ	CR: Disputed charge	(47.70)
SQ WICKED WANGZ	CR: Disputed charge	(79.28)
SQ WICKED WANGZ	CR: Disputed charge	(27.24)
SQ WICKED WANGZ	CR: Disputed charge	(18.81)
AFP IMAGIN INC	IS: GIS Conference	375.00
PRINTING SYSTEMS INC	Clerk: election supplies	1,511.38
EVENT SITEONE LANDSCA	PM: Pesticide CEUs	225.00
D J WALL-ST-JOURNAL	MGR: WSJ subscript	38.99
SPORTS TURF MANAGERS	PM: 1 yr membership STMA	85.00
AMAZON.COM RI4GN0J72	PRCS: Civic center	47.66
JIMMY JOHNS - 1659 - E	CC: rules committee mtg	56.17
GARLAND LODGE AND RESO	PD: Conference	200.00
AFP SMEMSIC	FD: Conference	505.00
AMZN MKTP US RB8TG7QX1	PRCS: Civic center	37.13
FACEBK UU7QVW3B22	PD: recruitment	16.38

EXXON MUGG & BOPPS 17	PD: Gas	63.86
FACEBK UTD3WX3C22	HR: Police Recruitment	300.00
RADIOTRONICS, INC	PD: Operating Expense	168.00
MEIJER # 122	PRCS: League Prizes	75.00
GFL ENVIRONMENTAL - NO	DPW: Rubbish Removal	593.02
AMAZON.COM RB45R2BL1	OAS: program supplies	59.12
AMAZON.COM RI45S5G90	PD: Supplies	170.91
USPS STAMPS ENDICIA	LIB: Postage	100.00
PANERA BREAD #608009 O	MGR: Council Food	44.30
WILMINGTON FRA	PD: Training	(995.00)
FACEBK JK4PKXTB22	HR: Police Recruitment	15.03
AMZN MKTP US RI3TV4XK0	PD: Supplies	124.99
PANERA BREAD #600667 O	MGR: Council Food	11.65
PAYPAL RODZINAINDU	FIN: supplies	41.80
MEIJER # 122	PRCS: Program Expenses	85.00
VZWRLSS APOCC VISB	FACILITES - Utilities - Telephone	15,345.54
AMAZON.COM RI1II5F92	HR: Office supplies	8.99
WILMINGTON FRA	PD: Training	(995.00)
POTBELLY	CC: OA Needs Committee Mtg	110.23
PAYPAL RODZINAINDU	FD: supplies	37.90
AMAZON.COM RB55M5YS2	IS: Hardware	119.99
MICHIGAN STATE PREMIER	PRCS: Program Expense	25.00
TECHSOUP	LIB: Computer Supplies, Software Lic	39.00
AMAZON.COM RB8494HV1	PD: Supplies	9.34
HILTON	PD: Conference	100.00
AMAZON.COM RI9WB0ZP0	CR: supplies	125.99
AMZN MKTP US RB6627SO2	PRCS: OAS Event Supplies	24.99
AMZN MKTP US RB1M186L2	DPW: Mailbox Repair	360.81
AMAZON.COM RB2IO1TF1	FIN: City Supplies	11.99
AMAZON.COM RB3QY9JI1	Clerk: supplies	29.74
HILTON	PD: Conference	41.00
AMAZON.COM RB7T39TI1	FIN: City Supplies	59.88
AMAZON.COM RI2NW54E0	Clerk: Supplies	19.99
THE WEBSTAURANT STORE	FIN: City Supplies	993.82
INCO PROD P	OAS: DME Loan Closet Supplies	134.85
AMZN MKTP US RI69R6LJ0	Clerk: Supplies	139.59
INTERNATIONAL FACILITY	IS: Membership	406.00
AMAZON.COM RI1E17LE0	FIN: City Supplies	64.98
HILTON	PD: Conference	120.00
TRACTOR SUPPLY #2173	PD: Supplies	88.99
ALLIANCE FOR INNOVATIO	CM: conferences/workshops	750.00
MICHIGAN STATE PREMIER	PRCS: League Registration	475.00
AMZN MKTP US RB2AE4PR1	FM: Custodial Supplies	516.76
DELTA	CM: conferences/workshops	326.20
MICHIGAN STATE PREMIER	PRCS: League Registration	475.00
MICHIGAN STATE PREMIER	PRCS: League Registration	475.00
LS JOES TRAILER MANUFA	PD: ATV	9,614.00
BLUE LAKES CHARTER TOU	LIB: Adult program	342.38
PY QUICK SILVER MARKE	PRCS: Program Expense	315.00
AMAZON.COM RB77V4W70	PD: Supplies	32.63
AMZN MKTP US RI80C3AT0	PD: Supplies	14.43
COTTAGE INN - NOVI	LIB: Programming	148.34
AMAZON.COM RI4675ZJ0	CR: supplies	2.97
LINKEDIN ADS 920710690	CR	107.75
DITCH WITCH SALES OF M	Equipment Maintenance	106.74
AMZN MKTP US RB3MU99L0	FM: Operating Supplies	8.99
AMAZON.COM RB4328PG2	Clerk - election	96.93
AMAZON.COM RB0CR2750	Office Supplies	54.37
CRAINS DET SUBSCRIP	MGR: Publication Subscription	1,462.00
MOTOWN MUSEUM	LIB:Adult Programming	510.00
FACEBK ZF79YWPB22	CR: PD Community Promotion	15.00
WM SUPERCENTER #5893	HR: Health & Wellness	27.95
SPEEDWAY 05515 M59 OLD	PD; Gas	64.41
AMAZON.COM RB8D02M72	PD: Supplies	78.74
JJ FISH AND CHICKEN	CR: Disputed charge	33.85
AMAZON.COM RB2WX8F41	ASSES: 3-ring binders	32.41
GOOGLE GOOGLE STORAGE	CR: Video	9.99

AMZN MKTP US RB0VA2E42	CR: Studio Lighting Controls	1,178.10
FACEBK GE5CNW3B22	CR: PD Facebook Ad	10.00
FACEBK DGHNJXFB22	CR: PD Facebook Ad	10.00
AMZN MKTP US R28Y17WX1	IS: iPad Case	99.98
SQ WICKED WANGZ	CR: Disputed charge	47.70
CRAINS DET SUBSCRIP	ASSES: Subscript Refund	(42.25)
SQ WICKED WANGZ	CR: Disputed charge	79.28
AMZN MKTP US RB7VQ12F0	FM: Custodial Supplies	62.77
SEMBOIA INC	CD: Education	50.00
MICHIGAN ASSOC OF CHIE	PD: Conference	250.00
CITY OF NOVI LIBRARY	LIB: Computer Supplies,equip.	3.00
AMZN MKTP US R23JF8IH1	PD: Supplies	42.93
CITY OF NOVI LIBRARY	LIB: Computer Supplies,equip.	1.00
SQ ALL STAR PRODUCTIO	PRCS: Program Expenses	1,088.60
SHERATON	CR: venue deposit	500.00
MICHIGAN LIBRARY ASSOC	LIB:Conference	270.00
AMZN MKTP US RB3MD80D2	PD: VM	34.66
CITY OF NOVI LIBRARY	LIB: Computer Supplies,equip.	1.00
NORTH GRAND RAMP TIBA	DPW: Conference	15.00
SQ WICKED WANGZ	CR: Disputed charge	18.81
KALAHARI RESORT- OH -	PD: Training	129.00
SQ WICKED WANGZ	CR: Disputed charge	14.61
AMZN MKTP US RB3CX7TK2	PRCS: OAS Event Supplies	37.41
OUTDOOR ADVEN CNTR POS	PRCS: retreat refund	(500.00)
KALAHARI RESORT- OH -	PD: Training	129.00
SQ WICKED WANGZ	CR: Disputed charge	46.35
AMAZON.COM RB36F5JK2	Clerk: election	193.86
SQ WICKED WANGZ	CR: Disputed charge	27.24
AMZN MKTP US RB4FO7B20	HR: Health & Wellness	49.10
AMAZON.COM RB6159TS2	PRCS: Civic center	17.40
CITY OF NOVI LIBRARY	LIB: Computer Supplies,equip.	1.00
SQ ALL STAR PRODUCTIO	PRCS: Program expenses	1,424.40
AMZN MKTP US RB95S7B40	PD: VM	161.61
SHELL OIL 574243537QPS	PD: Gas	31.63
SQ NOVI COMMUNITY SCH	LIB: Program	10.00
FORTRA	IS: Software Renewal	941.04
FACEBK 4MT89WBB22	CR: PD Facebook Ad	10.33
AMZN MKTP US RB5EV8GY0	Clerk: election	139.99
KALAHARI RESORT- OH -	PD: Training	129.00
HILTON	PD: Conference	780.44
STATE OF MI MIDEAL	FIN: MiDeal Mbrshp	230.00
HILTON	PD: Conference	2,604.01
HILTON	PD: Conference	780.44
AMZN MKTP US RB61S1GL0	PRCS: OAS Social Supplies	98.42
AMZN MKTP US RB3796P10	PD: Supplies	39.39
CENTURYLINK LUMEN	CL 57347731	282.10
NIGHT-AND-DAY.COM	PRCS: Program Expenses	800.00
NATIONAL SYMBOLS CACHE	LIB: Programming Expenditure	158.00
PANERA BREAD #600667 P	MGR: Council Food	7.41
LATTICE.COM	MGR: Software	103.39
AMZN MKTP US RB2KP1060	PD: Supplies	59.99
PANERA BREAD #600667 O	MGR: Council Food	33.46
AMZN MKTP US R20FQ05S1	PRCS: OAS social supplies	74.61
ATLANTIC SIGNAL LLC	PD: Operating Supplies	3,355.00
B&H PHOTO 800-606-6969	CR: SD Cards	693.27
APPLE.COM/BILL	LIB: Computer Supplies,equip.	0.99
AMZN MKTP US R27EC5LR1	PD: Operating Supplies	32.99
MI STATE POLICE PMTS	PD: Conference	300.00
AMZN MKTP US RB3DQ1FP0	PD: Operating Supplies	39.86
AMZN MKTP US RB9ZD4CB0	Clerk: Election	49.97
AMAZON.COM RB4YD2NC0	FM: Custodial Supplies	510.06
PARTY CITY 4124	PRCS: Event Supplies	84.40
MOGUL INC.	HR: Recruitment tool	479.50
MI STATE POLICE PMTS	PD: Conference	300.00
AMZN MKTP US R22A78GK1	FD: Operating supplies	298.00
EVENTBRITE.COM ORG FEE	CR: registration fee	24.99
AMZN MKTP US R24578P11	CD: Office Supplies	62.59

PARTY CITY 4124	PRCS: Event Supplies	22.00
MI STATE POLICE PMTS	PD: Operating expense	132.00
AMZN MKTP US R29J358K2	FD: Operating supplies	88.99
SAVANCE LLC	PRCS: Software	500.00
SAVANCE LLC	DPW: Software	500.00
SAVANCE LLC	IT: Software	545.00
MICHIGAN MUNICIPAL LEA	MGR: Conference and Workshop	415.00
MICHIGAN MUNICIPAL LEA	MGR: Conference and Workshop	350.00
AMAZON WEB SERVICES	W&S: Hosting Fee	0.15
RED OLIVE XV	LIB: Adult Program	400.00
SP PLUS CORP PARKING	PD: Operating Expense	130.00
BENITO S CAFE	LIB: Conferences	101.52
NORTH GRAND RAMP TIBA	MGR: Conference and Workshops	30.00
LOWES #01814	CD: Safety Masks	(248.99)
AMAZON.COM R28LW91L2	Clerk: Supplies	15.18
LARSON JEWELRY DESIGN	PRCS: Event Supplies	805.00
ALRO STEEL CORP	DPW: VM	480.01
LOWES #01814	CD: Safety Masks	234.90
AMZN MKTP US R24TK1172	FIN: supplies	8.77
GIH GLOBALINDUSTRIALEQ	CD: Safety Equipment	386.34
AMZN MKTP US R22Q77KJ0	PD: Supplies	8.99
THE HUMAN LIBRARY ORG	LIB: Program	249.00
GFS STORE #1985	LIB: Program	27.48
AMZN MKTP US R20NI3PT2	FM: Custodial Supplies	35.94
AMZN MKTP US R200J54R1	PRCS: Community Center	18.99
AMZN MKTP US R281P67G0	FD: Operating Expense	41.99
SECURITY EQUIPMENT COR	PD: Conference	450.00
DOUBLETREE	DPW: Conferences/ Workshops	446.19
ZOHO CORPORATION	IT: Software Renewal	795.00
AMZN MKTP US R25MC6AQ2	CD: Office Supplies	66.62
AMAZON.COM R20NO6322	FIN: supplies	46.97
FACEBK J8CS3ZX8H2	PRCS: Program Marketing	20.00
FREEP.COM	MGR: Subscriptions	14.99
AMZN MKTP US R09YW8IV1	ASSES: supplies	54.53
SQ TODD ODONNELL	PRCS: Program Expense	20.00
DOUBLETREE	MGR: Conference and Workshops	153.92
GIH GLOBALINDUSTRIALEQ	FM: Operating Supplies	(62.30)
IN JZR ENTERPRISES LL	PD: VM	1,235.00
MOTORCRAFTSERVICE.COM	PD: VM	2,834.95
AMERICAN AIRLINES	LIB: Conferences	218.20
AMERICAN PLANNING A	CD: Training Registration	854.00
MARATHON PETRO78824	PD: Gas	54.42
DELTA	MGR: TLG Conference Walsh	366.20
MACEO	CD: General Meeting	20.00
BINGO SUPPLIES	OAS: program supplies	3,814.00
AMZN MKTP US R03OV17J1	PD: Supplies	21.90
AMZN MKTP US R01756601	PD: Supplies	37.98
ALLIANCE FOR INNOVATIO	MGR: TLG Conference Walsh	750.00
AMZN MKTP US R29PN5Z52	PD: Supplies	182.39
AMZN MKTP US R29GN4FF2	PD: VM	64.95
WPY TEAMSIDELINE	PRCS: League Software	199.67
WPY TEAMSIDELINE	PRCS: League Software	199.67
WPY TEAMSIDELINE	PRCS: League Software	199.66
B&H PHOTO 800-606-6969	CR: Camera Battery	421.79
STORY BLOCKSAUDIO	CR: Video	15.00
AMZN MKTP US R04BA22I1	Clerk: supplies	23.46
WWW.VOLGISTICS.COM	IS: Man - Volunteer Software	214.00
MACEO	CD: MACEO	75.00

GRAND TOTAL **$ 3,398,064.27**

GENERAL FUND	101	683,131.71
MAJOR STREET FUND	202	42,905.47
LOCAL STREET FUND	203	100,180.26
MUNICIPAL STREET FUND	204	64,868.62
PARKS, REC & CULTURAL SVCS FUND	208	70,727.82
DRAIN FUND	211	374,288.78

TREE FUND	213	20,401.10
ECONOMIC DEVELOPMENT FUND	244	524.99
FORFEITURE FUND	262	405.69
LIBRARY FUND	271	62,095.95
LIBRARY CONTRIBUTION FUND	272	1,285.67
STREET LIGHTING 204109 - WEST OAKS ST	281	428.78
STREET LIGHTING 204 81 - WEST LAKE DRIVE	286	263.11
STREET LIGHTING 204108 - TOWN CENTER ST	287	1,747.49
2008 LIBRARY CONSTRUCTION DEBT FUND	371	73,800.00
CAPITAL IMPROVMENT PRGRM (CIP) FUND	401	50,322.03
PEG CABLE - CAPITAL FUND	463	3,525.91
SENIOR HOUSING FUND	574	25,225.60
WATER AND SEWER FUND	592	1,776,908.91
AGENCY FUND	701	23,059.95
CURRENT TAX COLLECTION FUND	703	2,441.15
MI HIDTA	725	19,525.28
GRAND TOTAL		**$ 3,398,064.27**