



CORRIDOR IMPROVEMENT AUTHORITY AGENDA

CITY OF NOVI

September 22, 2025 | 5:30 PM

Council Chambers

Novi Civic Center | 45175 Ten Mile Road

(248) 347-0460

CALL TO ORDER

ROLL CALL - Mayor Justin Fischer, Councilmember David Staudt, Blair Bowman, Katie Chuba, Hugh Crawford, John O'Brien, Matthew Thibaudeau, Patrick Torossian, Jeffrey Wainwright

APPROVAL OF AGENDA

APPROVAL OF MINUTES

[May](#) 13, 2025 Minutes

PURPOSE OF THE MEETING

[Main](#) Street Lighting and Sidewalks

[Bus](#) Stops

PUBLIC COMMENT

ADJOURNMENT

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
Corridor Improvement Authority Meeting

May 13, 2025, 5:30 p.m.

Novi Special Conference Room | Novi Civic Center | 45175 Ten Mile Road
(248) 347-0445

CALL TO ORDER: 5:30 p.m.

ROLL CALL: Mayor Justin Fischer, Councilmember David Staudt, Blair Bowman, Katie Chuba, Hugh Crawford, John O'Brien, Matthew Thibaudeau, Patrick Torossian, & Jeffrey Wainwright

PRESENT: Mayor Justin Fischer, Councilmember David Staudt
Matthew Thibaudeau, Patrick Torossian, & Jeffrey Wainwright

LATE ARRIVALS: Blair Bowman and Katie Chuba arrived during the discussion of the Mainstreet Light SAD Process.

ABSENT EXCUSED: Hugh Crawford, John O'Brien

STAFF LIAISON: Victor Cardenas, City Manager

ALSO PRESENT: Charles Boulard, Director of Community Development
Thomas Schultz, City Attorney
Katherine Oppermann, Recording Secretary

APPROVAL OF AGENDA

Motion: Wainwright; Seconded: Staudt; Approved: 5:0

APPROVAL OF MINUTES – October 30, 2024

Motion: Wainwright; Seconded: Torossian; Approved: 5:0

PURPOSE OF THE MEETING

1. Main Street Lighting SAD Process
2. City Manager Cardenas stated that the concept for the Main Street Lighting Special Assessment District (SAD) Process at the previous meeting of the Corridor Improvement Authority (CIA) to allow for more uniform lighting on Mainstreet. The Board asked at that time to further investigate the ownership responsibilities for the lighting and it was determined that the property owners are responsible for the lights in question. City staff has since worked with the City Attorney to put together a SAD process wherein five (5) resolutions would be brought to City Council, ultimately approving the establishment of a SAD. The proposed streetlight improvement is estimated at .5 million.

The ask to this board tonight is to reduce the payback for the loan to the City, another SAD fund, to be able to use the dollars to pay for the lights which would then be reimbursed by the property owners through this SAD process (i.e. access interfund borrowing) over the expected term of 15 years. Mayor Fischer about the current amount of loan, Mr. Cardenas stated that 1.5 million would be left following the borrowing of the requested .5 million. Mayor then confirmed with City Attorney Schultz that the matter before this board then is just the approval of the loan and that City Council could still choose whether or not to proceed with the SAD process, Mr. Schultz affirmed that yes, the SAD process itself is fully Council's purview. Mr. Schultz then asked, through the chair, if the property owners had already consulted? Mr. Cardenas said that it is planned to reach out to the property owners following this meeting so that they won't be blindsided, also noting that not all owners are part of the pre-existing maintenance agreement. Mr. Schultz suggested said document should be revised so they are added.

Following a brief discussion of the estimated installation schedule through DTE, Mayor Fischer asked how SADs are normally funded. Mr. Cardenas stated that, just like this, they are paid through the property owners. Mayor Fischer then asked why in this instance of an SAD the CIA would have to be involved. Mr. Cardenas said that the CIA would be used essentially as a fiduciary up front, to provide the funds up front to get the project off the ground. Mayor Fischer continued asking why not use another mechanism other than the CIA, he is not convinced that the CIA is the right mechanism if there is another City avenue that can be used. Mr. Cardenas said that in terms of dollars available that ideally, they did not want to use the Roads Fund, which is why it was brought forward at the last meeting. The project is within the CIA district and therefore dollars available to make the downtown area nice looking and operational. Mayor asked if we should be concerned that we are signing up for a 15-year repayment plan when we don't know if the CIA will still be here in 13 years. Mr. Schultz affirmed that someone will get the money payment even if the CIA is no longer an operating entity. Mayor asked if it wouldn't be better to use a direct SAD process instead of involving the CIA? Mr. Cardenas said that would be an option. Following some additional discussion of the two mechanisms, Mr. Bowman stated that his impression from the last meeting that the nexus was that this is one of the core elements of the CIA, what it would do, and that it would be a positive approach to get that area in shape, which is in line with their goals. Mr. Schultz concurred that this is exactly the type of project the CIA would direct their funds to. Councilmember Staudt agreed, noting that this is an example of what the CIA does and gives positive PR, he likes it with the CIA. Mr. Torossian asked what other types of projects CIA fund could be used for and Mr. Thibadeau asked what types they might expect in future years, the Board overall suggested lights, an overpass, landscaping, sidewalks, etc. Mr. Cardenas said the board can make the decision to pay for the entire project instead of using an SAD process. Councilmember Staudt asked if an SAD can be used towards maintenance costs. Mr. Cardenas said that the installation is used for the installation and that ongoing maintenance would be billed by DTE to the property owners. Mr. Schultz said that there is an old, original SAD from the 90s that put the lights in which is no longer being paid on but under which the property owners have the responsibility to maintain the lights. The idea is that once everyone is alright with an SAD we approach the owners to bring them in as an opportunity, rather than have it imposed on them. If they aren't on board with

installing the new lights they would still be responsible with maintaining the old lights. Mayor Fischer said that he is in support of the project and will vote yes for an SAD when it goes before City Council, he just wanted a better understanding of why the CIA should be involved.

Motion to authorize the interfund borrowing of .5 million from the CIA SAD Fund, to be paid back through the proposed Mainstreet Lighting SAD process over the period of 15 years

Motion: Bowman; Seconded: Torossian; Approved 7:0

3. Updated Financials/Revenue Capture/Loan Repayment

Mr. Cardenas introduced the updated financials, stating that to date everything in the CIA fund has been going to the ring road. The CIA was created in 2020 and initially the main purpose was the construction of the ring road connecting Grand River to Novi Road. The initial capture was \$150,000 and it has been growing since, to what will be just under 1 million next year. New developments are not yet “baked in” and are shown as rough estimates. The Townes of Mainstreet won’t be included until the construction is completed on the development. Mayor Fischer wants to be sure that the calculation for the Tax Capture is understood by the group. Mr. Cardenas said that the figures were created by factoring in the expected development in the given years shown on the chart. Community Development Director Boulard added that 10% year-over-year is the expected increase to tax capture. Mayor said that therefore year-over-year expectations can also be adjusted based on actualization or dropping of projects. He wants to ensure we have the information need to make decisions. He doesn’t care about the expectations from when it was created but rather wants the snapshot of now and the knowledge that it will be updated as needed. Mayor said that he will email Mr. Cardenas regarding his future expectations on this matter.

4. Public Transit/Bus Stop Options

Mr. Cardenas said, looking at how they want the corridor to look, improvements for bus stops is one such topic. Feldman Kia has offered to fund bus stops as the public benefit portion of their new development. He wants to know what type of bus stops the group is interested in: standard/traditional, more art-forward, more technology-based, public relation and advertising focused, etc. He asked SMART to hold off on installation until he had further direction from the board so that they can ensure a common appearance. He also noted that only high-use stops would have bus shelters installed. Mr. Thibadeau asked if we had numbers for the usage and Mr. Cardenas said yes and that he can provide them with the report that goes out to City Council. Mr. Wainwright asked if use was still relatively low which Mr. Cardenas said yes, it is. Mayor Fischer asked what the ballpark cost would be for the SMART offer or the other examples shown. Mr. Cardenas said that the cost of others would be above the standard SMART issue but they don't have exact numbers right now.

Additionally, he noted that aside from installation there is the option of regular cleaning costs beyond the once-a-month cleaning SMART already provides.

Mayor Fischer thinks that this is a good introduction but that he would be interested in more clearly laid out costs for the different shelter options. He suggested narrowing the scope to 3 – 4 options and presenting them alongside their cost so that the Board can make more decisions. Mr. Bowman pointed out that the upkeep question is an important consideration, Ms. Chuba agreed and also noted the potential vandalism concerns. Mr. Cardenas asked for additional clarification as to what options they are interested in. Ms. Chuba thinks that cost will be a big driver of their direction, they want something aesthetically pleasing (not “bottom of the barrel”) but still not overly expensive. She thinks the advertisement angle would be of interest to the Novi Chamber of Commerce; the shelters could be a selling feature for workforce from their perspective as well. Mayor Fischer thinks some art could be interesting though not something ultra-modernist. He also thinks they could explore the option of revenue generated through advertising. He emphasized that we live in Michigan and have four seasons, the shelter needs to be functional. Mr. Wainwright agreed that if they aren't functional year-round, they won't be used. Mr. Torossian suggested that they should have at least 3 sides, to break the wind. Mr. Bowman stated, to summarize, that the shelters should be solid, functional, cost-effective, and good-looking.

Mr. Cardenas affirmed that he will share the ridership numbers and look at shelter costs to guide further discussion at their next meeting.

5. Future Development

Mr. Bowman presented the CIA board with his ideas for new development. The Novi Suburban Collection Showplace is the 50th largest convention center in the county and is the largest that is privately owned and non-casino based. There is a need for adjacent attached hotel rooms and other development, to avoid losing shows (like the recent blow of the Battery Show going to Huntington Place). He wants to fill this need but needs a vehicle for investment. He is now looking at a transformations brownfield project, though recognizes that many communities are lining up for this type of mechanism, so they are working on how their plans would qualify.

The current plan includes 4 buildings for rehabilitation on the south side of Grand River Avenue, and addition of a farm-to-table restaurant. They want to preserve trees and add an outdoor area with greenhouses, a bar/mixology, turf for sports, an area for weddings and corporate events, etc. He is also in talks with a high-end specialty grocer and possibility of apartments above that. On the north side there would be fine dining and a new hotel. Further planned development would be a 50+ apartment complex with a wellness program, an traditional townhomes connecting to the existing Central Park and Central Park South. The idea, in spirit of City West, would be to create and connect community. He is looking to continue to fulfill the promise of the Showplace and the vision of City West. He will be proposing the idea to the Michigan Economic Development Corporation (MEDC) but will also need local approval to get funding.

They are working with Plante Moran, who have been successful on projects downtown, and coordinating efforts through local government, County government, developers, etc. He wants to make sure it will be a positive project for the local community and a hub for gathering.

If everything lines up, and assuming approvals and a sharing agreement in February or March 2026 then they would start immediately on Central Park South and the hotel, with the other developments to be added in following months.

Mayor Fischer thanked Mr. Bowman for the presentation, this is a big project with a lot going on and many steps involved. At some point this body and the City will need to understand more details, but this was a very good introduction to the project. He also suggested that Mr. Cardenas shared information on brownfield development.

Mr. Bowman thanked the group for their attention and support of the project.

6. Set Date for June Meeting

In favor of saving time Recording Secretary Oppermann will be reaching out with potential dates for the next meeting shortly via email.

Mr. Torossian asked if there was a plan for brainstorming other projects for prioritization for the group. Mr. Wainwright thinks that Mr. Bowman's project opens some big doors for consideration and possibilities. Mayor Fischer suggested the group start thinking of how to spend CIA monies when they become available, and suggested that staff could also make some proposals. Mr. Cardenas said that they could certainly have a meeting focused on project prioritization in the next six months. Mayor agreed that there was still a lot to fill the next few meetings before that.

PUBLIC COMMENT – None

ADJOURNMENT: 6:55 p.m.

Motion: Thibadeau; Seconded: Wainwright; Approved: 7:0

MEMORANDUM

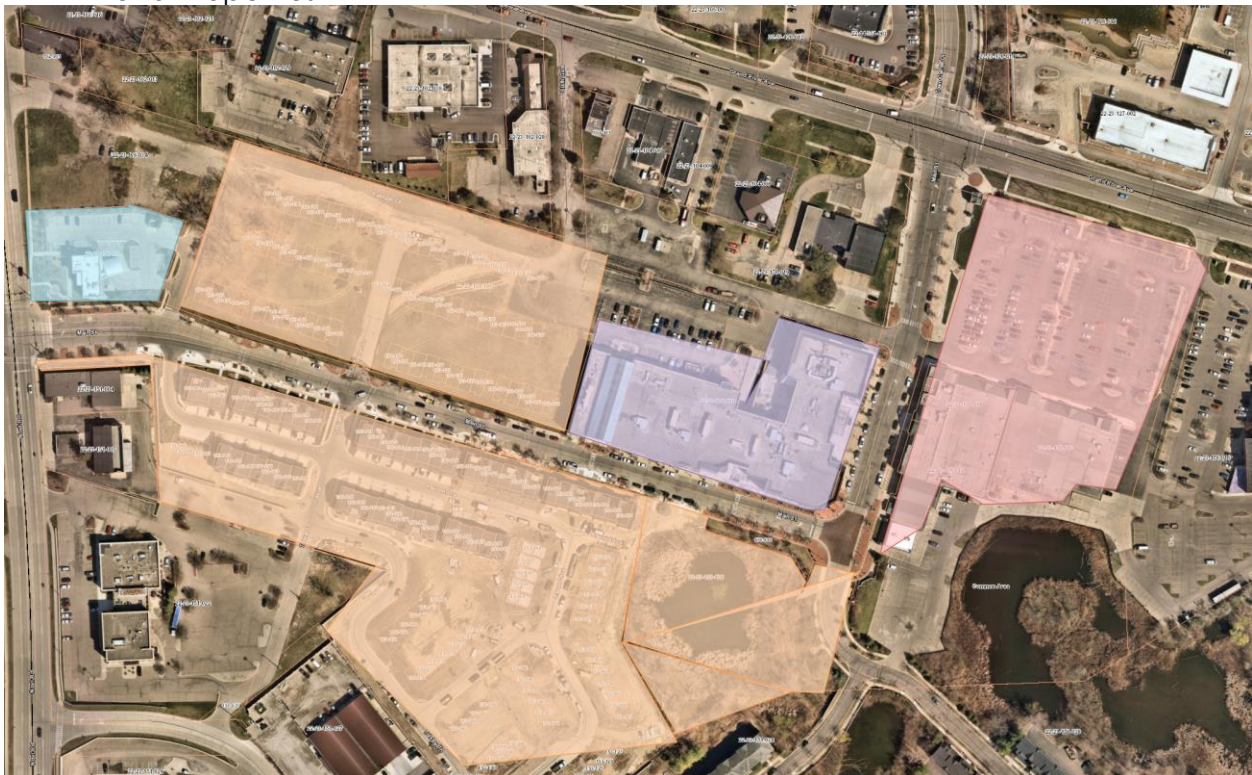


TO: CORRIDOR IMPROVEMENT AUTHORITY
FROM: VICTOR CARDENAS, CITY MANAGER
SUBJECT: MAIN STREET
DATE: SEPTEMBER 19, 2025

Let me begin by saying this is more of an FYI for the Authority, as much of this has to do with the property owners of Main Street.

At our last meeting in May we previously discussed replacing the streetlights along Main Street. Since then, the City's Department of Public Works has taken a deeper look into the condition of the sidewalks, planter boxes, and streetscapes of Main Street. Their assessment is that much of it should be replaced. Nearly all of the repairs would fall to the individual property owners of Main Street. There are four (4) primary owners in and around Main Street:

- Pulte – Townes at Main Street
- Diversified Credit Union
- Main Street Partnership – Atrium Building
- Luna Properties



With assistance from one of the City's Engineering Firms, AECOM, the following suggested work should be completed on Main Street:

- Sidewalk - Includes the full removal of the concrete sidewalk on the south side of the intersection of Main and Novi Rd. This also includes the East and West sides of the North and South sections of Main, South of Grand River. This section is a fully reconstructed area. The other sections include the stamped concrete intersection sidewalk, which consists of three sections totaling 175, 65, and 50 square yards. This will be replaced with regular Sidewalk, Conc, 4 inch.
- Assumed 20% of total existing brick pavers will be salvaged and replaced for spot repairs. The remaining 80% will be removed.
- Curb and gutter Curb Ramp includes the curb areas that possibly will need to get replaced due to damage during the ADA ramp construction process.
- Masonry Concrete Structure Removal includes the removal of the above-ground planter boxes, as well as the two concrete benches and planter boxes.
- Per the estimate, all tree grates being impacted are set to be removed and replaced with new ones to improve uniformity. This can be as-needed / as-directed by the engineer instead if desired.
- All tree replacement species to be determined by the Novi Forester. Included trees in the estimate, but if desired, new trees could be replanted by the city and timing coordinated with the Contractor. Or planted by the city after the work was done.
- 2 Steel benches are to be replaced where the concrete benches are being removed. The bench replacement and reinstallation are to include the 3 Steel Benches at the intersection of Main and Main.

Total estimated cost is \$797,809

Our office has begun the engagement process with the four owners regarding cost-sharing for these necessary repairs.



December 26, 2024

City of Novi
26300 Lee BeGole Dr
Novi, MI 48375

Re: Proposed Streetlighting-Main St

I have completed the review of your request for the proposed lighting and have prepared a cost estimate for the installation of one hundred and five (105) streetlights. I am proposing the installation of forty-five (45), 12’ decorative posts with forty-five (45) 39w LED acorn luminaires. Twenty-five (25), 12’ decorative posts with dual crossarm and fifty (50) 39w LED acorn luminaires. Five (5), 20’ square posts mounted on high-band foundations and ten (10), 149w LED Area lights with Type 5 distribution. Posts and luminaires to have a black finish. Streetlights to be fed by underground cable.

The costs are based on the Option 1 Municipal Street Light rate, where DTE Energy installs, owns, and maintains the lighting system. The rate requires a portion of the construction costs be paid by the customer, which is determined by the following formula.

<u>Underground fed (105) LED Luminaires</u>	
Annual Operating Cost	\$25,781.00
Costs to Construct	\$530,177.00
3yr Revenue Credit	(\$77,343.00)
Contribution from the City of Novi	\$452,834.00

The price quoted shall be in effect for a period of six months from the date of this letter, after which these costs will no longer be valid.

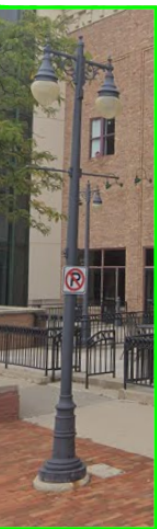
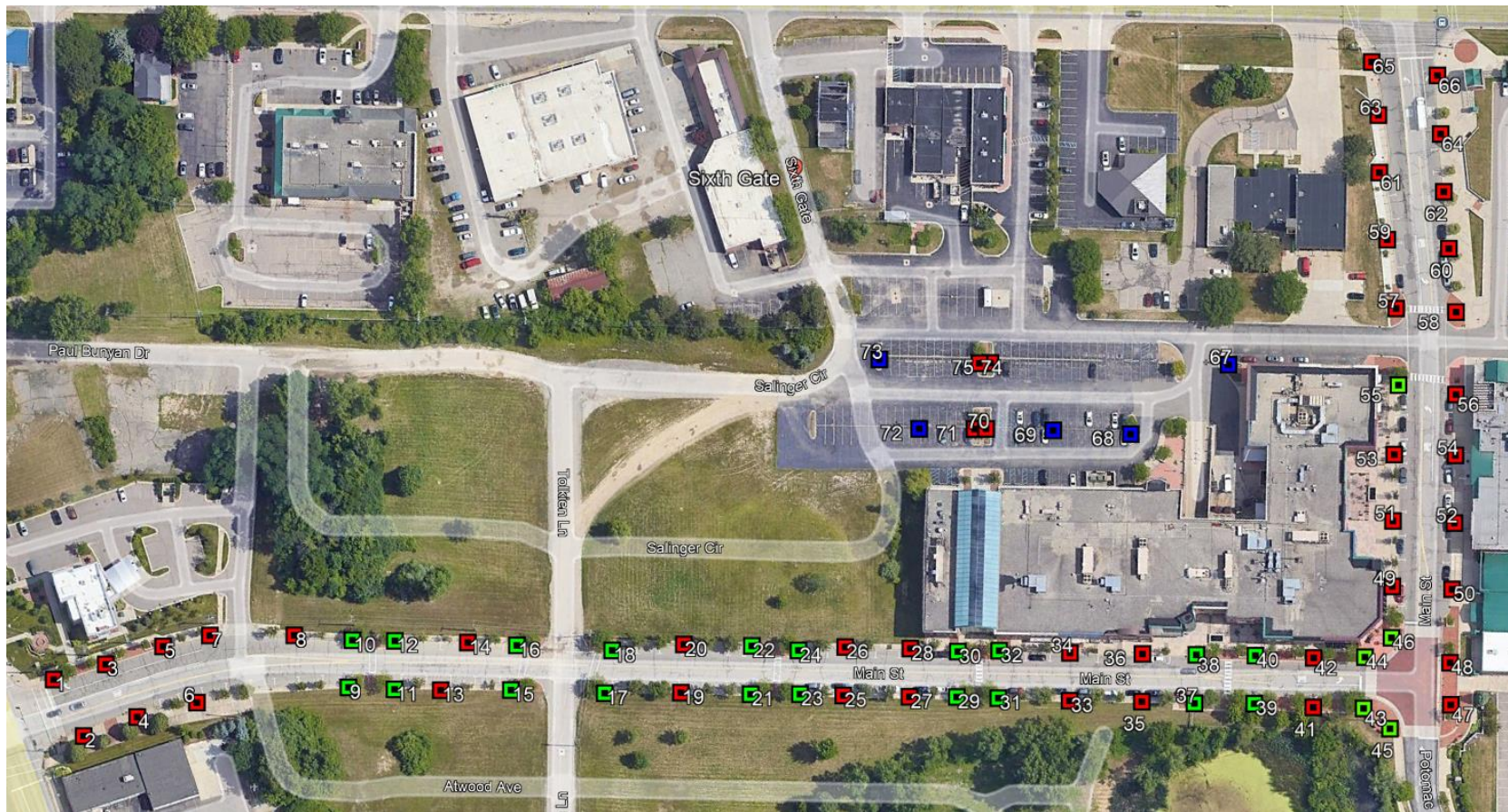
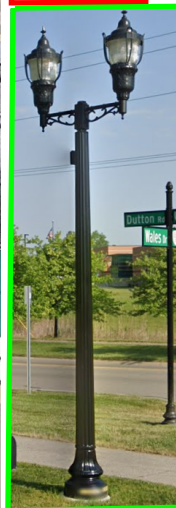
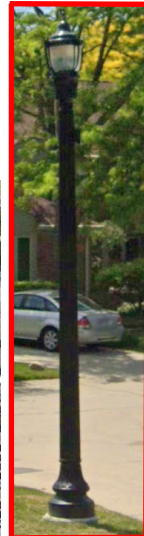
Please contact me for a streetlighting agreement if you would like to proceed with the above installation.

Please call if you have questions, 734-397-4017.

Sincerely,
Brandon R. Faron
Brandon R. Faron
Account Manager
Community Lighting

Existing Lighting

Proposed Lighting



City of Novi
Main Street Full Reconstruct Sidewalk
Sidewalk Removal and Replacement
Preliminary Estimate of Cost
9/17/2025

Item No.	Item Description	Unit	Quantity	Unit Price	Total Cost
1	Mobilization (10%)	LS	1	\$ 46,612.00	\$ 46,612.00
2	Pre-Construction Audio-Visual	LS	1	\$ 3,500.00	\$ 3,500.00
3	Sidewalk, Rem, Modified	Syd	824	\$ 13.85	\$ 11,416.40
4	Sidewalk, Conc, 4 inch	Sft	9145	\$ 5.50	\$ 50,295.30
5	Brick Pavers, Salv and Replace	Sft	3937	\$ 20.00	\$ 78,732.00
6	Brick Pavers, Rem	Sft	10886	\$ 5.00	\$ 54,432.00
7	Conc Pavt, Misc, Nonreinf, 8"	Syd	51	\$ 80.00	\$ 4,080.00
8	Curb and Gutter, Rem	Ft	70	\$ 24.00	\$ 1,680.00
9	Curb Ramp Opening, Conc	Ft	70	\$ 40.00	\$ 2,800.00
10	Aggregate Base, Conditioning	Syd	1524	\$ 5.00	\$ 7,620.00
11	Bollard, Rem	Ea	8	\$ 55.00	\$ 440.00
12	Pavt, Rem	Syd	51	\$ 30.00	\$ 1,520.01
13	Masonry and Conc Structure, Rem	Cyd	52	\$ 110.00	\$ 5,720.00
14	Detectable Warning Surface	Ft	65	\$ 55.00	\$ 3,575.00
15	Dr Structure Cover, Adj, Case 1	Ea	3	\$ 1,000.00	\$ 3,000.00
16	Tree, Grate 6x6	Ea	25	\$ 9,000.00	\$ 225,000.00
17	Bench, Rem, Salv, Reinstall	Ea	3	\$ 1,500.00	\$ 4,500.00
18	Bench	Ea	2	\$ 2,000.00	\$ 4,000.00
19	Tree 6 inch, to 18 inch	Ea	25	\$ 800.00	\$ 20,000.00
20	Tree Rem, Rem, 6 inch to 18 inch	Ea	22	\$ 400.00	\$ 8,800.00
21	Maintaining Traffic	LS	1	\$ 10,000.00	\$ 10,000.00
22	Surface Restoration	LS	1	\$ 5,000.00	\$ 5,000.00
	Base Bid Construction Cost				\$ 552,722.71
	Misc Items	10%			\$ 55,272.27
					\$ 607,994.98
	Design Engineering	10.00%			\$ 60,799.50
	Geotechnical	1.25%			\$ 7,599.94
	Design Contingency	10%			\$ 6,079.95
					\$ 74,479.39
	Construction Engineering	8.25%			\$ 50,159.59
	Materials Testing	2%			\$ 12,159.90
	Crew Days	\$ 800	60		\$ 48,000.00
	Construction Contingency	10%			\$ 5,015.96
					\$ 115,335.44
	TOTAL COST				\$ 797,809.81

Assumptions and Clarifications

Sidewalk Rem- Includes the full removal of the concrete sidewalk on the south side of the intersection of Main and Novi Rd. This also includes the East and West side of The N and S section of Main, South of Grand River. This section is a full reconstruct area. The other sections are the stamped concrete intersection sidewalk, there are three sections that amount to 175, 65, and 50 syd. This will be replaced with regular Sidewalk, Conc, 4 inch.

Traffic control can be managed by closing parking lanes and managing two way traffic like with neighborhood roads when working in a lane.

Assumed 20% of total existing brick pavers will be salvaged and replaced for spot repairs. The remaining 80% will be removed.

Conc Pavt, Misc, Nonreinf, 8"/ Pavt, Rem- This includes the section W side crosswalk concrete pavement section that will be removed and replaced due to cracking.

Curb and gutter Rem/ Curb Ramp includes the curb areas that possibly will need to get replaced due to damage during the ADA ramp construction process.

Masonry Conc Structure, Rem, includes the removal of the above ground planter boxes along with the removal of the two concrete benches and planter boxes.

Per the estimate, all tree grates being impacted are set to be removed and replaced as new, in order to improve uniformity. This can be as-needed / as-directed by the engineer instead if desired.

All tree replacement species to be determined by the Novi Forester. Included trees in the estimate, but if desired, new trees could be re-planted by the city and timing coordinated with the Contractor. Or planted by the city after the work was done.

2 Steel benches are to be replaced were the concrete benches are being removed.

Bench Rem and reinstall is to include the 3 Steel Bemches at the intersectio of Main and Main.

No additional considerations for DTE lighting.

Aggregate base conditioning under all removed items.

City of Novi CIA TIF Table Review - As Presented

GRAND RIVER CIA CAPTURE PROJECTION

Taxable Value				Estimated TV New Construction	Tax. Value Estimate Total	Captured Value	O.C. Operating	City of Novi	Oakland County Parks	O.C. Transit	O.C.C.	H.C.M.A.	Estimated Revenue
(millage rates are 2024 W & 2025 S)							1.9651	5.2688	0.32305	0.47035	0.73735	0.1031	
(Ad Val & Sp Acts)													Totals
Tax Year		Base Value: 226,267,465											
2019	Actual	226,021,995	245,844,710		245,844,710	19,822,715	38,952.63	104,441.92	6,403.73	9,323.61	14,616.28	2,043.72	175,782
2020	Actual	226,267,465	265,447,510	-	265,447,510	39,180,045	76,990.75	206,431.82	12,657.11	18,428.33	28,889.41	4,039.46	347,437
2021	Actual	226,267,465	270,563,750	-	270,563,750	44,296,285	87,044.41	233,388.27	14,309.91	20,834.76	32,661.87	4,566.95	392,806
2022	Actual	226,267,465	291,040,780	-	291,040,780	64,773,315	127,282.80	341,277.64	20,925.02	30,466.13	47,760.60	6,678.13	574,390
2023	Actual	226,267,465	311,407,760	-	311,407,760	85,140,295	167,304.94	448,587.19	27,504.57	40,045.74	62,778.20	8,777.96	754,999
2024	Actual	226,267,465	329,702,390	-	329,702,390	103,434,925	203,254.80	544,977.93	33,414.65	48,650.62	76,267.74	10,664.14	917,230
2025	Actual	226,267,465	348,447,540	-	348,447,540	122,180,075	240,089.96	643,742.38	39,470.27	57,467.40	90,089.48	12,596.77	1,083,456
2026	Estimated	226,267,465	357,158,729	33,027,379	390,186,108	163,918,643	322,108.33	863,654.54	52,953.92	77,099.13	120,865.41	16,900.01	1,453,581
2027	Estimated	226,267,465	366,087,697	32,882,085	432,822,845	206,555,380	405,891.65	1,088,298.99	66,727.72	97,153.32	152,303.61	21,295.86	1,831,671
2028	Estimated	226,267,465	375,239,889	13,163,000	456,806,416	230,538,951	453,020.57	1,214,663.63	74,475.61	108,434.00	169,987.90	23,768.57	2,044,350
2029	Estimated	226,267,465	384,620,886		468,226,577	241,959,112	475,461.75	1,274,834.17	78,164.89	113,805.47	178,408.55	24,945.98	2,145,621
2030	Estimated	226,267,465	394,236,409		479,932,241	253,664,776	498,463.97	1,336,508.97	81,946.41	119,311.23	187,039.72	26,152.84	2,249,423
2031	Estimated	226,267,465	404,092,319		491,930,547	265,663,082	522,041.24	1,399,725.65	85,822.46	124,954.63	195,886.67	27,389.86	2,355,821
2032	Estimated	226,267,465	414,194,627		504,228,811	277,961,346	546,207.94	1,464,522.74	89,795.41	130,739.12	204,954.80	28,657.81	2,464,878
2033	Estimated	226,267,465	424,549,492		516,834,531	290,567,066	570,978.81	1,530,939.76	93,867.69	136,668.22	214,249.63	29,957.46	2,576,662
2034	Estimated	226,267,465	435,163,230		529,755,394	303,487,929	596,368.96	1,599,017.20	98,041.78	142,745.55	223,776.82	31,289.61	2,691,240
2035	Estimated	226,267,465	446,042,310		542,999,279	316,731,814	622,393.85	1,668,796.58	102,320.21	148,974.81	233,542.20	32,655.05	2,808,683
2036	Estimated	226,267,465	457,193,368		556,574,261	330,306,796	649,069.37	1,740,320.45	106,705.61	155,359.80	243,551.72	34,054.63	2,929,062
2037	Estimated	226,267,465	468,623,202		570,488,618	344,221,153	676,411.78	1,813,632.41	111,200.64	161,904.42	253,811.47	35,489.20	3,052,450
2038	Estimated	226,267,465	480,338,782		584,750,833	358,483,368	704,437.74	1,888,777.17	115,808.05	168,612.65	264,327.71	36,959.64	3,178,923
							7,983,776.24	21,406,539.40	1,312,515.67	1,910,978.93	2,995,769.78	418,883.66	36,028,464

Considerations of Spreadsheet:

Base Year - 2018

Base Value: \$226,267,465 (see note below RE: 2019)

See Tab "Proj Additions" for projects under construction and coming soon.

2019 Millage Rates at 50%

The CIA tax code was first added on the 2019 database

2018 is the base year

Base Value
2019 \$226,021,995 In early 2020, several parcels needed to be coded (added) to the CIA
2020 \$226,267,465 district because the parent parcel had been a CIA parcel.
The base value was corrected for the 2020 tax year, and now remains the same.

Taxable Values in table include residential, commercial & industrial real property and industrial & commercial personal property.
Note that C & I personal property are taxed at different millage rates than real property.

IRM 2.5%

	Parcel	Complete end of 2025	Complete end of 2026	Complete end of 2027	Description	2025 TV	2025 TV +IRM	New Add 2026	Projected 2026 TV	Projected 2026 TV +IRM	New Add 2027	Projected 2027 TV	Projected 2027 TV +IRM	New Add 2028	Projected 2028 TV
	22-17-126-006	100%	100%	100%	El Car Wash	\$264,120	\$270,723	\$436,360	\$707,083	\$724,760	\$0	\$724,760	\$742,879	\$0	\$742,879
	22-17-126-016	100%	100%	100%	Goddard School	\$1,743,170	\$1,786,749	\$720,630	\$2,507,379	\$2,570,064	\$0	\$2,570,064	\$2,634,315	\$0	\$2,634,315
	22-23-127-002 (50-CR-21-400-017)	100%	100%	100%	Sakura Retail	\$362,670	\$371,737	\$613,450	\$985,187	\$1,009,816	\$0	\$1,009,816	\$1,035,062	\$0	\$1,035,062
	22-23-127-004 (50-CR-21-600-017)	100%	100%	100%	Sakura Residential	\$2,403,330	\$2,463,413	\$4,081,140	\$6,544,553	\$6,708,167	\$0	\$6,708,167	\$6,875,871	\$0	\$6,875,871
Project Stalled	22-24-476-031	60%	60%	60%	Surgical Center	\$1,789,850	\$1,834,596	\$0	\$1,834,596	\$1,880,461	\$0	\$1,880,461	\$1,927,473	\$0	\$1,927,473
	22-23-127-001 (50-CR-21-300-017)	50%	100%	100%	Sakura Retail A & D	\$49,300	\$50,533	\$592,550	\$643,083	\$659,160	\$592,550	\$1,251,710	\$1,283,002	\$0	\$1,283,002
	22-23-127-005 (50-CR-21-700-017)	100%	100%	100%	Sakura Residential B	\$132,600	\$135,915	\$8,483,400	\$8,619,315	\$8,834,798	\$0	\$8,834,798	\$9,055,668	\$0	\$9,055,668
	22-24-326-025	0%	48%	100%	Feldman Kia	\$874,240	\$896,096	\$0	\$896,096	\$918,498	\$613,000	\$1,531,498	\$1,569,786	\$663,000	\$2,232,786
	22-22-226-008	20%	75%	100%	Bond	\$1,735,321	\$1,735,321	\$8,264,679	\$10,000,000	\$10,250,000	\$27,250,000	\$37,500,000	\$38,437,500	\$12,500,000	\$50,000,000
Uncapped for 2026	22-16-151-012 & -010	0%	100%	100%	Gas Station & Car Wash	\$470,990	\$1,922,245	\$0	\$1,922,245	\$1,970,301	\$621,475	\$2,591,776	\$2,656,570	\$0	\$2,656,570
	22-24-476-036	0%	100%	100%	Porsche	\$2,547,590	\$2,611,280	\$526,900	\$3,138,180	\$3,216,634	\$0	\$3,216,634	\$3,297,050	\$0	\$3,297,050
	22-23-153-001 thru 098	69%	100%	100%	Townes at Main Street	\$7,872,030	\$8,068,831	\$9,308,270	\$17,377,101	\$17,811,528	\$3,805,060	\$21,616,588	\$22,157,003	\$0	\$22,157,003

Estimated TV New Construction	
2026	\$33,027,379
2027	\$32,882,085
2028	\$13,163,000

MEMORANDUM



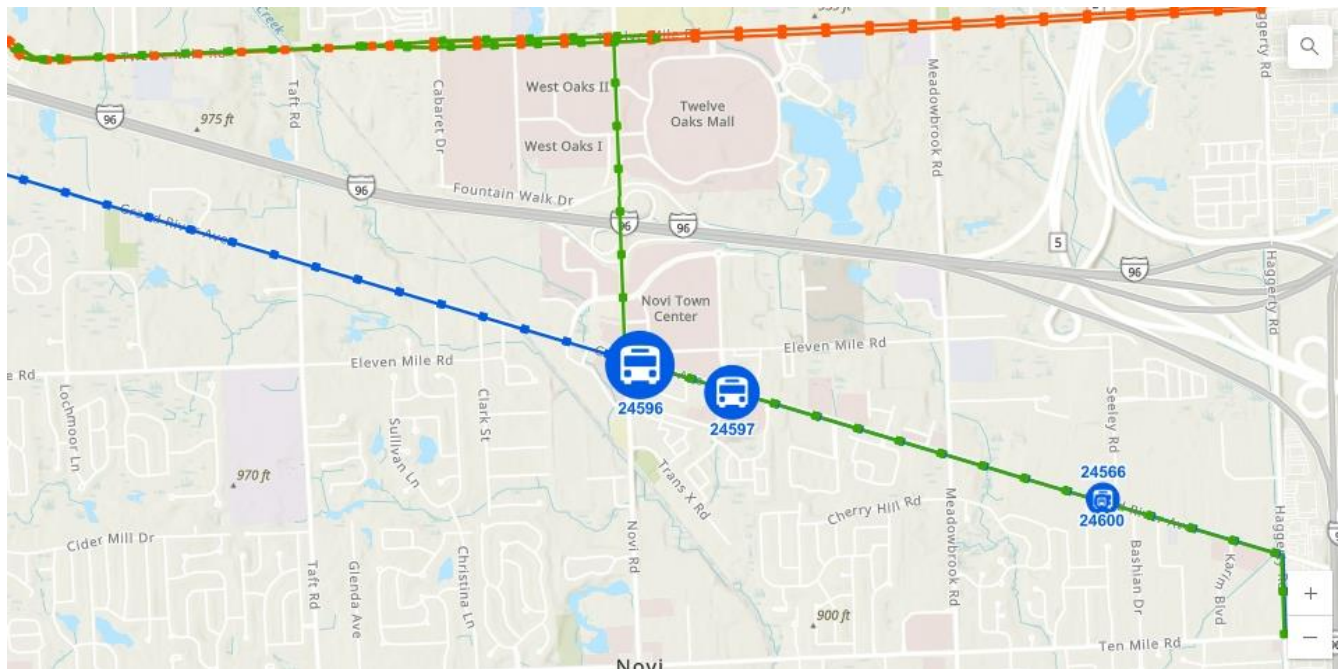
TO: VICTOR CARDENAS, CITY MANAGER
FROM: REGINA SWICK, GRADUATE MANAGEMENT ANALYST
SUBJECT: BUS SHELTER OPTIONS AND ESTIMATES
DATE: SEPTEMBER 16, 2025

This memo serves as a follow-up to the May 13, 2025, CIA meeting concerning the bus stops under consideration for future shelters. We have obtained preliminary cost estimates from Brasco International, a recognized partner of the Suburban Mobility Authority for Regional Transportation (SMART).

SMART has identified two bus stops within the district, Grand River/Novi Road (24596) and Grand River/Main Street (24597), that are recommended for shelter installation. (It is not yet clear if shelters are needed on both sides of the road.)

In addition, according to the development agreement with the new Kia dealership, the developer has agreed to install shelters at Grand River/Seeley Road (24600) and Grand River/Seeley Road (24566).

Map of Bus Stop Locations Recommended for Future Shelters



With these locations identified, the next step is to evaluate potential shelter designs and associated costs. To guide this process, SMART has developed a comprehensive [bus stop design manual](#). This manual emphasizes safety, accessibility, and consistency, including:

1. Safety for all
2. Consideration of all street users
3. Consistency and barrier-free access
4. Unified street, vehicle, and platform design
5. Equitable, ADA-compliant universal design
6. Integration into the surrounding streetscape

Background materials from the last meeting, including the SMART manual, design concepts, and the “Best Practices in Bus Stop Shelters” article, are available [here](#).

I contacted two Michigan companies, Brasco and Duo-Gard, regarding bus shelter options and pricing. I shared the example from the City of Abbotsford as a reference point for a more “polished” model. Duo-Gard did not respond. However, Sean Loewe from Brasco followed up with a phone call. He explained that fully custom shelters typically cost two to three times more than adapting existing stock models with size, feature, and color customizations. Afterward, Ian Riley at Brasco continued with the estimates and provided images and quotes for two shelter options, The Eclipse Arch, which was mentioned in the prior information packet, and The Slimline Hip Roof model.

City of Abbotsford, CA



Keep in mind, there are other models available that could also be a good fit for what The City and CIP are looking for as far as aesthetics.

Please note that the Slimline Hip, as optioned, is \$1,975 less expensive than the Eclipse Arch. Both quotes include a 6' bench, providing sufficient space for wheelchair accessibility and ensuring ADA compliance.

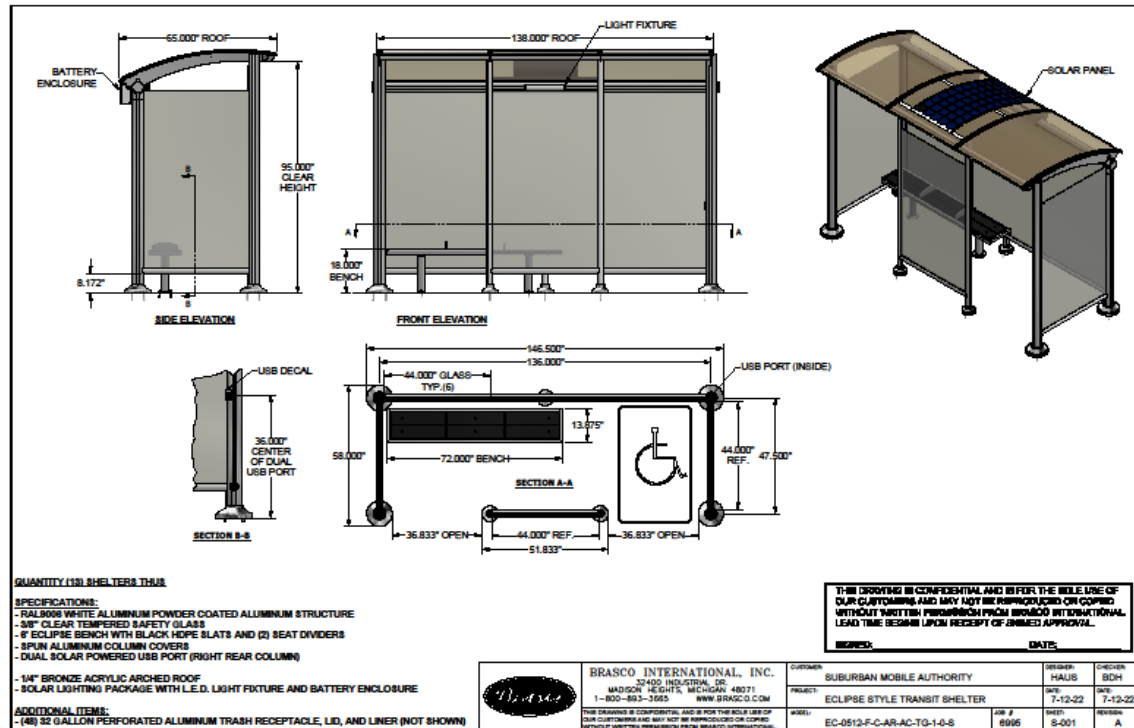
ECLIPSE ARCH - SMART –

– [Eclipse Arch product Flyer](#)

(IMAGE FROM WEBSITE SHOWING POSSIBLE OPTION COLORS)



The Eclipse shelters used by S.M.A.R.T. are 5' x 12' and include solar lighting, solar USB ports, an Eclipse bench, and a trash receptacle. Below are the drawing and quote I received from Brasco.



Amie May

08/29/22



QUOTE

Quote Number: 062625R1
 Quote Date: June 26, 2025
 Quote Expiration: 30 Days from Quote Date
 Return to: inley@brasco.com

Quoted for:
 City of Novi
 Regina Swick
 248-347-0451
RSwick@cityofnovi.org

PREPARED BY	PROJECT NAME	PAYMENT TERMS (WITH APPROVED CREDIT)	LEAD TIME
Ian Riley	Eclipse Arched Series Structure	NET 30	± 24-26 Weeks from Approvals

QTY	ITEM	DESCRIPTION	UNIT PRICE	TOTAL
1	EC-0512-F-C-AR-AC-TG-0-0-0	5' x 12' Eclipse Series Aluminum Structure Four-Sided; Full Rear and Side Walls with Front-Centered Windscreen and Two ADA Openings Powder Coat Painted Aluminum Finish - RAL TBD Arched Roof with Blade Rollers and Bronze, Clear, or White Acrylic Glazing 3/8" Clear Tempered Safety Glass Wall Panels	\$11,950	\$11,950
Option	Anchor Boot Covers	Spun Escutcheon Covers for Columns and Sill Support	\$375	Not Included
Option	Solar Lighting	Solar Lighting Package with Solar Panel, Batteries, Solar Controller, Vented Enclosure, and 6-Watt LED Light	\$1,750	Not Included
Option	Solar USB	Solar Powered, Dual Slot USB Charging Port Integrated Into Rear Column of Shelter (Solar Lighting Package Required)	\$825	Not Included
Option	BE-EC-6-H-2-2-0	6' Eclipse Series Bench with HDPE Slats and Two Seat Dividers	\$800	Not Included
Option	Display Case	24" x 36" Display Case with Grommet Attachment Through Glass	\$650	Not Included
			Subtotal	\$11,950
			Freight	Included
			Total	\$11,950

This is a quotation on the above products listed and is subject to the conditions noted below. Prices are subject to change after quote expiration date. Payment terms are subject to change per Brasco's Financial Credit Approval Process. Credit card payments are subject to a 3% processing fee. Brasco accepts Visa, Master Card, and American Express.

*Structural Engineering with Stamped Drawings and Structural Calculations are not included in this quotation and are an additional \$1,475, per shelter type, if required.
 *Concrete Pad Design and Analysis, if needed, is an additional \$750. Hard Copies of Calculations, if needed, are an addition at \$100 per copy.

Offloading shipments is the responsibility of the customer. Please note that a forklift with 8' forks is required unless otherwise noted in writing.

Shelters are not shipped fully assembled. Assembly and Installation Required. All anchoring hardware is included.

Lead time begins after all approvals including drawings, color selections, applicable deposits, etc.

Signature of Acceptance*	Date
Print Name	Title

*The above prices, specifications and conditions are satisfactory and are hereby accepted. Brasco International, Inc. is authorized to proceed with the supply of products as noted. Brasco International, Inc. is a vendor and not a contractor or subcontractor. Brasco International, Inc. is not subject to any payment retainage or liquidated damages. All Brasco standard terms and conditions of sale apply.

We Thank You For Your Consideration



AMERICAN MADE. AMERICAN TRUSTED. SINCE 1993.

32400 INDUSTRIAL DRIVE, MADISON HEIGHTS, MI 48071



SLIMLINE HIP

[Slimline Hip Product Flyer](#)



[Powder Coat Colors](#) - Any one of these colors can be selected at no additional charge. The powder coat color that would be like the Slimline photo above, would be the Brasco Bronze.

[Bench Material Options](#) - The bench listed on your Slimline Hip quote is for the material shown in the photo above, from Abbotsford. This material is HDPE (High-Density Polyethylene). This bench material is available in four different colors: Cedar, Grey, Brown, or Black).



QUOTE

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 Quote Date: June 26, 2025
 Quote Expiration: 30 Days from Quote Date
 Return to: iniley@brasco.com

Quoted for:

City of Novi
 Regina Swick
 248-347-0451
RSwick@cityofnovi.org

PREPARED BY		PROJECT NAME	PAYMENT TERMS (WITH APPROVED CREDIT)	LEAD TIME	
Ian Riley		Eclipse Arched Series Structure	NET 30	± 24-26 Weeks from Approvals	
QTY	ITEM	DESCRIPTION	UNIT PRICE	TOTAL	
1	SL-0512-F-0-HI-AL-TG-0-0-0	5' x 12' Slimline Series Aluminum Structure Three-Sided; Full Rear and Side Walls with Open Front Dark Bronze or Clear Anodized Aluminum Finish Standing Seam Aluminum Hip Roof with 2.5" Fascia and Integral Gutter 1/4" Clear Tempered Safety Glass Wall Panels	\$9,975	\$9,975	
Option	Solar Lighting	Solar Lighting Package with Solar Panel, Batteries, Solar Controller, Vented Enclosure, and 5-Watt LED Light	\$1,750	Not Included	
Option	Solar USB	Solar Powered, Dual Slot USB Charging Port Integrated Into Rear Column of Shelter (Solar Lighting Package Required)	\$825	Not Included	
Option	BE-WM-9-H-2-0-1	9' Wall-Mount Bench with HDPE Slats and Backrest	\$900	Not Included	
Option	Display Case	Display Case with Piano Hinge Door, Clear Acrylic Cover, and Tamper-Resistant Hardware for Changing Media	\$475	Not Included	
Option	Powder Coat	Powder Coat Painted Finish, in Lieu of Anodized	\$1,100	Not Included	
			Subtotal	\$9,975	
			Freight	Included	
			Total	\$9,975	

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We Thank You For Your Consideration



AMERICAN MADE. AMERICAN TRUSTED. SINCE 1993.

32400 INDUSTRIAL DRIVE, MADISON HEIGHTS, MI 48071



MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: REGINA SWICK, GRADUATE MANAGEMENT ANALYST
SUBJECT: SMART RIDERSHIP UPDATE
DATE: SEPTEMBER 18, 2025

The purpose of this memo is to provide an update on the community's use of the fixed-route bus service via SMART.

SMART

We continue to work with Oakland County and SMART to obtain more detailed data, such as per-stop ridership and riders per hour, that will support our transit planning and service evaluation. We remain committed to pursuing consistent access to these data points to inform and improve our planning efforts.

Since the last quarter, SMART routes serving our area saw a **notable increase of 5,598 riders**, bringing total Q2 ridership to **17,193**. This reflects continued growth in demand and is higher than the same period last year, when Q2 2024 totaled **15,725 riders** across the three routes. The 305 Grand River and 740 Twelve Mile routes drove most of the growth, with increases of 3,050 and 2,605 riders, respectively. These routes now average a combined **189 boardings per day**, highlighting their critical role in local and regional connectivity.

Given the unusually high totals this quarter, we plan to follow up with SMART to confirm the accuracy of the data and ensure consistency in reporting going forward. Accurate tracking is essential as we align transit service levels with community needs and evaluate potential service enhancements.

SMART Ridership Data: Q2, 2025

Date Range	2025 Q2	91	Days	13	16.5 hours a day
ROUTE	ROUTE NAME	RIDERS	Riders Per Day		Riders per hour
305	Grand River	11,043	121		7.35
740	Twelve Mile	5,908	65		3.93
805	Farmington Park and Ride	242	3		0.16
Total		17,193	189		11.45

Route		This Qtr	Change	Per	Per	Per
		Riders	Since Last Q	Day	Week	Hour
305	Grand River	11,043	3,050	121	849.46	7.35
740	Twelve Mile	5,908	2,605	65	454.46	3.93
805	Grand River Park	242	-57	3	18.62	0.16
Total		17,193	5,598	189	1322.54	11.45

SMART Ridership Q4 2023 – Q2 2025

Grand River		12 Mile	Park & Ride
	Route 305	Route 740	Route 805
2023 Q4	6394	4168	311
2024 Q1	8172	3765	96
2024 Q2	9745	5684	296
2024 Q3	8092	4739	244
2024 Q4	9667	3438	285
2025 Q1	7993	3303	299
2025 Q2	11043	5908	242
2025 Q3			
2025 Q4			

