CITY COUNCIL AGENDA

CITY OF NOVI
Regular City Council Meeting
December 15, 2025 | 7:00 PM
Council Chambers | Novi Civic Center | 45175 Ten Mile Road
(248) 347-0460

CALL TO ORDER
PLEDGE OF ALLEGIANCE - Scouting America Troops 407 and 704

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

APPROVAL OF AGENDA

PUBLIC HEARINGS

PRESENTATIONS

24/25 Novi Public Library Annual Report - Dana VanOast

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. Appointments to Boards and Commissions

2. Consideration of the Fifth Amendment to the SDO Agreement for Cadillac of Novi, amended Preliminary Site Plan and Stormwater Management Plan.

3. Consideration of a Change Order to Springline Excavating, LLC, for the Lee BeGole/Crescent Road Extension and Public Safety Headquarters project, for the Clearing and Land Balancing efforts, for $1,150,000.

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. Rules Committee - Mayor Fischer

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:
December 1, 2025 - Regular Meeting

B. Acceptance of a Conservation Easement associated with Community Financial Credit Union, for property located at the northeast corner of Crescent Boulevard and Grand River Avenue.

C. Approval of a Memorandum of Understanding (MOU) related to the Nine Mile Pathway Phase II Feasibility Report as recommended by the Mobility Committee.

D. Approval of a highway easement for the Road Commission of Oakland County for three parcels (22-10-300-022, 22-10-300-023, and 22-10-300-024) located on the north side of Twelve Mile Road near Declaration Drive.

E. Consideration of Amendment #2 to the Transit Enhancement Service Agreement with People's Express (PEX) to extend use of Civic Center office and parking space through December 31, 2026, at a rate of $2,000/month.

F. Consideration of a Transit Enhancement Agreement with People's Express (PEX) to continue subsidies for eligible residents for the period of January 1, 2026 to December 31, 2031.

G. Approval of a Pawnbroker License renewal requested by Gary Weinstein, owner of Weinstein Jewelers of Novi, 41990 Grand River Avenue.

H. Approval of the deficit elimination plans for the Capital Improvement Fund (CIP) as of June 30, 2025.

I. Approval of claims and warrants – Warrant 1193

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.

Novi Public Library Annual Report

July 2024 - June 2025

NOVI PUBLIC LIBRARY

Cultivate Learning
Inspire Creativity
Foster Inclusivity

The Next Chapter

I am writing this shortly after celebrating the 65th anniversary of the Novi Public Library (NPL). We started with humble beginnings in 1960 when a few ladies started collecting books within the neighborhoods of Novi for the Friends. Today, NPL averages just over 1,000 visitors a day, over 5,000 computer log-ins per day, over 55,000 checkouts per month, houses an onsite collection of over 150,000 items and hosted 3,415 programs just this year. We have a lot to celebrate with a dedicated staff of approximately 65 employees led by our wonderful Director, Julie Farkas, for the past 18 years. We have grown from just books to more books, movies, digital and online materials, lectures, an offsite automated kiosk and a very relaxing and welcoming gathering place for everyone to enjoy.

For the last 15 years, we have also enjoyed a new and contemporary building which is warm and inviting to a very diversified population. I am happy to report that in the next fiscal year NPL will retire bonds used to pay for the construction of the building resulting in a savings of .34 mills to the Novi taxpayers.

But what about the future and the next 65 years? Two years ago, NPL hired ReThinking Libraries to survey the community and various citizen groups, and analyze the performance of NPL compared to other libraries in the State of Michigan, as well as neighboring libraries as part of a new Strategic Plan. One of the conclusions was that NPL's total usage per dollar of funding is one of the lowest the firm had ever worked with ... "there is a funding gap relative to both usage and community expectations of the library." For example, the average Novi resident expends about $52.00 per year to operate NPL and the average resident in neighboring communities expends about $82.00 per year to operate their local library.

This year, NPL hired Michigan Reserve Associates LLC to conduct a study of capital needs for the Library over the next 25 years. The study recommended that NPL set aside in a reserve account annual contributions to pay for necessary and expected capital items over the next 25 years. A few of the items anticipated in just the next few years are as follows:

1. A new automated material return system to replace the older existing system, which is now over 15 years old. This will save staff time and assist in the prompt return of items to the shelves for the next patron.
2. Building infrastructure with new front doors to make the building more accessible and reduce the amount of heat loss.
3. Interior public spaces with carpet replacement.
4. Upgrade the youth play area to accommodate the needs of our youngest patrons.
5. A new boiler system to replace the existing 15-year-old system.

The list of capital needs goes on but it is obvious there is and will be a need for more repairs and replacements in a building that is over 15 years old.

I want to thank the patrons and guests who participated and supported the Library during the past year and ask for your continued support and participation. In particular, I want to thank my fellow Board Trustees, the dedicated library staff, Director Farkas, Mayor Fisher, City Council, city staff, and the Friends of the NPL for making the NPL one of the best and true gems in the city of Novi.

If you do not have a library card in your wallet or on your phone, I encourage you to obtain one today!

Very truly yours,

Mark A Sturing, Library Board President

Our Impact on the Community

844,079
ITEMS CHECKED-OUT

668,556
PHYSICAL ITEMS

175,523
DIGITAL ITEMS

3,647
NEW CARDS ISSUED

1,090
LAKESHORE LENDING LIBRARY CHECKOUTS

280
NPL @ YOUR DOOR ITEMS DELIVERED

TRENDING UP

11.4% CARDHOLDERS

10.4% DIGITAL CHECKOUTS

15.7% MEETING ROOM RENTALS

12.3% COMPUTER/INTERNET LOGINS

155,180
ITEMS IN THE COLLECTION

COLOR OUR WORLD

2,484
SUMMER READING PARTICIPANTS

40,195
BOOKS READ DURING SUMMER READING

374,825
LIBRARY VISITS

1,838,805
COMPUTER LOGINS (LIBRARY COMPUTERS & WIRELESS)

40,477
PROGRAM PARTICIPANTS

6,408
TEEN SPACE VISITS

2,587
ICUBE SESSIONS

538
MEETING ROOM RENTALS

Your Library Enhanced

July 2024 - June 2025

Teen Area Updates
Relocated YA collection for increased accessibility, new furniture was added, increasing the capacity to 35 students, the room was renamed "Teen Lounge" and new signage and a door were installed.

Staff Recognition
Staff anniversaries and birthdays are recognized in multiple ways, new logo wear purchasing opportunities were made available and reserved employee parking & "Employee of the Month" spots were designated.

Single User Booth
A single user booth was installed on the 2nd Floor in June 2025 to increase quiet study/work space, supported by the Friends of Novi Library.

- Offered upgraded activity carts with new materials and games in the youth area in July 2024.
- Adjusted pricing of public printing/copy after 13 years in July 2024.
- **Began offering online request platform for meeting room availability** and to submit requests online in July 2024.
- Rebranded NPL with new colors, social media templates and Style & Branding Guide in July 2024.
- **Added additional seating to Teen Space in August 2024**, increasing the capacity to 72 students.
- Began offering free 3D Printed Assistive Devices for patron's with disabilities in October 2024, supported by the Friends of the Library.
- **Updated the Library's DEI Statement and approved new Accommodations and Accessibility Policy** in October 2024
- Hosted first Human Library event in November 2024, designed to foster community dialogue and engagement.
- Purchased six sewing machines for the iCube Makerspace in December 2024, supported by the Friends of Novi Library.

- Completed review of Library HR Policies and approved by the Board in January 2025.
- Installed three device charging stations in February 2025, supported by the Friends of Novi Library.
- Installed additional lighting the parking lot for safety in February 2025.
- Upgraded firewall system for enhanced security in April 2025.
- **Unveiled fifth Read Box location** at Jessica's Splash Pad in May 2025.
- **Approved purchase of a new Automated Return System** in May 2025.
- Supported the Novi Historical Commission and their purchase of new microfilm reader for the Local History Room.
- Replaced AWE stations with better learning technology for children in June 2025.
- Added stickers to new adult material based on user feedback.
- **Connected with over 6,000 residents at the City's of Novi's Community Fest** in June 2025.
- Averaged 200 participants at Summer Songfest concerts, supported by the Friends of Novi Library.
- Enhanced novilibrary.org usability with new Recite Me accessibility toolbar features like focus text, cursor options and simplified content.

More Highlights Available at:

2024/2025 Strategic Year in Review

Looking Forward

- **Celebrating the Library's 65th Anniversary** in October 2025.
- Raising $65,000 in conjunction with the Library's 65th Anniversary.
- **Identifying and addressing accessibility needs** in the community, supported by a generous library sponsor.
- Surveying the community for their wants and needs.
- Connecting with Walled Lake School District to get cards into the hands of Novi resident students.
- Translating important policies into multiple languages so they are more easily accessible.
- **Renovating front doors** for better temperature management.
- Adding additional single user booth to the 1st floor, supported by the Friends of Novi Library.
- **Installing new Automated Return System** in the winter.
- Unveiling a Read Box in the newly developed Sakura residences.

Inspire Creativity, One Child at a Time

Join us in our mission to raise $65,000 for future renovations in our Youth Area, ensuring that young readers will enjoy this space for many years to come!

Renovations will include furniture, expanded program space, shelving, new carpeting and interactive play equipment. As of December 9, $51,694.00 has been raised!

Donation Information:
novilibrary.org/65years

Support from Donors & Sponsors

$34,570.00
Friends of Novi Library donations for Library programs, services & technology

$71,476.02
raised in program and event sponsorships, in-kind and general donations

$683.26
general donations 271 account, in-kind donations

$56,526.02
designated donations 272 account

$14,950.00
raised in program and event sponsorships

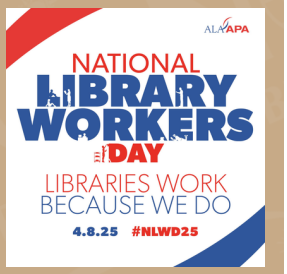
Voices from Our Community

"I love this system!!!"

"That's a great idea! Sometimes you just need some peace and quiet to study."

"I love the wide variety of literature available and the very friendly staff."

"It's the perfect place to connect and spend quality time with my daughter while fostering a love for books!"



"Thank you to all our Novi Library workers for making our library great!!"

"Good idea. I meet too many people who say they are not creative. Everyone can make and do something."

"This is my son's favorite statue. He always sit with them just before getting inside the library."

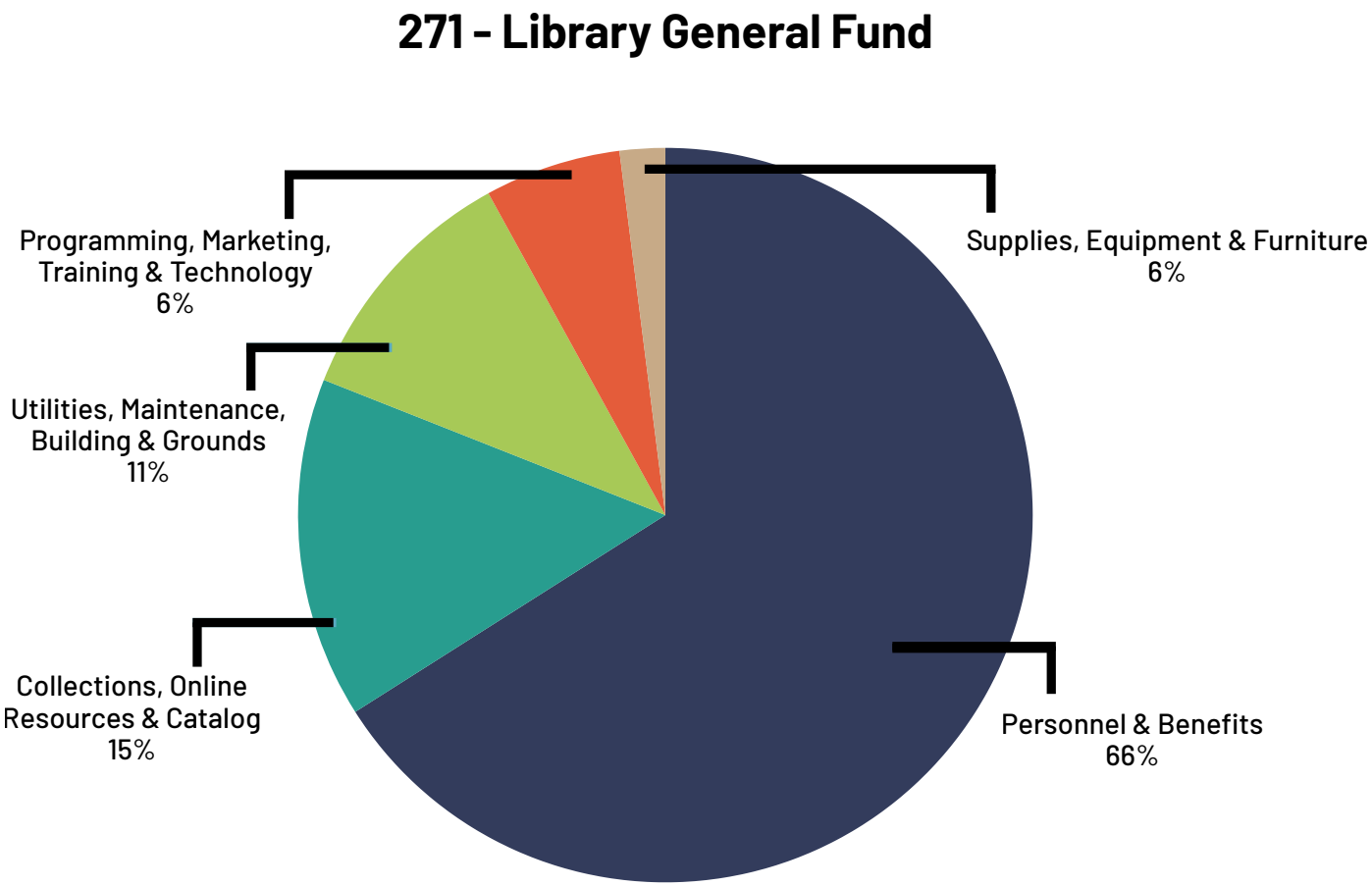
"I wanted to express my sincere gratitude for celebrating Diwali as part of your dedication to diversity and community inclusion. By wishing for this festive occasion, you've created a welcoming space for those who observe the festival and offered others a chance to learn about and appreciate different cultures.

Thank you for your commitment to making the library a place where all community members feel valued and connected. Your efforts make a meaningful impact and help foster a community of understanding and respect."

Library Users on Facebook

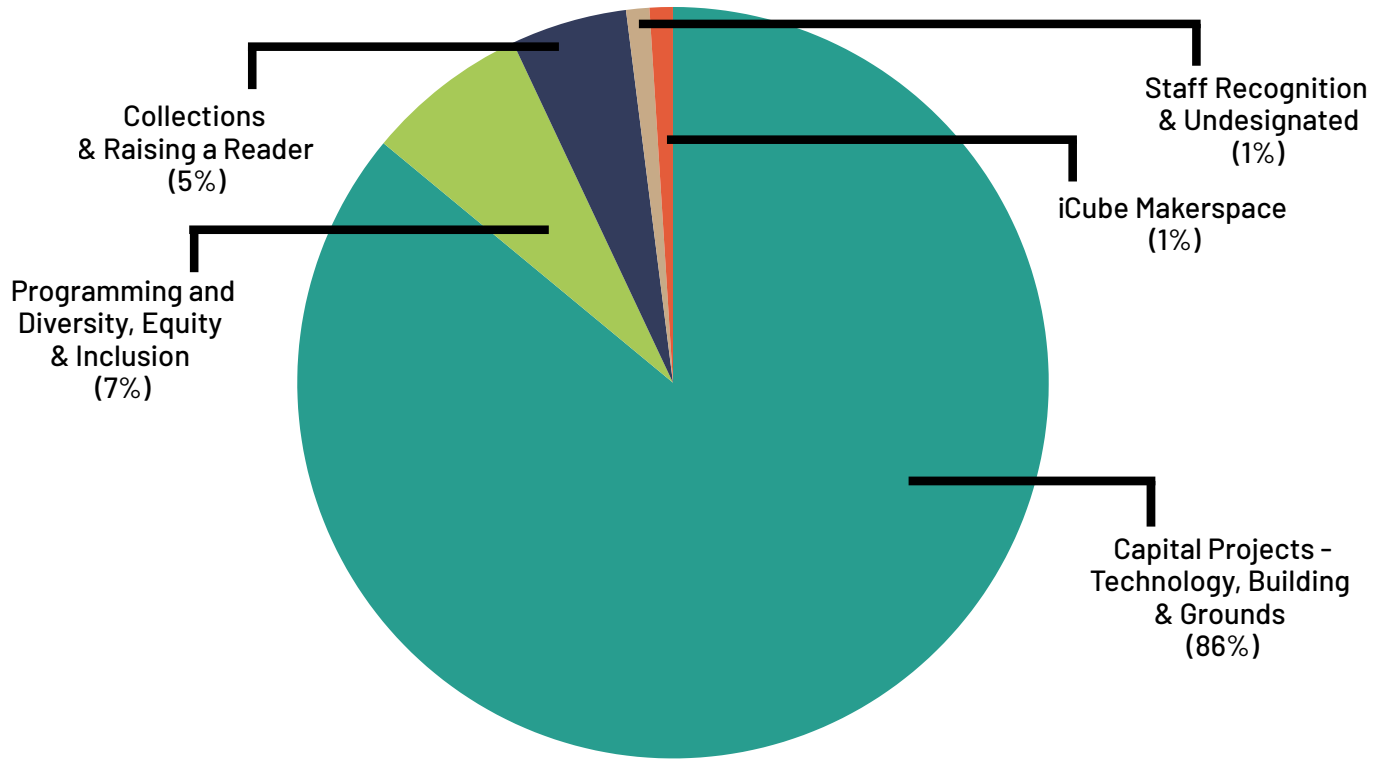
July 2024 - June 2025 Financial Summary

Audited: October 2025



Personnel & Benefits (66%)	$2,720,860.36
Collections, Online Resources & Catalog (15%)	$623,576.68
Utilities, Maintenance, Building & Grounds (11%)	$459,102.63
Programming, Marketing, Training & Technology (6%)	$239,594.13
Supplies, Equipment & Furniture (2%)	$75,848.24
Total Revenue	**$4,025,544.32**
Total Expenditures	**$4,118,982.04**
Fund Balance in Reserve	**$2,503,231.71**

272 - Library Contributed Fund



Capital Projects - Technology, Building & Grounds (86%)	$134,752.06
Programming and Diversity, Equity & Inclusion (7%)	$11,193.63
Collections & Raising a Reader (5%)	$7,187.10
Staff Recognition & Undesignated (1%)	$1,687.83
iCube Makerspace (1%)	$1,000.00
Total Revenue	**$154,617.72**
Total Expenditures	**$155,820.62**
Fund Balance in Reserve	**$1,642,748.19**

Tai and Officer Blake were excited sign up for their library cards!

Our Leadership

Mark Sturing
President

Kat Dooley
Vice President

Brian Bartlett
Treasurer

Karla Halvangis
Secretary

Kathy Crawford
Trustee

Lori Burke
Trustee

Ajeeta Gawalapu
Trustee

Julie Farkas
Director

Alexandra DeMore
Student Representative

Alyna Dohadwala
Student Representative

Strategic Planning Information

2024-2025 Strategic Plan Year-In-Review

Library Policies

Contact Us

For further information, please reach out to us at administration@novilibrary.org.

Novi Public Library
Address: 45255 Ten Mile Rd, Novi, MI 48375
Phone: 248-349-0720
Website: novilibrary.org.

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12/11/25

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Appointments to Boards and Commissions

SUBMITTING DEPARTMENT: City Clerk

BACKGROUND INFORMATION:

Presentations for Boards and Commissions candidates were held Monday, December 1st. Attached is the ballot for appointments to Boards and Commissions, Council interview memo, presentation draft minutes, candidates' applications, and current Booklet List.

RECOMMENDED ACTION: Appointments to Boards and Commissions.

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Consideration of the Fifth Amendment to the SDO Agreement for Cadillac of Novi, amended Preliminary Site Plan and Stormwater Management Plan.

SUBMITTING DEPARTMENT: Community Development Department - Planning

KEY HIGHLIGHTS:

- An updated plan for Cadillac of Novi has been submitted for the property at the northeast corner of Grand River Avenue and Meadowbrook Road.
- The plan proposes a 4,174 square-foot building addition, expanding the parking lot, and updating the building façade and signage.
- The subject property is currently zoned GE, Gateway East district, with a Special Development Option (SDO) that requires consideration and approval by the City Council of an amended SDO Agreement and Preliminary Site Plan.
- The Planning Commission considered the request at the August 20 meeting and recommended approval of the plan to the City Council.

BACKGROUND INFORMATION:

The subject property is a Cadillac dealership located on the northeast corner of Grand River and Meadowbrook Road in the Gateway East district. This site was originally approved for a Hummer dealership utilizing the Special Development Option (SDO) in the Gateway East District, and the SDO agreement was later amended to change the use to a Cadillac Dealership. If approved, this would be the 5th amendment to the SDO agreement.

The applicant is now proposing a 4,174 square-foot building addition that will include a service area for service writing, pick-up and drop-off, and an office area for service writers. The Zoning Ordinance limits the size of individual retail buildings to 20,000 square feet for the Special Development Option in the Gateway East district; however, City Council has previously approved an addition that exceeded the maximum permitted square footage. The amended SDO agreement will reflect the new floor area if a deviation for this standard is approved by the City Council. Additionally, the existing parking lot will be reconfigured with new parking lot islands and expanded to

accommodate 20 additional spaces for inventory vehicles at the southeast corner of the property. The plan proposes 136 parking spaces for employees and visitors and 134 inventory spaces in total.

An update to the building façade and signage is also proposed. The applicant is requesting a Section 9 Façade Waiver for underage of brick and overage of Flat Metal Panels and for "Display Frame" that outlines the showroom windows with integrated LED lighting. A rendering is attached. The applicant has acknowledged in their response letter that they understand that the use of intense exterior accent lighting is prohibited by the ordinance, and what they have proposed is intended to be a constant soft light that produces a glowing effect around the showroom exterior glass.

Several Landscape deviations and waivers are requested and supported by staff, as well as Sign deviations to allow for an increase in square footage of previously approved signage.

FOX CADILLAC NOVI SIGNAGE	PREVIOUSLY APPROVED	EXISTING DIMENSIONS	PROPOSED DIMENSIONS	PROPOSED AREA
GRAND RIVER SCREEN WALL SIGN	9.62 SF (3.5' DIA)	4'-6"w x 1'-8"h	5'-10" 1/16w x 2'-2 5/8"h	12.95 SF
EAST WALL SIGN (PROPOSED SOUTH)	100.00 SF (MAX)	20'-4"w x 4'-5.5"h	10'-8 13/16"w x 4'-0 3/4"h 15'- 9 9/16"w x 1'-3 15/16"h	106.32 SF
SERVICE NORTH WALL SIGN (PR. EAST)	17.88 SF (MAX)	13'-4 15/16"w x 1'-4"h	20'-9 3/16"w x 1'-4"h	27.69 SF
TWINPOLE SITE WAYFINDING	18.00 SF	(3) 3'w x 2'h	(3) 5'-0"w x 3'-0 3/4"h	45.93 SF

These changes require a revision of the existing Special Development Agreement. A revised agreement (Fifth Amendment to the Special Development Option Agreement) is attached for the City Council's consideration. The Planning Commission held a public hearing on August 20, 2025, and recommended approval of the Fifth Amendment to Special Development Option and Preliminary Site Plan. The Planning Commission meeting minutes are attached.

RECOMMENDED ACTION:

Note: three-part motion below.

1. **Approval** of the Fifth Amendment to the Special Development Option concept plan and agreement for Cadillac of Novi, JSP25-07, subject to and based on the following:

a. City Council **finding** that the proposed use exemplifies the intent of the GE District as stated in Section 3.1.16.A, to allow a use in the GE District listed elsewhere in the Zoning Ordinance, provided certain criteria, including those identified below are met:
   - The proposed use incorporates a predominant physical component of the development that provides a unique entry feature along Grand River for the GE District, characterized by a distinct, high-profile appearance, *given that the*

architecture of the modified building and additions offers a distinctive presence on this corner.

- The proposed use is compatible with, and will promote, the uses permitted with the GE District and SDO, *as this property has demonstrated compatibility with adjacent properties as a vehicle dealership over many years*.
- The proposed use is designed in a manner that will result in traffic and pedestrian safety, consistent with the adjoining pedestrian and vehicular thoroughfares, *as there is no significant change to the traffic flow on the site or the surrounding thoroughfares since the original SDO Agreement and Concept Plan, and previously amended SDO Agreement and Concept Plans were approved many years ago*.

b. That, relative to other feasible uses of the site, the proposed use and concept plan, meets the criteria listed in Section 6.2 of the Zoning Ordinance, including,
   - The proposed use will not cause any detrimental impact on the capabilities of public services and facilities, including water service, sanitary sewer service, storm water disposal, and police and fire protection to serve existing and planned uses in the area, *as the plan provides relatively minor modifications to the existing building and site.*
   - The proposed use is compatible with the natural features and characteristics of the land, including existing woodlands, wetlands, watercourses and wildlife habitats, *as identified in the staff and consultant review letters.*
   - The proposed use is compatible with adjacent uses of land in terms of location, size, character, and impact on adjacent property or the surrounding neighborhood, *as has been demonstrated through many years of use as an automotive dealership.*

c. The applicant has demonstrated compliance with the conditions listed in Section 3.12.3.B of the Zoning Ordinance, such as:
   - Based upon proposed uses, layout and design of the overall project, the proposed building facade treatment, the proposed landscaping treatment and the proposed signage, the Special Development Option project will result in a material enhancement to the area of the City in which it is situated*, as identified in the initial approvals of the SDO Concept Plan and Agreement, and as identified in the staff and consultant review letters*.
   - The proposed development shall not have a materially adverse impact upon the Master Plan for Land Use of the City, and shall be consistent with the intent and spirit of this Section, *as identified in the staff and consultant review letters*.
   - Each particular proposed use in the development, as well as the size and location of such use, shall result in and contribute to a reasonable and mutually supportive mix of uses on the site, and a compatibility of uses in harmony with the surrounding area and other downtown areas of the City *as the project has been developed for several years for a similar use, and the expansions proposed for the showroom*

and service areas have demonstrated compatibility and harmony with the surrounding area.

- The proposed development shall be under single ownership and/or control such that there is a single person or entity having responsibility for completing the project in conformity with this Ordinance.

Also subject to the City Council's **approval** of the following:

a. City Council Deviation from Section 3.11.2.C to increase gross floor area to 29,636 sf from 25,452 sf. The Zoning Ordinance limits the size of retail buildings to 20,000 square feet in the Gateway East District. *Supported by staff as the City Council had previously approved an addition that exceeded the maximum permitted square footage.*
b. Deviation from Section 3.12.7.c.2.d to allow a waiver of a Community Impact Statement. *Supported by staff since this is a minor modification from the initial approval.*
c. Section 9 Façade waiver for an underage of brick on the South (front) facade of the high-visibility buildings (0% proposed, 30% required), and an overage of Flat Metal Panels on South (front) and East facades (100% proposed (South) and 51% proposed (East), 50% Maximum), *because the angled profile of the Flat Metal Panels will provide an interesting architectural effect that would not otherwise be enhanced by strict application of Façade Ordinance requirements.*
d. Section 9 Façade waiver for the "Display Frame" that outlines the showroom windows will feature integrated LED lighting, subject to the condition that intense colors and/or flashing lights are prohibited, *because it will enhance the nighttime appearance of the building.*
e. Landscape deviation from Section 5.5.3.B.ii and iii for deficient greenbelt width along Meadowbrook. *Supported by staff as an existing condition.*
f. Landscape deviation from Section 5.5.3.B.ii and iii for lack of greenbelt berms along both frontages. *Supported by staff as a wall provides screening along Grand River and a hedge is proposed to serve as the original plans' hedge did)*
g. Landscape deviation from Section 5.5.3.D for deficiency in foundation landscaping for building addition. *Supported as the entire building has sufficient landscaping area.*
h. Sign deviation to allow for an increase in square footage of previously approved 3.5-foot diameter (9.62 square feet) crest sign on the screen wall along Grand River Avenue. *The proposed replacement crest sign has a total area of 12.95 square feet.*
i. Sign deviation to allow for an increase in square footage of the previously approved 'certified service' (17.88 square feet) sign indicating the customer entrance for automotive service and repair. *The proposed replacement has a total area of 27.69 square feet.*
j. Sign deviation to allow for an increase in square footage of the three (3) previously approved site wayfinding signs (6 square feet each). *The proposed signs each have a total area of 15.31 square feet.*

k. Sign deviation to allow for an increase in square footage of previously approved east wall sign (100 square feet). *The proposed replacement has a total area of 106.32 square feet.*
l. The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan; and

This motion is made because the plan is otherwise in compliance with Article 3, Article 4 and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance.

2. **Approval** of the Preliminary Site Plan for Cadillac of Novi, JSP25-07, subject to and based on the following:

a. City Council Deviation from Section 3.11.2.C to increase gross floor area to 29,636 sf from 25,452 sf. The Zoning Ordinance limits the size of retail buildings to 20,000 square feet in the Gateway East District. *Supported by staff as The City Council had previously approved an addition that exceeded the maximum permitted square footage.*
b. Deviation from Section 3.12.7.c.2.d to allow a waiver of a Community Impact Statement. *Supported by staff since this is a minor modification from the initial approval.*
c. Section 9 Façade waiver for an underage of brick on the South (front) facade of the high-visibility buildings (0% proposed, 30% required), and an overage of Flat Metal Panels on South (front) and East facades (100% proposed (South) and 51% proposed (East), 50% Maximum), *because the angled profile of the Flat Metal Panels will provide an interesting architectural effect that would not otherwise be enhanced by strict application of Façade Ordinance requirements.*
d. Section 9 Façade waiver for the "Display Frame" that outlines the showroom windows will feature integrated LED lighting, subject to the condition that intense colors and/or flashing lights are prohibited, *because it will enhance the nighttime appearance of the building.*
e. Landscape deviation from Section 5.5.3.B.ii and iii for deficient greenbelt width along Meadowbrook. *Supported by staff as an existing condition.*
f. Landscape deviation from Section 5.5.3.B.ii and iii for lack of greenbelt berms along both frontages. *Supported by staff as a wall provides screening along Grand River and a hedge is proposed to serve as the original plans' hedge did)*
g. Landscape deviation from Section 5.5.3.D for deficiency in foundation landscaping for building addition. *Supported as the entire building has sufficient landscaping area.*
h. Sign deviation to allow for an increase in square footage of previously approved 3.5-foot diameter (9.62 square feet) crest sign on the screen wall along Grand River Avenue. *The proposed replacement crest sign has a total area of 12.95 square feet.*

i. Sign deviation to allow for an increase in square footage of the previously approved 'certified service' (17.88 square feet) sign indicating the customer entrance for automotive service and repair. *The proposed replacement has a total area of 27.69 square feet.*

j. Sign deviation to allow for an increase in square footage of the three (3) previously approved site wayfinding signs (6 square feet each). *The proposed signs each have a total area of 15.31 square feet.*

k. Sign deviation to allow for an increase in square footage of previously approved east wall sign (100 square feet). *The proposed replacement has a total area of 106.32 square feet.*

l. The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan; and

This motion is made because the plan is otherwise in compliance with Article 3, Article 4 and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance.

3. **Approval** of the Stormwater Management Plan for Cadillac of Novi, JSP25-07, subject to and based on the conditions and items listed in the staff and consultant review letters being addressed on the Final Site Plan submittal.

   This motion is made because the plan is otherwise in compliance with Chapter 11 of the Code of Ordinances and all other applicable provisions of the Ordinance.

MAPS

Location

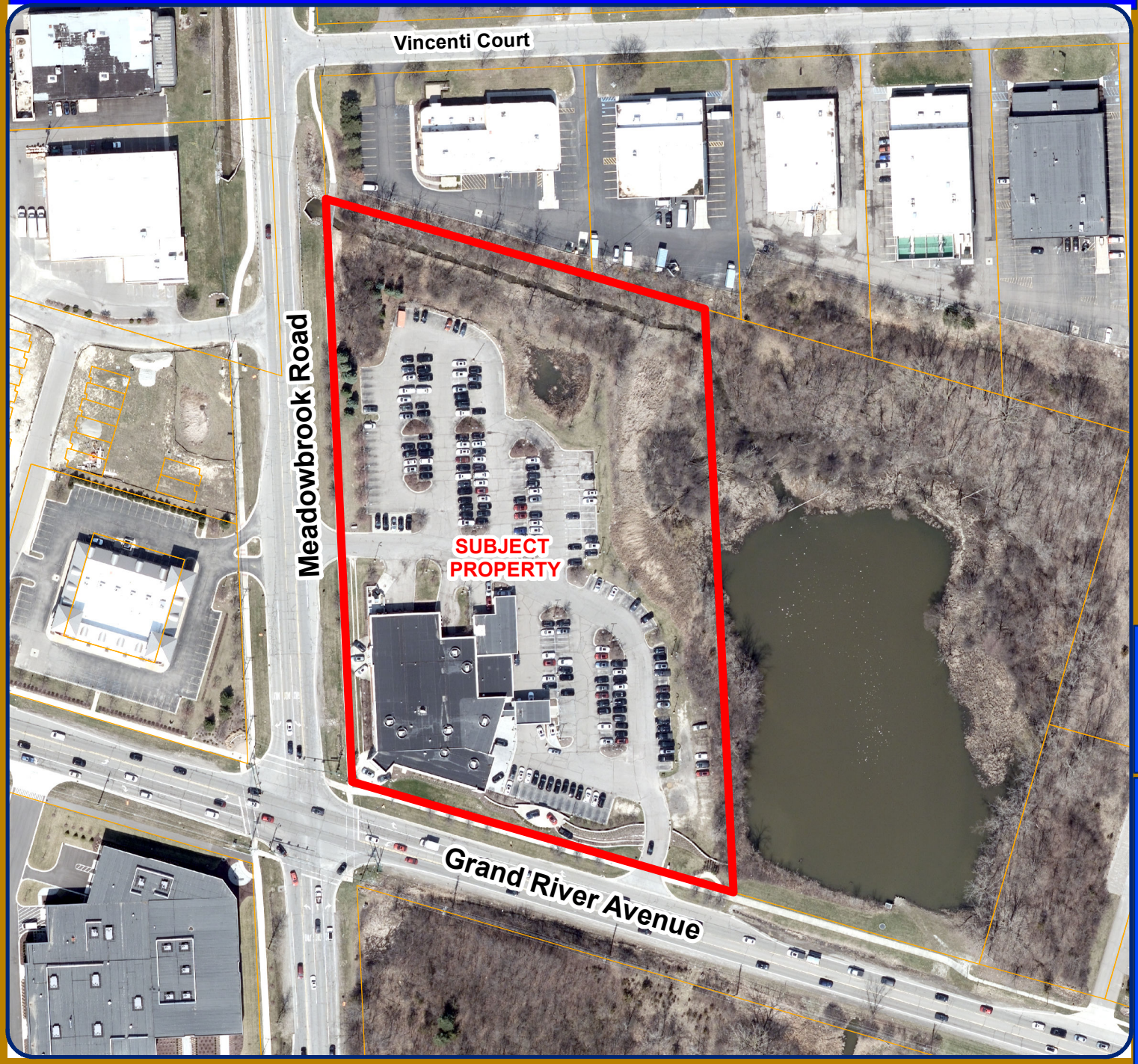
Zoning

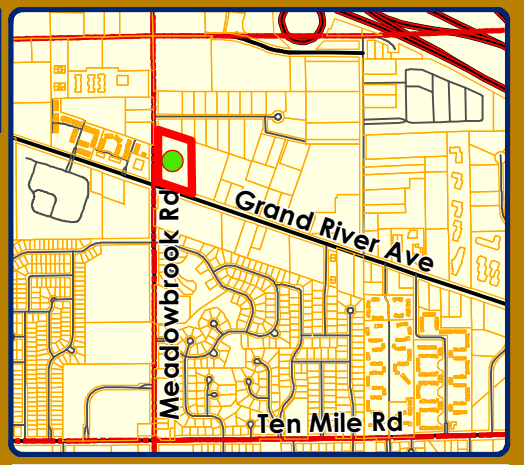
Future Land Use

Natural Features

JSP25-07 Cadillac of Novi

LOCATION





Legend

Subject Area

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

Map Author: Dan Commer
Date: 8/1/25
Project: JSP25-07 Cadillac of Novi
Version #: 1

Feet
0 35 70 140 210

1 inch = 167 feet

MAP INTERPRETATION NOTICE

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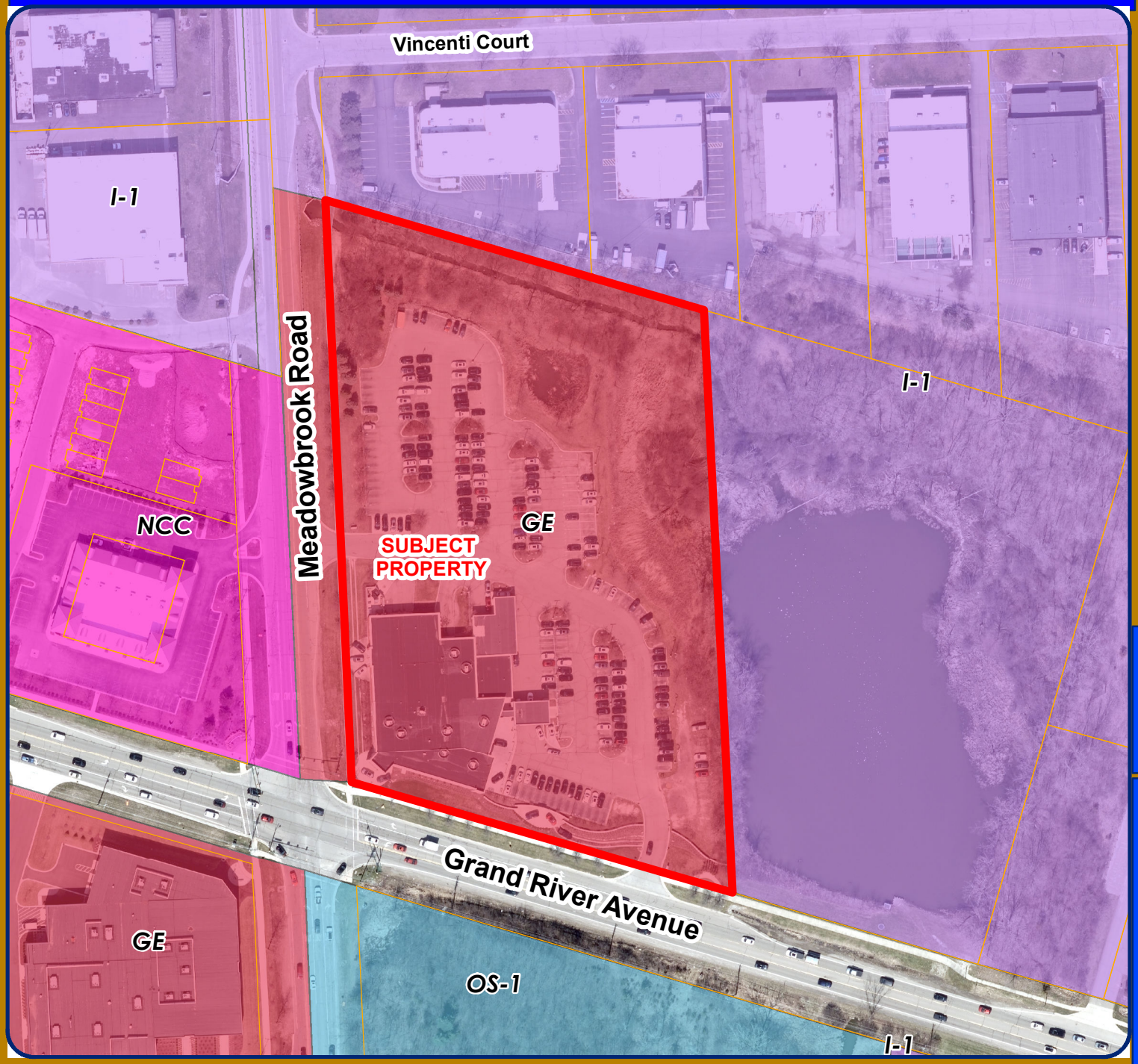
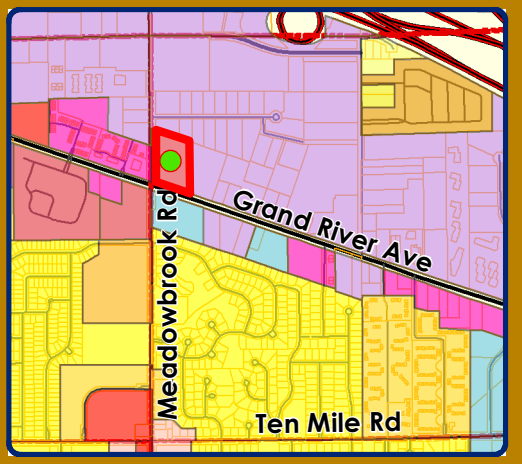
JSP25-07 Cadillac of Novi

ZONING





Legend

- GE: Gateway East District
- I-1: Light Industrial District
- NCC: Non-Center Commercial District
- OS-1: Office Service District

Subject Area

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

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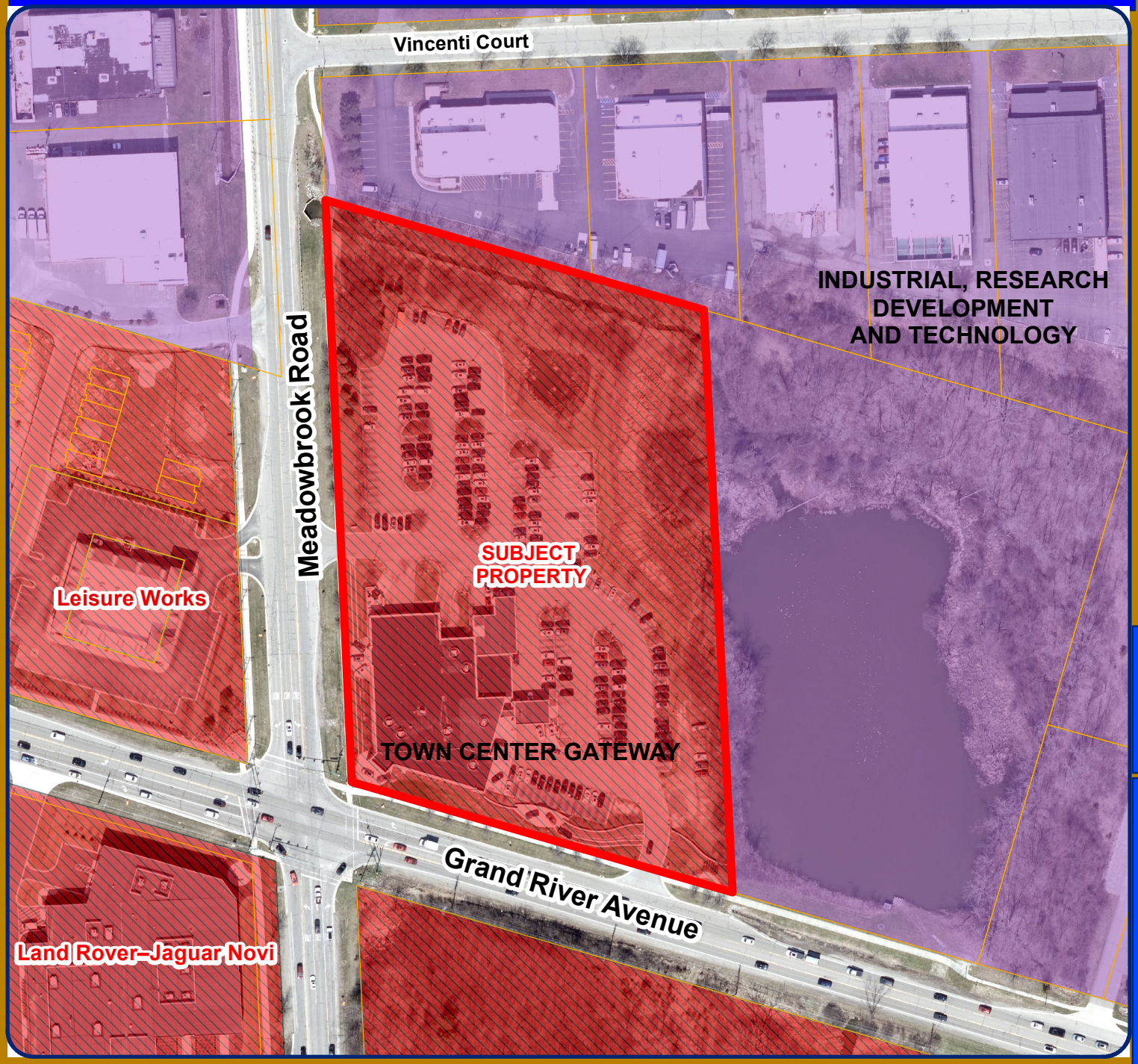
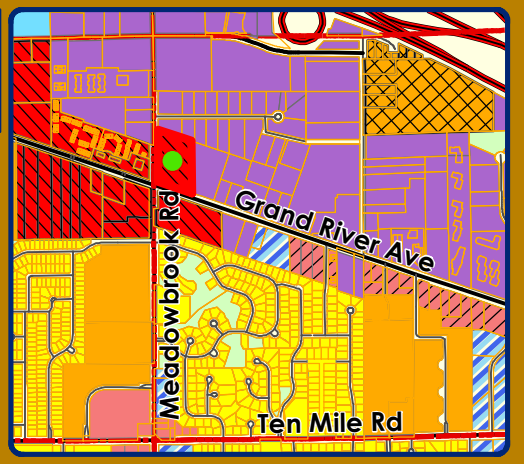
JSP25-07 Cadillac of Novi

FUTURE LAND USE





Legend

- Industrial, Research, Development and Technology
- Town Center Gateway
- Subject Area

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

Map Author: Dan Commer
Date: 8/1/25
Project: JSP25-07 Cadillac of Novi
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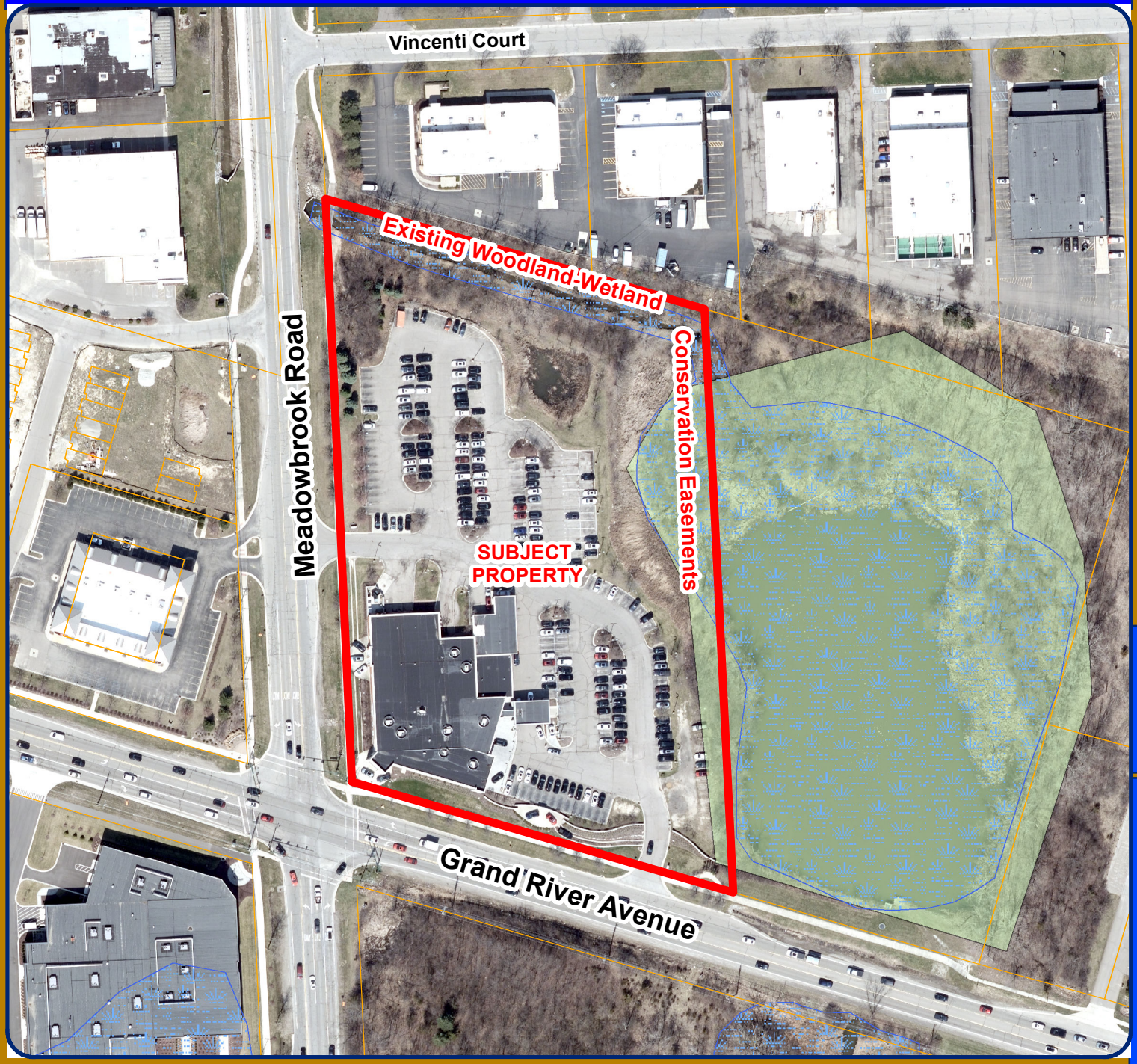
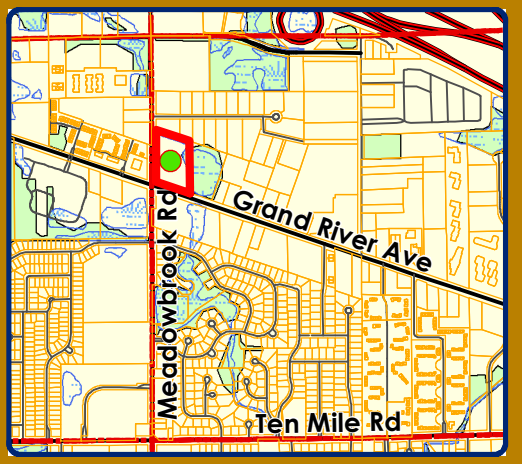
JSP25-07 Cadillac of Novi

NATURAL FEATURES





Legend

- Wetlands
- Woodlands
- Subject Area

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

Map Author: Dan Commer
Date: 8/1/25
Project: JSP25-07 Cadillac of Novi
Version #: 1

Feet
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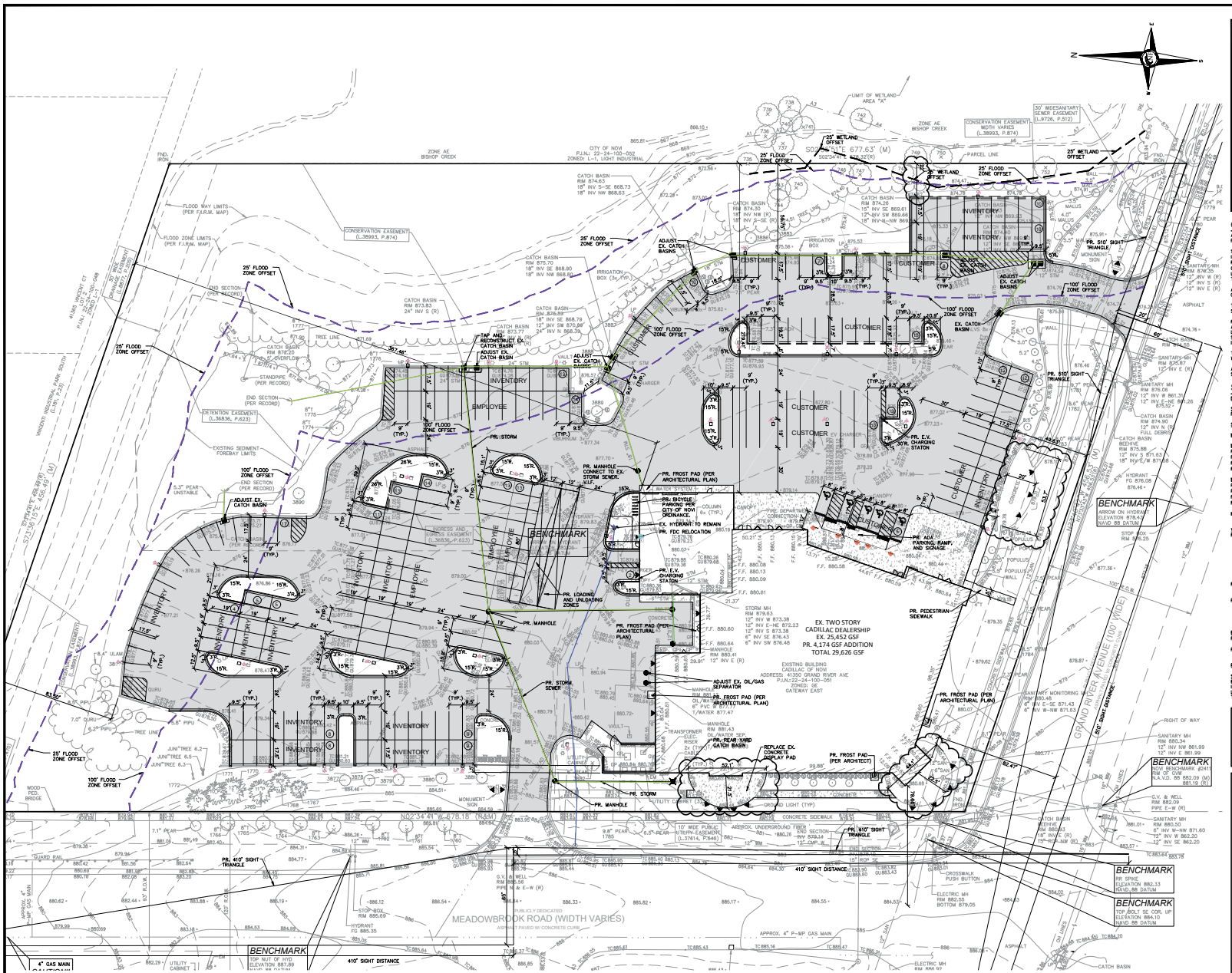
DIMENSIONAL SITE PLAN


EX. TWO STORY
CADILLAC DEALERSHIP
EX. 25,452 GSF
PR. 4,174 GSF ADDITION
TOTAL 29,626 GSF
EXISTING BUILDING
CADILLAC OF NOVI
ADDRESS: 41350 GRAND RIVER AVE
P.I.N.: 22-24-100-051
ZONED: GE
GATEWAY EAST
MEADOWBROOK ROAD (WIDTH VARIES)
GRAND RIVER AVENUE (100' WIDE)
PR. 410' SIGHT TRIANGLE
410' SIGHT DISTANCE
PR. 510' SIGHT TRIANGLE
BENCHMARK
PR. STORM
PR. MANHOLE
PR. FROST PAD (PER ARCHITECTURAL PLAN)
PR. BICYCLE PARKING FOR CITY OF NOVI ORDINANCE.
EX. HYDRANT TO REMAIN
PR. FDC RELOCATION
PR. MANHOLE CONNECT TO EX. STORM SEWER.
PR. E.V. CHARGING STATION
PR. ADA PARKING, RAMP, AND SIGNAGE
PR. LOADING AND UNLOADING ZONES
PR. PEDESTRIAN SIDEWALK
PR. STORM SEWER
PR. REAR YARD CATCH BASIN
REPLACE EX. CONCRETE DISPLAY PAD
ADJUST EX. OIL/GAS SEPARATOR
TAP AND RECONSTRUCT EX. CATCH BASIN
ADJUST EX. CATCH BASINS
ADJUST EX. CATCH BASIN
ADJUST EX. MANHOLE
ADJUST EX. VALVE
EX. CATCH BASIN
EX. E.V. CHARGING STATION
EX. TRANSFORMER
EX. UTILITY CABINET
EX. GAS METER
EX. GENERATOR
EX. GAS MAIN
EX. WATER MAIN
EX. STORM SEWER
EX. SANITARY SEWER
EX. R. Y. CATCH BASIN
EX. UTILITY POLE
EX. LIGHT POLE
EX. SIGN
EX. GUARD RAIL
EX. CONCRETE SIDEWALK
EX. CONCRETE CURB
EX. ASPHALT
EX. TREE LINE
EX. WOOD PED. BRIDGE
EX. MONUMENT SIGN
EX. BUILDING
EX. CONCRETE
EX. ASPHALT
EX. WALL
EX. CANOPY
EX. CURB
EX. GUARD POST
EX. BOLLARD
EX. HYDRANT
EX. STOP BOX
EX. GAS VALVE
EX. GAS METER
EX. GENERATOR
EX. TRANSFORMER
EX. UTILITY CABINET

RENDERING PACKAGE

FOX CALLILAC NOVI
RENDERING PACKAGE
04.11.2025

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

FOX CADILLAC NOVI

STUDIODETROIT
ARCHITECTS

LED DISPLAY FRAME RENDERING

CADILLAC

CADILLAC

FIFTH AMENDMENT TO SDO AGREEMENT

STATE OF MICHIGAN

COUNTY OF OAKLAND

CITY OF NOVI

FIFTH AMENDMENT TO SPECIAL DEVELOPMENT OPTION AGREEMENT FOR CADILLAC OF NOVI GATEWAY (F/K/A HUMMER OF NOVI GATEWAY) (SPECIAL DEVELOPMENT OPTION (SDO)

AGREEMENT, dated this ____ day of _____, 2025, by and between the City of Novi, whose address is 45175 Ten Mile Road, Novi, Michigan 48375 (the "City') and Fox Detroit Properties, LLC, 200 Ottawa Ave, Suite 800, Grand Rapids, Michigan, 49503, (the "Owner"); and Cadillac of Novi, whose address is 200 Ottawa Ave, Suite 800, Grand Rapids, Michigan, 49503,(the "Developer").

RECITALS:

A. Owner/Developer and the City previously entered into a Special Development Option (SDO) Agreement (the "Original SDO Agreement") in connection with certain property located in the City of Novi on Grand River Avenue and Meadowbrook Road. The Original SDO Agreement governs the use and development of the property for a Hummer auto dealership. The Original SDO Agreement covers the property described in attached **Exhibit A** (the "Property"), was approved by the City Council on June 21, 2004, is dated October 18, 2014, and is recorded at Liber 42070, Page 233 Oakland County Records.

B. The Original SDO Agreement was modified by a First Amendment dated November 14, 2007, and is recorded at Liber 42070, Page 246 Oakland County Records. The First Amendment, (among other things) allowed non-Hummer vehicles to be parked and sold within the property.

C. A Second Amendment to the SDO Agreement dated February 8, 2010, and recorded at Liber 43570, Page 501, Oakland County Records, acknowledged the termination of the Hummer dealership on the property and authorized use of the property for an automobile dealer facility that supported the sale and servicing of Cadillac vehicles, subject to various terms and conditions. The Second Amendment also allowed the conversion of Hummer signs to Cadillac signs and allowed additional Cadillac signs under certain conditions.

D. A Third Amendment and Restatement of the Agreement dated September 10, 2011, recorded at Liber 43570, Page 510 allowed the transformation of the building and site plan to become a fully recognizable Cadillac dealership.

E. A Fourth Amendment to the SDO Agreement, dated July 8, 2013, and recorded at Liber 46155, Page 590, Oakland County Records, added a sign to the approved plan.

F. The Owner/Developer now proposes to amend the SDO Plan (the “Amended SDO Plan”) for the Development to build a 4,174 square foot addition to the northeast corner of the existing Cadillac of Novi building. The proposed addition will include a service area where customers may drive into the area for service writing and pick-up and drop-off, and an office area for service writers. The existing parking lot

will be removed and replaced with new parking lot islands and expanded to accommodate 20 additional spaces for inventory vehicles. A new parking area will be added to the southeast corner of the property. 136 parking spaces for employees and visitors and 134 inventory spaces will be provided. The Amended SDO Plan also updates the building façade and signage.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

I. AMENDMENT TO SPECIAL DEVELOPMENT OPTION AGREEMENT

The Owner/Developer and the City agree that the Special Development Option Agreement for Cadillac of Novi Gateway**, GENERAL PROJECT DESCRIPTION**, is hereby amended as follows:

> The Cadillac of Novi Project is located at the northeast corner of Grand River Avenue and Meadowbrook Road. The site is 6.77-acres and is currently zoned Gateway East District. The Project entails the development/redevelopment of an automobile dealership facility that supports the sale and servicing of Cadillac vehicles; a new- and used-car sales room, showroom, and office; a service area where customers may drive into the area for service writing and pick-up and drop-off for parts sales and service, and an office area for service writers, together with outdoor space for exclusive sale of new or used vehicles as consistent with a typical Cadillac dealership. The building is planned to be 29,626 square feet in size with no more than 270 parking spaces, all of which shall be shielded from Grand River and Meadowbrook. The architecture and design layout are to meet the exterior material requirements of the Gateway East District ordinance and the minimum requirements in Exhibit B subject to Section III.d. of this Amended SDO Plan. Particular attention has been given to the requirements of both the Gateway East District regulations and the Third Amendment to SDO Agreement, dated September 10, 2011, which restated the requirements of the Development Agreement dated December 15, 2003, the SDO Agreement approved by the City Council on July 21, 2004, the First Amendment to the SDO Agreement dated November 14, 2007, and the Second Amendment to the SDO Agreement dated February 8, 2010,. This Fifth Amendment to SDO Agreement also supersedes the Fourth Amendment to the SDO Agreement, dated July 8, 2013.
>
> The site has some wetlands, including Bishop Creek and a 100-year floodplain running through the northerly end of the site and continuing along the eastern property line. The land was previously a fill area, as indicated by soil boring test results.
>
> Owner intends to and shall seek, obtain approval for, and use best management practices and efforts with respect to, all wetland, storm water, and soil erosion requirements and measures throughout the Property during the design and construction phases, and subsequent use of the Property and development contemplated in the Site Plan. In conjunction with the previous approval of the original SDO Plan and Site Plan, a conservation easement was executed and delivered to the City for recording, providing for the preservation of the wetlands and woodlands as reflected on the original approved Site Plan.
>
> Owner agrees to develop and use the Property solely for the use as a new- and used-car sales showroom and a service area where customers may drive into the area for service writing and pick-up and drop-off, and an office area for service writers related thereto, together with outdoor space for exclusive sale of new or used vehicles as permitted under this Agreement, subject to

and in accordance with all of the specifications of the previously approved Conceptual SDO Plan, the previously-approved Site Plan and the Amended SDO Plan attached hereto as **Exhibit B,** subject to the requirements set forth in the Planning and City Consultants' Reports, attached as Exhibit C. Owner will forebear from developing and/or using the Property in any manner other than as approved as part of the Amended SDO Plan, with the understanding that, to the extent the requirements therein are more restrictive than City regulations, they supersede any and all inconsistent City regulations.

II. PARKING AND VEHICLE STORAGE

Three vehicle display pods are permitted as shown adjacent to the road rights-of-way as shown on the New Site Plan (Exhibit B). Owner agrees not to use other outdoor vehicle display and/or storage to a greater extent and/or with closer or greater exposure to Grand River and Meadowbrook Road than that shown on the New Site Plan (Exhibit B). Additional vehicle display outside of the main entrance to the dealership, at the east façade entry and on a stamped concrete area adjacent to the east facade of the building, shall be permitted as shown on the New Site Plan (Exhibit B). Any additional outdoor vehicle display and/or storage shall require City approval and shall be subject to Site Plan review and approval. There shall be no elevated storage or display of vehicles in any location on the Property.

Vehicles and vehicle spaces shall be permitted on the Property for storage and/or display, employee parking, and for customer parking. The total number of vehicles for such purposes shall be as set forth on the new Site Plan.

III. DEVIATIONS

The following additional deviations are approved by the City with the Amended SDO Plan:

a. A deviation to Section 3.11.2.c of the Zoning Ordinance, which provides that no individual retail sales or personal service establishment shall exceed twenty thousand (20,000) square feet of total gross floor area, exclusive of basement areas leased and utilized by the tenant of the building for storage purposes only. The proposed 4,174 square footage building addition would increase gross floor area to 29,626 square feet.
b. A deviation from Section 3.12.7.c.2.d. requiring a Community Impact Statement in the event the property on which the project is to be situated consists of six (6) or more acres, because the plan is proposing minor changes to an existing development.
c. Section 9 Façade waiver for an underage of brick on the South (front) facade of the high visibility buildings (0% proposed, 30% required), and an overage of Flat Metal Panels on South (front) and East facades (100% proposed (South) and 51% proposed (East), 50% Maximum), because the angled profile of the Flat Metal Panels will provide an interesting architectural effect that would not otherwise be enhanced by strict application of Façade Ordinance requirements and the overall design is consistent with the intent and purpose of the Façade Ordinance and is in context with other buildings in the surrounding area.
d. Section 9 Façade waiver for the "Display Frame" that outlines the showroom windows will feature integrated LED lighting, subject to the condition that intense colors and/or flashing lights are prohibited, because the display frame will enhance the nighttime appearance of the building.

e. Landscape deviation and waiver from Section 5.5.3.B.ii and iii for deficient greenbelt width along Meadowbrook.
f. Landscape deviation and waiver from Section 5.5.3.B.ii and iii for lack of greenbelt berms along both frontages.
g. Landscape deviation and waiver from Section 5.5.3.D for deficiency in foundation landscaping for building addition.
h. Sign deviation to allow for an increase in square footage of previously approved 3.5-foot diameter (9.62 square feet) crest sign on the screen wall along Grand River Avenue. The proposed replacement crest sign has a total area of 12.95 square feet.
i. Sign deviation to allow for an increase in square footage of the previously approved 'certified service' (17.88 square feet) sign indicating the customer entrance for automotive service and repair. The proposed replacement has a total area of 27.69 square feet.
j. Sign deviation to allow for an increase in square footage of the three (3) previously approved site wayfinding signs (6 square feet each). The proposed signs each have a total area of 15.31 square feet.
k. Sign deviation to allow for an increase in square footage of previously approved east wall sign (100 square feet). The proposed replacement has a total area of 106.32 square feet.

IV. This Fifth Amendment to the Special Development Option Agreement shall be binding upon and inure to the benefit of the parties to this Agreement and their respective heirs, successors, assigns and transferees and shall be recorded by either party with the office of the Oakland County Register of Deeds.

V. This Fifth Amendment to the Special Development Option Agreement may be signed in counterparts.

VI. The previously executed Third Amendment and Restatement of Agreement for Cadillac of Novi Gateway Special Development Option shall remain in full force and effect except as modified herein.

DEVELOPER

Fox Detroit Properties, LLC, a Michigan limited liability company

By: _____

STATE OF _____)

COUNTY OF_____)

On this _____ day of _____, 2025, before me appeared _____, authorized representative of Developer, who states that he/she has signed this document of his/her own free will on behalf of Developer.

_____

Notary Public
_____County, _____
My commission expires: _____
Acting in _____ County, _____

CITY OF NOVI

By: _____

Justin Fischer, Mayor

By: _____

Cortney Hanson, Clerk

STATE OF MICHIGAN)

COUNTY OF OAKLAND)

On this _____ day of _____, 2025, before me appeared Justin Fischer, Mayor and Cortney Hanson, Clerk of the City of Novi, authorized representatives of Developer, who state that they have signed this document of their own free will on behalf of Developer.

_____

Notary Public
Oakland County, MI
My commission expires: _____
Acting in Oakland County, MI

Drafted by:
Elizabeth Kudla Saarela
27555 Executive Drive, Suite 250
Farmington Hills, MI 48331

When recorded return to:
Cortney Hanson, City Clerk
City of Novi
45175 Ten Mile Road
Novi, MI 48375

EXHIBIT A

T1N, R8E, SEC 24 PART OF NW 1/4 BEG AT PT DIST S 02-34-41 E 721.49 FT & N 87-43-33 E 60.00 FT & S 02-34-41 E 517.70 FT FROM NW SEC COR, TH S 73-34-41 E 456.49 FT, TH S 02-34-41 E 678.32 FT, TH N 73-33-43 W 456.44 FT ALG NLY R/W LINE OF GRAND RIVER AVE, TH N 02-34-41 W 678.17 FT TO BEG 6.72 A11/29/84 FR 009

EXHIBIT B

City of Novi,
Oakland County, Michigan
PRELIMINARY SITE PLAN DOCUMENTS
Prepared For
DP Fox Holdings, LLC

Owner

FOX DETROIT PROPERTIES, LLC
200 OTTAWA AVE. NW, SUITE 800
GRAND RAPIDS, MI 49503
CONTACT:
MR. COLIN SCHIEFLER
PHONE: (616) 540-4988
EMAIL: CSCHIEFLER@DPFOX.COM

Architect

STUDIO DETROIT ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
CONTACT:
MR. STEVEN FOURNIER, AIA, NCARB
PHONE: (248) 376-2617
EMAIL: STEVEN@STUDIO-DETROIT.COM

Civil Engineer

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVENUE
PONTIAC, MICHIGAN 48342
CONTACT:
MR. TIMOTHY D. WOOD, P.E.
PHONE: (248) 332-7931
EMAIL: TWOOD@NFE-ENGR.COM

Landscape Architect

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVENUE
PONTIAC, MICHIGAN 48342
CONTACT:
MR. GEORGE A. OSTROWSKI, RLA, LEED AP
PHONE: (248) 332-7931
EMAIL: GOSTROWSKI@NFE-ENGR.COM

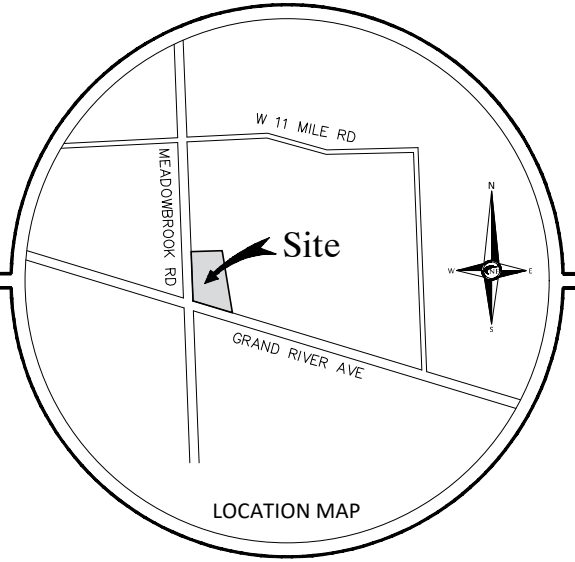
SHEET INDEX

C0 Cover Sheet
C1 Boundary, Topographic, and Tree Survey
C2 Demolition Plan
C3 Dimensional Site Plan
C4 Preliminary Engineering Plan
C5 Soil Erosion and Sedimentation Control Plan
C6 Fire Truck Maneuvering and Hydrant Coverage Plan
C7 Truck Maneuvering and Open Space Plan
C8 Notes and Details
C9 Notes and Details
C10 Open Space and Bicycle Parking

L1 Tree Preservation Plan
L2 Landscape Plan

TS1.5 Composite Floor Plan
SP1.1 Architectural Site Plan
SP1.2 Architectural Site Plan Details
A2.1 Exterior Elevations
A2.2 Exterior Elevations
EL1.1 Site Lighting Plan
EL2.1 Luminarie Schedules and Details

City of Novi Standard Details
1 of 2 City of Novi Paving Standard Details
2 of 2 City of Novi Paving Standard Details
1 of 3 City of Novi Sanitary Sewer Standard Details
2 of 3 City of Novi Sanitary Sewer Standard Details
3 of 3 City of Novi Sanitary Sewer Standard Details
1 of 2 City of Novi Storm Sewer Standard Details
2 of 2 City of Novi Storm Sewer Standard Details
1 of 5 City of Novi Water Main Standard Details
2 of 5 City of Novi Water Main Standard Details
3 of 5 City of Novi Water Main Standard Details
4 of 5 City of Novi Water Main Standard Details
5 of 5 City of Novi Water Main Standard Details
1 of 1 OCWRC Soil Erosion and Sedimentation Control Details



LOCATION MAP

LEGAL DESCRIPTION

PART OF THE NORTHWEST 1/4 OF SECTION 24, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT DISTANT SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST ALONG THE WEST LINE OF SAID SECTION 24 (NOMINAL CENTERLINE OF MEADOWBROOK ROAD) 721.49 FEET AND NORTH 87 DEGREES 43 MINUTES 33 SECONDS EAST 60.00 FEET AND SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST 517.70 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 24; THENCE SOUTH 73 DEGREES 34 MINUTES 41 SECONDS EAST 456.49 FEET; THENCE SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST 678.32 FEET TO THE NORTH RIGHT OF WAY LINE OF GRAND RIVER AVENUE; THENCE NORTH 73 DEGREES 33 MINUTES 43 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE 456.53 FEET; THENCE NORTH 02 DEGREES 34 MINUTES 41 SECONDS WEST 678.18 FEET TO THE POINT OF BEGINNING.

CONTAINING 311795.5 SQUARE FEET OR 7.158 ACRES
ADDRESS: 41350 GRAND RIVER, NOVI, MI
P.I.N.: 50-22-24-100-051

REVISIONS:
2025-04-25 - ISSUED FOR PSP REVIEW
2025-06-23 - REVISED PER CITY REVIEW

Project Name

Cadillac of Novi

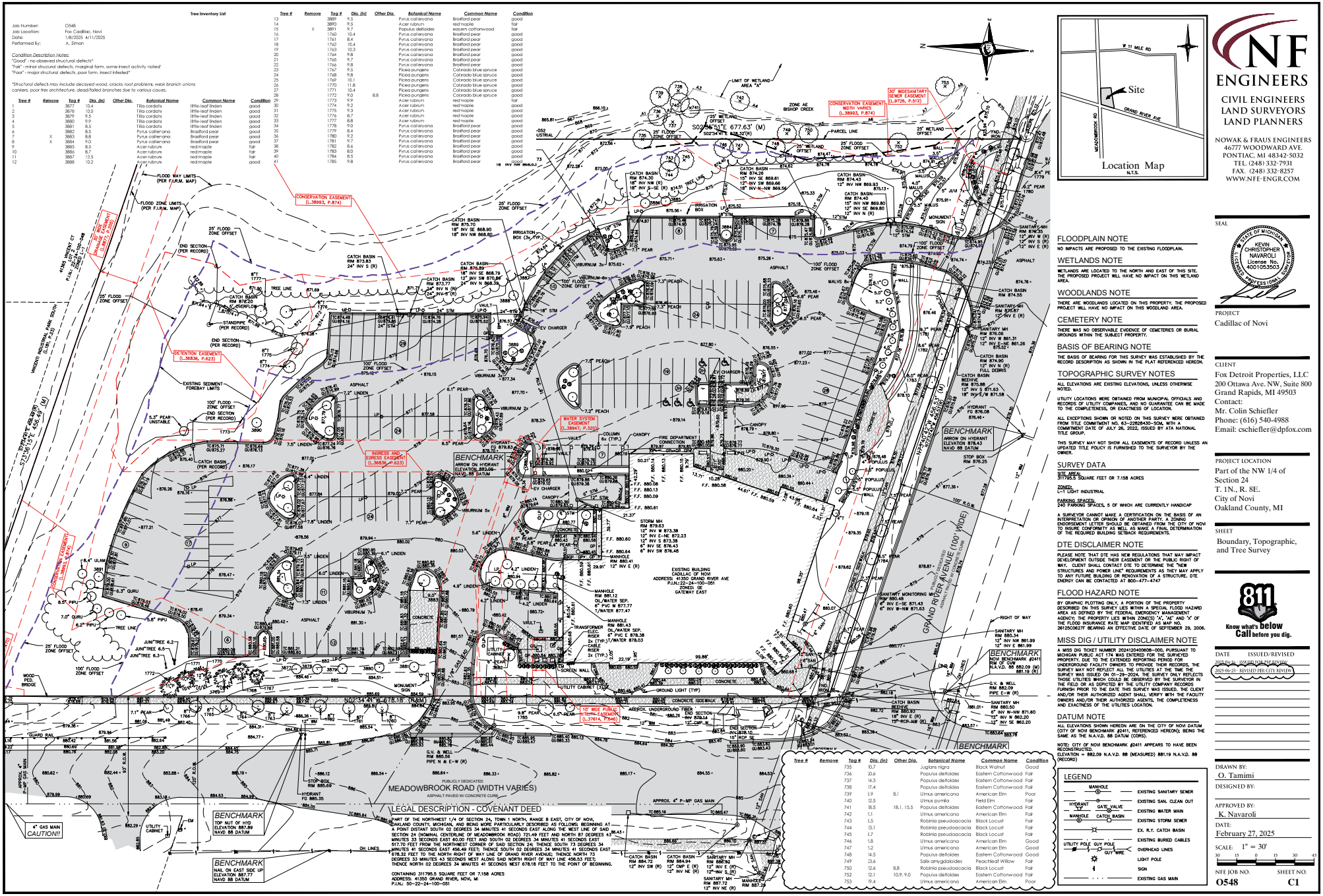
CITY OF NOVI NUMBER: JSP25-0001

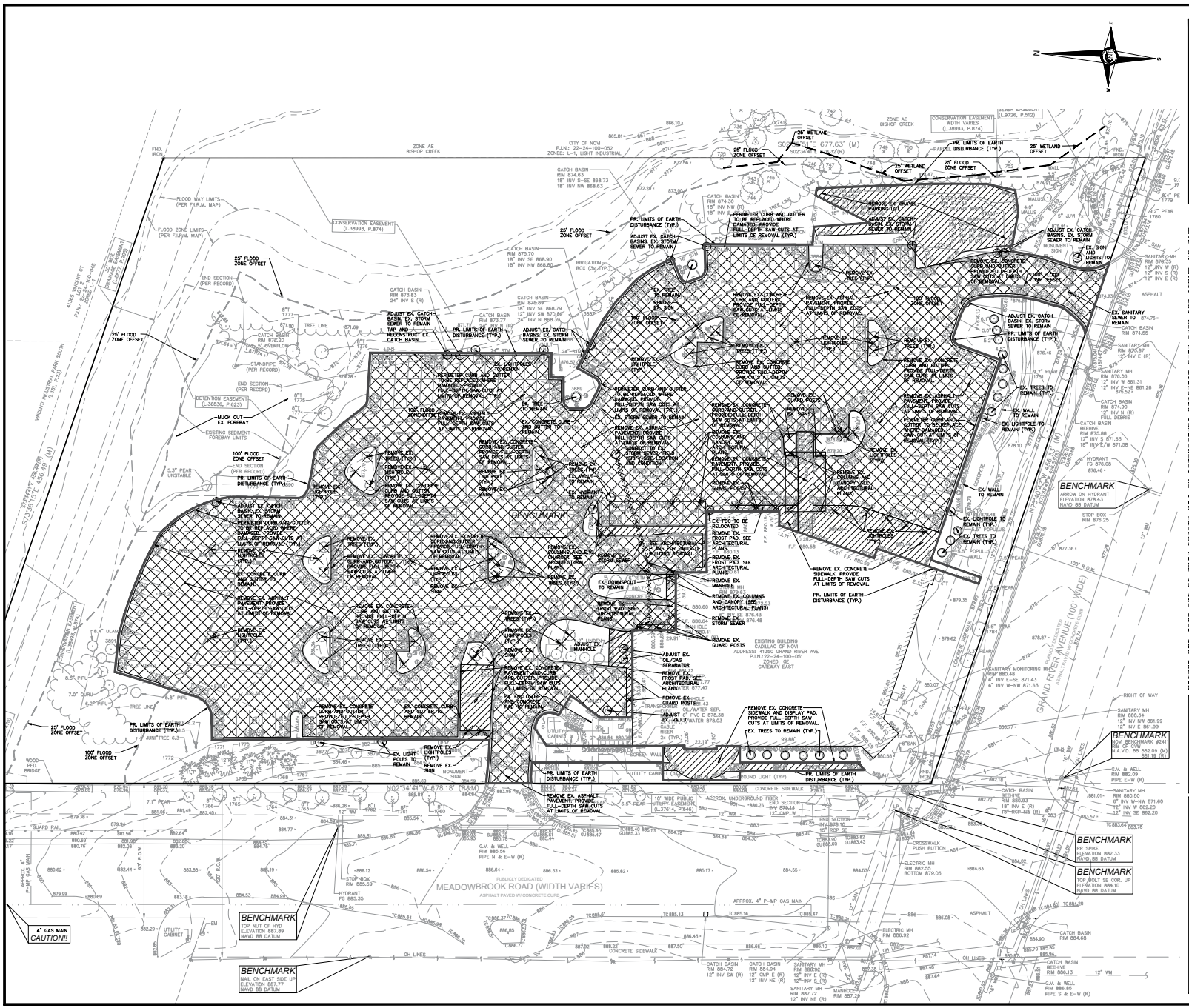
Know what's below Call before you dig.

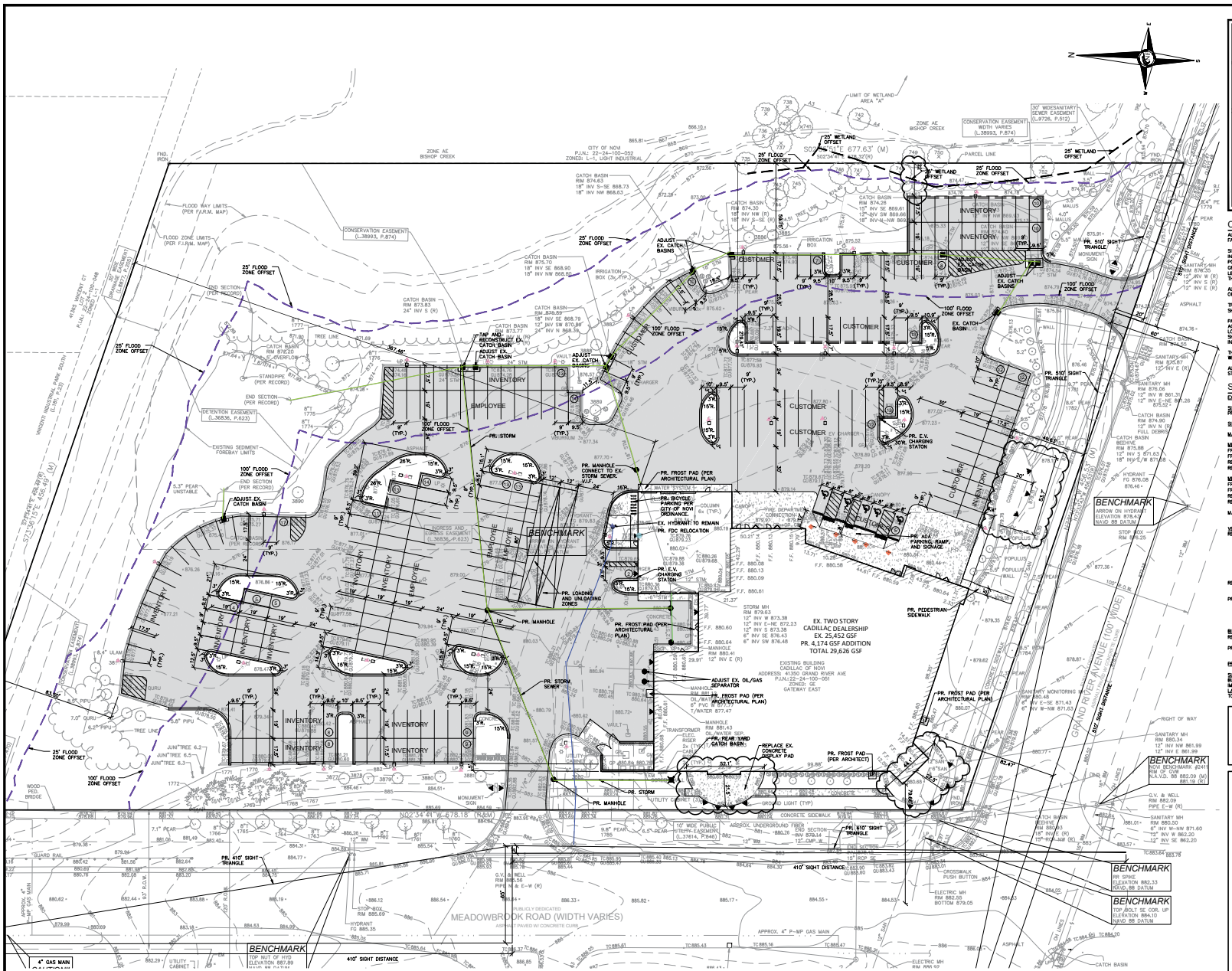
N & F JOB #0548

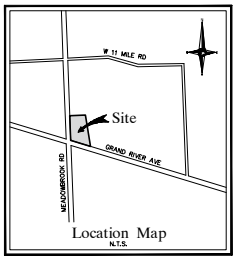
STATE OF MICHIGAN
TIMOTHY D. WOOD
ENGINEER NO. 69820
LICENSED PROFESSIONAL ENGINEER

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
WWW.NFE-ENGR.COM


Tree Inventory List
Job Number: 0548
Job Location: Fox Cadillac, Novi
Date: 1/8/2025 4/11/2025
Performed By: A. Simon
Condition Description Notes:
"Good" - no observed structural defects*
"Fair" - minor structural defects, marginal form, some insect activity noted*
"Poor" - major structural defects, poor form, insect infested*
*Structural defects may include decayed wood, cracks, root problems, weak branch unions cankers, poor tree architecture, dead/failed branches due to various causes.
Tree # Remove Tag # Dia. (in) Other Dia. Botanical Name Common Name Condition
1 3877 10.4 Tilia cordata little-leaf linden good
2 3878 10.0 Tilia cordata little-leaf linden good
3 3879 9.5 Tilia cordata little-leaf linden good
4 3880 9.9 Tilia cordata little-leaf linden good
5 3881 8.5 Tilia cordata little-leaf linden good
6 3882 8.5 Pyrus calleriana Bradford pear good
7 X 3883 8.8 Pyrus calleriana Bradford pear good
8 X 3884 9.0 Pyrus calleriana Bradford pear good
9 3885 8.5 Acer rubrum red maple fair
10 3886 8.7 Acer rubrum red maple fair
11 3887 12.5 Acer rubrum red maple fair
12 3888 10.2 Acer rubrum red maple good
13 3889 9.5 Pyrus calleryana Bradford pear good
14 3890 9.5 Acer rubrum red maple fair
15 X 3891 9.7 Populus deltoides eastern cottonwood fair
16 1760 10.4 Pyrus calleryana Bradford pear good
17 1761 8.4 Pyrus calleryana Bradford pear good
18 1762 10.4 Pyrus calleryana Bradford pear good
19 1763 10.3 Pyrus calleryana Bradford pear good
20 1764 9.8 Pyrus calleryana Bradford pear good
21 1765 9.7 Pyrus calleryana Bradford pear good
22 1766 9.8 Pyrus calleryana Bradford pear good
23 1767 9.5 Picea pungens Colorado blue spruce good
24 1768 9.8 Picea pungens Colorado blue spruce good
25 1769 10.1 Picea pungens Colorado blue spruce good
26 1770 11.8 Picea pungens Colorado blue spruce good
27 1771 10.4 Picea pungens Colorado blue spruce good
28 1772 9.0 8.8 Picea pungens Colorado blue spruce good
29 1773 9.9 Acer rubrum red maple fair
30 1774 9.2 Acer rubrum red maple good
31 1775 9.3 Acer rubrum red maple good
32 1776 8.7 Acer rubrum red maple good
33 1777 8.8 Acer rubrum red maple good
34 1778 9.0 Pyrus calleryana Bradford pear good
35 1779 8.4 Pyrus calleryana Bradford pear good
36 1780 9.2 Pyrus calleryana Bradford pear good
37 1781 9.7 Pyrus calleryana Bradford pear good
38 1782 8.6 Pyrus calleryana Bradford pear good
39 1783 8.0 Pyrus calleryana Bradford pear good
40 1784 8.5 Pyrus calleryana Bradford pear good
41 1785 9.8 Pyrus calleryana Bradford pear good
Tree # Remove Tag # Dia. (in) Other Dia. Botanical Name Common Name Condition
735 10.7 Juglans nigra Black Walnut Good
736 20.6 Populus deltoides Eastern Cottonwood Fair
737 14.3 Populus deltoides Eastern Cottonwood Fair
738 17.4 Populus deltoides Eastern Cottonwood Fair
739 6.9 8.1 Ulmus americana American Elm Poor
740 12.5 Ulmus pumila Field Elm Fair
741 18.5 18.1, 15.5 Populus deltoides Eastern Cottonwood Fair
742 1.1 Ulmus americana American Elm Fair
743 6.5 Robinia pseudoacacia Black Locust Fair
744 13.1 Robinia pseudoacacia Black Locust Fair
745 6.7 Robinia pseudoacacia Black Locust Fair
746 5.8 Ulmus americana American Elm Good
747 1.2 Ulmus americana American Elm Good
748 14.5 Populus deltoides Eastern Cottonwood Good
749 23.6 Salix amygdaloides Peachleaf Willow Fair
750 12.6 8.8 Robinia pseudoacacia Black Locust Fair
752 12.1 10.9, 9.0 Populus deltoides Eastern Cottonwood Fair
753 19.4 Ulmus americana American Elm Poor
LEGEND
MANHOLE
HYDRANT
GATE VALVE
MANHOLE
CATCH BASIN
UTILITY POLE
GUY POLE
GUY WIRE
EXISTING SANITARY SEWER
EXISTING SAN. CLEAN OUT
EXISTING WATER MAIN
EXISTING STORM SEWER
EX. R.Y. CATCH BASIN
EXISTING BURIED CABLES
OVERHEAD LINES
LIGHT POLE
SIGN
EXISTING GAS MAIN
Location Map
N.T.S.
W 11 MILE RD
Site
GRAND RIVER AVE
MEADOWBROOK RD
FLOODPLAIN NOTE
NO IMPACTS ARE PROPOSED TO THE EXISTING FLOODPLAIN.
WETLANDS NOTE
WETLANDS ARE LOCATED TO THE NORTH AND EAST OF THIS SITE. THE PROPOSED PROJECT WILL HAVE NO IMPACT ON THIS WETLAND AREA.
WOODLANDS NOTE
THERE ARE WOODLANDS LOCATED ON THIS PROPERTY. THE PROPOSED PROJECT WILL HAVE NO IMPACT ON THIS WOODLAND AREA.
CEMETERY NOTE
THERE WAS NO OBSERVABLE EVIDENCE OF CEMETERIES OR BURIAL GROUNDS WITHIN THE SUBJECT PROPERTY.
BASIS OF BEARING NOTE
THE BASIS OF BEARING FOR THIS SURVEY WAS ESTABLISHED BY THE RECORD DESCRIPTION AS SHOWN IN THE PLAT REFERENCED HEREON.
TOPOGRAPHIC SURVEY NOTES
ALL ELEVATIONS ARE EXISTING ELEVATIONS, UNLESS OTHERWISE NOTED.
UTILITY LOCATIONS WERE OBTAINED FROM MUNICIPAL OFFICIALS AND RECORDS OF UTILITY COMPANIES, AND NO GUARANTEE CAN BE MADE TO THE COMPLETENESS, OR EXACTNESS OF LOCATION.
ALL EXCEPTIONS SHOWN OR NOTED ON THIS SURVEY WERE OBTAINED FROM TITLE COMMITMENT NO. 63-2258243-SCM, WITH A COMMITMENT DATE OF JULY 26, 2022, ISSUED BY ATA NATIONAL TITLE GROUP.
THIS SURVEY MAY NOT SHOW ALL EASEMENTS OF RECORD UNLESS AN UPDATED TITLE POLICY IS FURNISHED TO THE SURVEYOR BY THE OWNER.
SURVEY DATA
GIFT AREA:
311795 SQUARE FEET OR 7.158 ACRES
ZONED:
I-1 LIGHT INDUSTRIAL
PARKING SPACES:
240 PARKING SPACES, 5 OF WHICH ARE CURRENTLY HANDICAP
A SURVEYOR CANNOT MAKE A CERTIFICATION ON THE BASIS OF AN INTERPRETATION OR OPINION OF ANOTHER PARTY. A ZONING ENDORSEMENT LETTER SHOULD BE OBTAINED FROM THE CITY OF NOVI TO INSURE CONFORMITY AS WELL AS MAKE A FINAL DETERMINATION OF THE REQUIRED BUILDING SETBACK REQUIREMENTS.
DTE DISCLAIMER NOTE
PLEASE NOTE THAT DTE HAS NEW REGULATIONS THAT MAY IMPACT DEVELOPMENT OUTSIDE THEIR EASEMENT OR THE PUBLIC RIGHT OF WAY. CLIENT SHALL CONTACT DTE TO DETERMINE THE "NEW STRUCTURES AND POWER LINE" REQUIREMENTS AS THEY MAY APPLY TO ANY FUTURE BUILDING OR RENOVATION OF A STRUCTURE. DTE ENERGY CAN BE CONTACTED AT 800-477-4747
FLOOD HAZARD NOTE
BY GRAPHIC PLOTTING ONLY, A PORTION OF THE PROPERTY DESCRIBED ON THIS SURVEY LIES WITHIN A SPECIAL FLOOD HAZARD AREA AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, THE PROPERTY LIES WITHIN ZONE(S) "A", "AE" AND "X" OF THE FLOOD INSURANCE RATE MAP IDENTIFIED AS MAP NO. 26125C0627F BEARING AN EFFECTIVE DATE OF SEPTEMBER 29, 2006.
MISS DIG / UTILITY DISCLAIMER NOTE
A MISS DIG TICKET NUMBER 20241204006B-000, PURSUANT TO MICHIGAN PUBLIC ACT 174 WAS ENTERED FOR THE SURVEYED PROPERTY. DUE TO THE EXTENDED REPORTING PERIOD FOR UNDERGROUND FACILITY OWNERS TO PROVIDE THEIR RECORDS, THE SURVEY MAY NOT REFLECT ALL THE UTILITIES AT THE TIME THE SURVEY WAS ISSUED ON 01-29-2024. THE SURVEY ONLY REFLECTS THOSE UTILITIES WHICH COULD BE OBSERVED BY THE SURVEYOR IN THE FIELD OR AS DEPICTED BY THE UTILITY COMPANY RECORDS FURNISH PRIOR TO THE DATE THIS SURVEY WAS ISSUED. THE CLIENT AND/OR THEIR AUTHORIZED AGENT SHALL VERIFY WITH THE FACILITY OWNERS AND/OR THEIR AUTHORIZED AGENTS, THE COMPLETENESS AND EXACTNESS OF THE UTILITIES LOCATION.
DATUM NOTE
ALL ELEVATIONS SHOWN HEREON ARE ON THE CITY OF NOVI DATUM (CITY OF NOVI BENCHMARK #2411, REFERENCED HEREON); BEING THE SAME AS THE N.A.V.D. 88 DATUM (CORS).
NOTE: CITY OF NOVI BENCHMARK #2411 APPEARS TO HAVE BEEN RECONSTRUCTED.
ELEVATION = 882.09 N.A.V.D. 88 (MEASURED) 881.19 N.A.V.D. 88 (RECORD)
LEGAL DESCRIPTION - COVENANT DEED
PART OF THE NORTHWEST 1/4 OF SECTION 24, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT DISTANT SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST ALONG THE WEST LINE OF SAID SECTION 24 (NOMINAL CENTERLINE OF MEADOWBROOK ROAD) 721.49 FEET AND NORTH 87 DEGREES 43 MINUTES 53 SECONDS EAST 60.00 FEET AND SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST 517.70 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 24; THENCE SOUTH 73 DEGREES 34 MINUTES 41 SECONDS EAST 456.49 FEET; THENCE SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST 678.32 FEET TO THE NORTH RIGHT OF WAY LINE OF GRAND RIVER AVENUE; THENCE NORTH 73 DEGREES 33 MINUTES 43 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE 458.53 FEET; THENCE NORTH 02 DEGREES 34 MINUTES 41 SECONDS WEST 678.18 FEET TO THE POINT OF BEGINNING.
CONTAINING 311795.5 SQUARE FEET OR 7.158 ACRES
ADDRESS: 41350 GRAND RIVER, NOVI, MI
P.I.N.: 50-22-24-100-051
BENCHMARK
ARROW ON HYDRANT
ELEVATION 878.43
NAVD 88 DATUM
BENCHMARK
NOVI BENCHMARK #2411
ELEV. = 882.09 (M)
881.19 (R)
N.A.V.D. 88
BENCHMARK
NAIL ON EAST SIDE UP
ELEVATION 887.77
NAVD 88 DATUM
BENCHMARK
ELEVATION 887.89
NAVD 88 DATUM
MEADOWBROOK ROAD (WIDTH VARIES)
ASPHALT PAVED W/ CONCRETE CURB
GRAND RIVER AVENUE (100' WIDE)
PUBLICLY DEDICATED
CONSERVATION EASEMENT (L.38993, P.874)
30' WIDE SANITARY SEWER EASEMENT (L.18726, P.512)
DETENTION EASEMENT (L.36836, P.623)
INGRESS AND EGRESS EASEMENT (L.36836, P.623)
WATER SYSTEM EASEMENT (L.38947, P.320)
10' WIDE PUBLIC UTILITY EASEMENT (L.37614, P.548)
EXISTING BUILDING CADILLAC OF NOVI
ADDRESS: 41350 GRAND RIVER AVE
P.I.N.:22-24-100-051
ZONED: GE
GATEWAY EAST
PARCEL LINE
LIMIT OF WETLAND AREA "A"
ZONE AE BISHOP CREEK
25' WETLAND OFFSET
25' FLOOD ZONE OFFSET
100' FLOOD ZONE OFFSET
FLOOD ZONE LIMITS (PER F.I.R.M. MAP)
FLOOD WAY LIMITS (PER F.I.R.M. MAP)
CATCH BASIN
MANHOLE
HYDRANT
GATE VALVE
TREE LINE
CONCRETE
ASPHALT
GUARD RAIL
WOOD PED. BRIDGE
SCREEN WALL
UTILITY CABINET
GROUND LIGHT (TYP)
CONCRETE SIDEWALK
APPROX. UNDERGROUND FIBER
APPROX. 4" P-MP GAS MAIN
4" GAS MAIN CAUTION!!
OH LINES
EM
STOP-BOX
HYDRANT
IRRIGATION BOX
MONUMENT SIGN
CANOPY
FIRE DEPARTMENT CONNECTION
EV CHARGER
VAULT
COLUMN 6x (TYP.)
STORM MH
SANITARY MH
SANITARY MONITORING MH
GV & WELL
TRANSFORMER
ELEC. RISER
CABLE RISER
OIL/WATER SEP.
RIGHT OF WAY
STANDPIPE (PER RECORD)
END SECTION (PER RECORD)
EXISTING SEDIMENT FOREBAY LIMITS
SOUTH INDUSTRIAL PARK DRIVE (60' R.O.W.)
WHITMORE LAKE ROAD (66' R.O.W.)
41365 WHITNEY CT
LOT 1 SUB. LIBER 22100, PAGE 1046
P.I.N.: 22-24-100-046
ZONED: I-1
S73°34'41"E 456.49' (M)
S73°35'15"E 456.49' (R)
N02°34'41"W 678.18' (M&R)
S02°54'41"E 677.63' (M)
S02°54'41"E 678.32'(R)
N73°33'43"W 458.53' (M)
N73°33'43"W 458.53' (R)
Know what's below Call before you dig.
811
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NFE-ENGR.COM
SEAL
KEVIN CHRISTOPHER NAVAROLI
License No. 4001053603
PROFESSIONAL ENGINEER
PROJECT
Cadillac of Novi
CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
Grand Rapids, MI 49503
Contact:
Mr. Colin Schiefler
Phone: (616) 540-4988
Email: cschiefler@dpfox.com
PROJECT LOCATION
Part of the NW 1/4 of Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI
SHEET
Boundary, Topographic, and Tree Survey
DATE ISSUED/REVISED
2024-09-16 ISSUED FOR 2ND REVIEW
2025-04-23 - REVISED PER CITY REVIEW
DRAWN BY: O. Tamimi
DESIGNED BY:
APPROVED BY: K. Navaroli
DATE: February 27, 2025
SCALE: 1" = 30'
30 15 0 15 30 45
NFE JOB NO. O548
SHEET NO. C1
\\2025-2029 Files\0000-FILES\SHARE\Office\Site Files\0548_DPO.dwg 9/23/2025 8:45 AM


MEADOWBROOK ROAD (WIDTH VARIES)
GRAND RIVER AVENUE (100' WIDE)
BENCHMARK
BENCHMARK
BENCHMARK
BENCHMARK
BENCHMARK
BENCHMARK
25' FLOOD ZONE OFFSET
100' FLOOD ZONE OFFSET
PR. LIMITS OF EARTH DISTURBANCE (TYP.)
REMOVE EX. CONCRETE SIDEWALK, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. TREES (TYP.)
REMOVE EX. LIGHTPOLES (TYP.)
EX. TREES TO REMAIN (TYP.)
EX. LIGHTPOLE TO REMAIN (TYP.)
EX. WALL TO REMAIN
EX. SIGN AND LIGHTS TO REMAIN
ADJUST EX. CATCH BASIN, EX. STORM SEWER TO REMAIN
ADJUST EX. GATE VALVE TO GRADE
EX. HYDRANT TO REMAIN
EX. TREE TO REMAIN
EX. LIGHTPOLE TO REMAIN
EX. LIGHTPOLES TO REMAIN
EX. CONCRETE CURB AND GUTTER TO REMAIN
EX. CONCRETE SIDEWALK TO REMAIN
EX. CONCRETE CURB AND GUTTER TO REMAIN
EX. DOWNSPOUT TO REMAIN
EX. MANHOLE TO REMAIN
EX. CATCH BASIN TO REMAIN
EX. GUARD POSTS TO REMAIN
EX. GUARD POST TO REMAIN
EX. BOLLARDS TO REMAIN
EX. SIGN TO REMAIN
EX. FLAG POLE TO REMAIN
EX. MAILBOX TO REMAIN
EX. BENCH TO REMAIN
EX. TRANSFORMER TO REMAIN
EX. UTILITY CABINET TO REMAIN
EX. GAS METER TO REMAIN
EX. GAS VALVE TO REMAIN
EX. GAS VAULT TO REMAIN
EX. GAS RISER TO REMAIN
EX. ELECTRIC METER TO REMAIN
EX. ELECTRIC VAULT TO REMAIN
EX. ELECTRIC RISER TO REMAIN
EX. TELEPHONE VAULT TO REMAIN
EX. TELEPHONE RISER TO REMAIN
EX. CABLE RISER TO REMAIN
EX. GROUND LIGHT TO REMAIN
EX. UTILITY POLES TO REMAIN (TYP.)
EX. GUY WIRE TO REMAIN
EX. GUY POLE TO REMAIN
EX. ELECTRIC MANHOLE TO REMAIN
EX. ELECTRIC HANDHOLE TO REMAIN
EX. TELEPHONE MANHOLE TO REMAIN
EX. TELEPHONE HANDHOLE TO REMAIN
EX. CABLE MANHOLE TO REMAIN
EX. CABLE HANDHOLE TO REMAIN
EX. MONUMENT TO REMAIN
EX. BOLLARD TO REMAIN
EX. GUARD RAIL TO REMAIN
EX. CONCRETE CURB AND GUTTER TO BE REMOVED AND REPLACED
EX. CONCRETE CURB AND GUTTER TO BE REMOVED AND REPLACED WHERE DAMAGED, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
EX. CONCRETE CURB AND GUTTER TO BE REMOVED AND REPLACED WHERE DAMAGED, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
EX. CONCRETE CURB AND GUTTER TO BE REMOVED AND REPLACED WHERE DAMAGED, SAW CUTS AT LIMITS OF REMOVAL (TYP.)
EX. CONCRETE CURB AND GUTTER TO BE REMOVED AND REPLACED WHERE DAMAGED, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. CONCRETE CURB AND GUTTER, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. CONCRETE CURB AND GUTTER, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
REMOVE EX. CONCRETE SIDEWALK, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. CONCRETE SIDEWALK AND DISPLAY PAD, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. CONCRETE SIDEWALK, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. CONCRETE PAVEMENT AND CURB, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
REMOVE EX. ASPHALT PAVEMENT, PROVIDE MILL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. ASPHALT PAVEMENT, PROVIDE MILL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
REMOVE EX. ASPHALT PAVEMENT, PROVIDE MILL-DEPTH SAW CUTS AT LIMITS OF REMOVAL, CONTACT TO DETERMINE STORM SEWER FIELD VERIFY EXACT LOCATION AND CONDITION
REMOVE EX. ASPHALT PAVEMENT, PROVIDE MILL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.)
REMOVE EX. ASPHALT PAVEMENT, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. GRAVEL PARKING LOT
REMOVE EX. GUARD POSTS
REMOVE EX. GUARD POST
REMOVE EX. BOLLARDS
REMOVE EX. SIGN
REMOVE EX. MANHOLE
REMOVE EX. MANHOLE MH
REMOVE EX. STORM SEWER
REMOVE EX. COLUMNS AND CANOPY (SEE ARCHITECTURAL PLANS)
REMOVE EX. FROST PAD, SEE ARCHITECTURAL PLANS
REMOVE EX. COLUMNS AND CANOPY, SEE ARCHITECTURAL PLANS
REMOVE EX. DOWNSPOUTS AND EX. GUTTER, SEE ARCHITECTURAL PLANS
REMOVE EX. FROST PAD, SEE ARCHITECTURAL PLANS
REMOVE EX. CONCRETE SIDEWALK AND CANOPY (SEE ARCHITECTURAL PLANS)
REMOVE EX. GAZEBO AND CANOPY (SEE ARCHITECTURAL PLANS)
REMOVE EX. GAZEBO, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL.
REMOVE EX. GAZEBO, PROVIDE FULL-DEPTH SAW CUTS AT LIMITS OF REMOVAL (TYP.





Location Map
N.T.S.

CITY OF NOVI SIGNING/STRIPING NOTE

ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGES OF THE SIGN

SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12" X 18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSION GREATER THAN 12" X 18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.

ALL GROUND MOUNTED SIGNS SHALL HAVE A MINIMUM BOTTOM HEIGHT OF SEVEN FEET FROM FINISHED GRADE.

TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.

PARKING STRIPING MUST BE WHITE, BLUE MAY BE USED FOR ACCESSIBLE PARKING SPACES. WHERE A STANDARD PARKING SPACE IS LOCATED NEXT TO AN ACCESSIBLE PARKING SPACE A WHITE LINE SHALL ABUT A BLUE LINE. PARKING STRIPING SHALL BE FOUR INCHES IN WIDTH.

THE INTERNATIONAL SYMBOL FOR ACCESSIBILITY SHALL BE WHITE OR WHITE WITH A BLUE BACKGROUND AND WHITE BORDER.

ALL TRAFFIC SIGNAGE WILL COMPLY WITH THE CURRENT MMUTCD STANDARDS.

SITE INFORMATION

EXISTING ZONING: GE – GATEWAY EAST

SITE AREA:
PROPERTY AREA: 311,796 SF. OR 7.16 ACRES

SITE ADDRESS: 41350 GRAND RIVER AVENUE

MAXIMUM NUMBER OF EMPLOYEES: 65

MIN. YARD SETBACKS:	REQUIRED:	PROPOSED:
FRONT (WEST)	70'–90' CL	79.68'
FRONT (SOUTH)	70'–90' CL	82.47'
REAR (EAST)	30'	218.41'
REAR (NORTH)	30'	367.46'

MIN. PARKING SETBACKS:	REQUIRED:	EXISTING:
FRONT (WEST)	5' FROM FACADE	5' FROM FACADE
FRONT (SOUTH)	5' FROM FACADE	6.4' FROM FACADE
REAR (EAST)	10'	22'
REAR (NORTH)	10'	83.50'
MAX. BLDG. HEIGHT	35'	35'

VEHICLE PARKING:
REQUIRED: MOTOR VEHICLE SALES AND SERVICE
ONE (1) FOR EACH TWO HUNDRED (200) SQUARE FEET OF USABLE FLOOR AREA OF SALES ROOM AND ONE (1) FOR EACH ONE (1) AUTO SERVICE STALL IN THE SERVICE ROOM.

(29,626 SF * 0.8) / 200 = 119
12 SERVICE STALLS * 1 = 12

REQUIRED: 131 SPACES
(INCLUDING 5 ADA ACCESSIBLE SPACES)

PROVIDED: 270 TOTAL
82 CUSTOMER SPACES
54 EMPLOYEE SPACES
134 INVENTORY SPACES
(INCLUDING 5 ADA ACCESSIBLE SPACES)

BICYCLE PARKING:
REQUIRED: TWO (2) SPACES MINIMUM

PROVIDED: SEVEN (7) SPACES

PROJECT SITE COVERAGE:

SURFACE:	AREA (SF)	% LOT COVERAGE
BUILDING:	29,626 SF	9.50%
IMPERVIOUS:	132,281 SF	42.43%
LANDSCAPING	149,889 SF	48.07%
TOTAL:	311,796 SF	100.00%

PAVING LEGEND

PROPOSED CONCRETE PAVEMENT

PROPOSED ASPHALT PAVEMENT

LEGEND

MANHOLE — EXISTING SANITARY SEWER
SAN. CLEAN OUT
HYDRANT — GATE VALVE — EXISTING WATERMAIN
MANHOLE CATCH BASIN — EXISTING STORM SEWER
EX. R. Y. CATCH BASIN
UTILITY POLE GUY POLE — EXISTING BURIED CABLES
GUY WIRE — OVERHEAD LINES
LIGHT POLE
SIGN
EXISTING GAS MAIN
C.O. MANHOLE — PR. SANITARY SEWER
HYDRANT — GATE VALVE — PR. WATER MAIN
INLET C.B. MANHOLE — PR. STORM SEWER
PR. R. Y. CATCH BASIN
PROPOSED LIGHT POLE
TC 600.00 — PR. TOP OF CURB ELEVATION
GU 600.00 — PR. GUTTER ELEVATION
TW 600.00 — PR. TOP OF WALK ELEVATION
TP 600.00 — PR. TOP OF PVMT. ELEVATION
FG 600.00 — FINISH GRADE ELEVATION
WT 600.00 / WB 600.00 — WALL TOP/BOTTOM ELEVATION

ESTIMATED QUANTITIES

SIGNS

DESCRIPTION	QUANTITY	UNITS
NO PARKING FIRE LANE SIGN (R8-3) 12"X18"	8	EA.
ADA ACCESSIBLE PARKING SIGN (R7-8) 12"x18"	5	EA.

ADJACENT LAND ZONING AND USE

ADJACENT LAND	ZONING	NOVI TAX PARCEL NO.	USE
NORTH	I-1	22-24-100-047	OFFICES
NORTH	I-1	22-24-100-048	LIBRARY
EAST	I-1	22-24-100-052	POND
SOUTH	OS-1	22-24-301-010	VACANT
WEST	NCC	22-23-226-003	REAL ESTATE
WEST	NCC	22-23-231-044	APARTMENTS
WEST	I-1	22-23-226-034	LIGHT CENTER

GARBAGE COLLECTION NOTE

PROPERTY OWNER SHALL ENSURE THE GARBAGE COLLECTION TRUCK ROUTE DOES NOT INTERFERE WITH THE DRIVE-THROUGH ROUTE.

PROPERTY FRONTAGE NOTE

MEADOWBROOK ROAD PROPERTY FRONTAGE IS 678.18 FEET.

GRAND RIVER AVENUE PROPERTY FRONTAGE IS 456.53 FEET.

LIGHTING NOTE

ELECTRICAL SERVICE TO LIGHT FIXTURES SHALL BE PLACED UNDERGROUND.

FLASHING LIGHT SHALL NOT BE PERMITTED.

ONLY NECESSARY LIGHTING FOR SECURITY PURPOSES AND LIMITED OPERATIONS SHALL BE PERMITTED AFTER A SITE'S HOURS OF OPERATION.

CITY OF NOVI NOTE

ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS

ALL WORK WITHIN THE ROAD RIGHT-OF-WAY OF W. GRAND RIVER ROAD WILL BE CONSTRUCTED IN ACCORDANCE WITH ROAD STANDARDS

COMPACTED SAND BACKFILL SHALL BE PROVIDED FOR UTILITIES WITHIN THE INFLUENCE OF PAVED AREAS.

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
WWW.NFE-ENGR.COM

SEAL

STATE OF MICHIGAN
TIMOTHY D. WOOD
ENGINEER
NO. 69829
LICENSED PROFESSIONAL ENGINEER

PROJECT
Cadillac of Novi

CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
Grand Rapids, MI 49503
Contact:
Mr. Colin Schiefler
Phone: (616) 540-4988
Email: cschiefler@dpfox.com

PROJECT LOCATION
Part of the NW 1/4 of Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Dimensional Site Plan

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
2025-04-16	ISSUED FOR SPA REVIEW
2025-06-23	REVISED PER CITY REVIEW

DRAWN BY: B. Girbach
DESIGNED BY: T. Wood
APPROVED BY: J. Longhurst
DATE: April 16, 2025
SCALE: 1" = 30'

NFE JOB NO. O548
SHEET NO. C3

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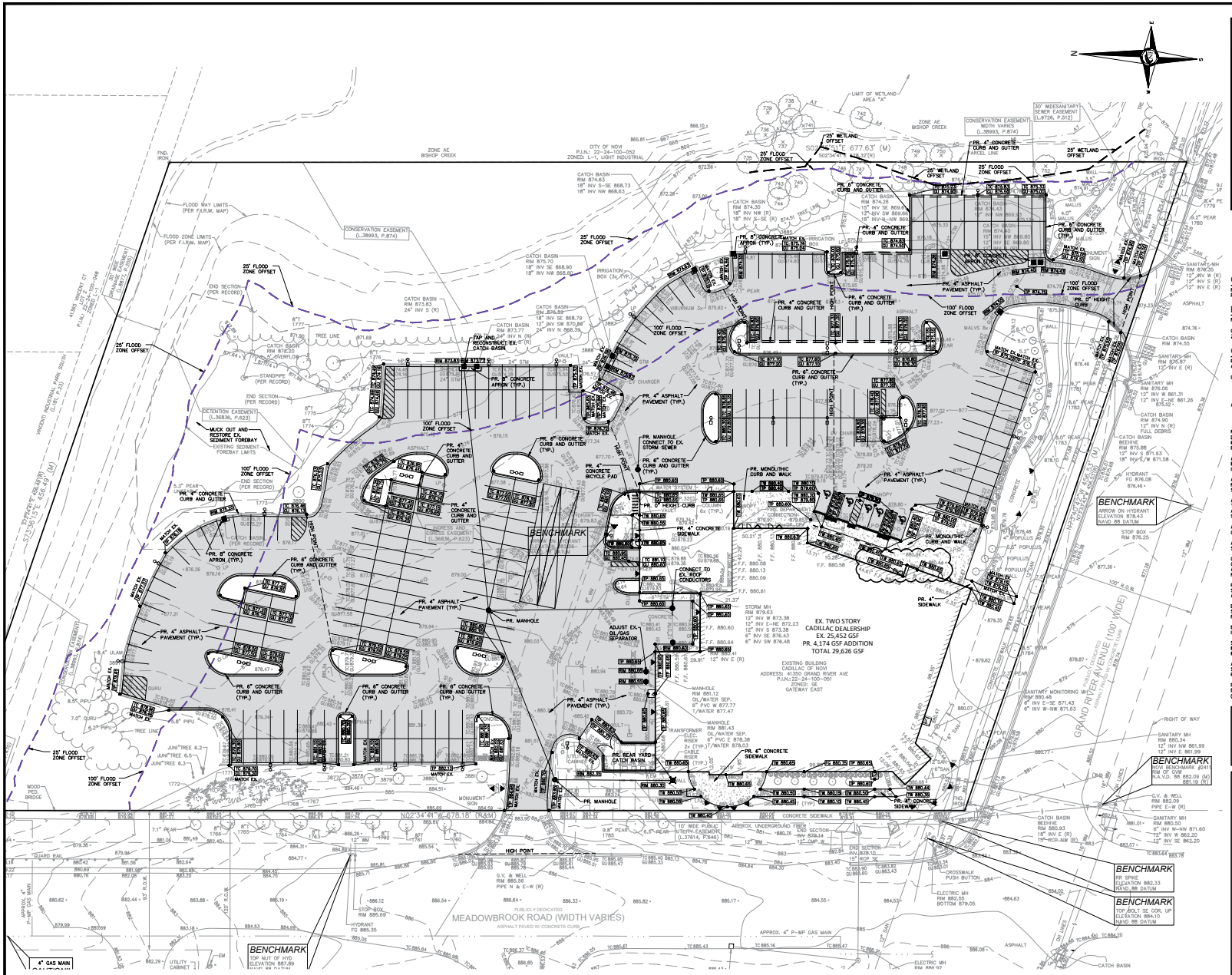
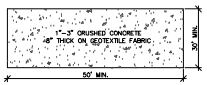

PR. 4,174 GSF ADDITION
TOTAL 29,626 GSF
EX. TWO STORY
CADILLAC DEALERSHIP
EX. 25,452 GSF
MEADOWBROOK ROAD (WIDTH VARIES)
GRAND RIVER AVENUE (100' WIDE)
BENCHMARK
BENCHMARK
BENCHMARK
BENCHMARK
BENCHMARK
HIGH POINT
HIGH POINT
25' FLOOD ZONE OFFSET
100' FLOOD ZONE OFFSET
PR. 4" CONCRETE CURB AND GUTTER
PR. 6" CONCRETE CURB AND GUTTER (TYP.)
PR. 8" CONCRETE APRON (TYP.)
PR. 4" ASPHALT PAVEMENT (TYP.)
PR. MANHOLE
PR. MONOLITHIC CURB AND WALK
PR. 4" SIDEWALK
PR. 6" CONCRETE SIDEWALK
PR. REAR YARD CATCH BASIN
PR. 0" HEIGHT CURB
PR. 4" CONCRETE BICYCLE PAD
PR. 6" HEIGHT CURB
PR. MANHOLE CONNECT TO EX. STORM SEWER
CONNECT TO EX. ROOF CONDUCTORS
ADJUST EX. OIL/GAS SEPARATOR
MUCK OUT AND RESTORE EX. SEDIMENT FOREBAY
EXISTING SEDIMENT FOREBAY LIMITS
TWP AND 24" INV N (R) RECONSTRUCT EX. CATCH BASIN
RIM 874.63
18" INV S-SE 868.73
18" INV NW 868.63
RIM 874.30
18" INV NW (R)
18" INV S-SE (R)
RIM 874.26
15" INV SE 869.60
12" INV SW 869.60
18" INV S-NW 869.50
RIM 874.43
15" INV NW 869.80
12" INV W 869.80
RIM 875.70
18" INV SE 868.90
18" INV NW 868.80
RIM 873.83
24" INV S (R)
RIM 873.77
12" INV N (R)
24" INV N 868.39
RIM 875.59
18" INV SE 868.79
12" INV SW 870.89
24" INV N 868.59
RIM 876.20
RIM 876.03
RIM 876.06
12" INV W 861.31
12" INV E-NE 861.26
RIM 874.90
12" INV N (R)
FULL DEBRIS
RIM 875.88
12" INV S 871.63
18" INV E/W 871.58
RIM 876.08
12" INV S
12" INV E
RIM 874.55
RIM 876.06
12" INV W 861.31
12" INV E-NE 861.26
RIM 874.32
RIM 876.08
12" INV S
12" INV E
RIM 874.76

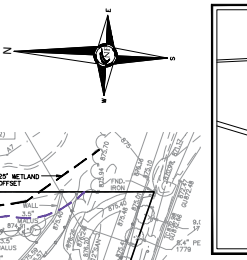
CONSTRUCTION SEQUENCE / TIMING SCHEDULE

1.	INSTALL PERIMETER FILTER FABRIC FENCING AND STONE FILTER WHERE REQUIRED.	MAY 2025
2.	MASS GRADE SITE.	MAY 2025
3.	COMMENCE UNDERGROUND UTILITY WORK.	JUNE 2025
4.	INSTALL INLET FILTERS ON PROPOSED DRAINAGE STRUCTURES.	JUNE 2025
5.	FILL IN SEDIMENTATION TRAPS AND PAVE SITE.	JULY 2025
6.	COMPLETE ALL BUILDINGS AND LANDSCAPE ACTIVITY.	SEPTEMBER 2025
7.	JET VAC NEW STORM SEWER SYSTEM AS REQUIRED.	OCTOBER 2025
8.	REMOVE ALL TEMPORARY SOIL EROSION MEASURES.	OCTOBER 2025



TEMPORARY CRUSHED CONCRETE CONSTRUCTION ACCESS ROAD

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
CsB	Marlette sandy loam, 1 to 6 percent slopes	0.5	6.6%
Hn	Houghton and Adrian muck	5.8	78.9%
MnA	Udorthents, loamy, mostly level	0.3	4.4%
W	Udipsamments, rolling to steep	1.0	14.0%
Totals for Area of Interest		7.4	100.0%



Location Map
N.T.S.

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PROJECT LOCATION
Part of the NW 1/4 of Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Soil Erosion and Sedimentation Control Plan

Know what's below Call before you dig.

DATE	ISSUED/REVISED
2025-04-16	ISSUED FOR 2ND REVIEW
2025-06-23	REVISED PER CITY REVIEW

DRAWN BY: B. Girbach
DESIGNED BY: T. Wood
APPROVED BY: J. Longhurst
DATE: April 16, 2025
SCALE: 1" = 30'

NFE JOB NO. O548
SHEET NO. C5

LEGAL DESCRIPTION - COVENANT DEED

PART OF THE NORTHWEST 1/4 OF SECTION 24, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT DISTANT SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST ALONG THE WEST LINE OF SAID SECTION 24 (NOMINAL CENTERLINE OF MEADOWBROOK ROAD) 720.49 FEET AND NORTH 87 DEGREES 43 MINUTES 33 SECONDS EAST 60.00 FEET AND SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST 517.70 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 24; THENCE SOUTH 73 DEGREES 34 MINUTES 41 SECONDS EAST 456.49 FEET; THENCE SOUTH 02 DEGREES 34 MINUTES 41 SECONDS EAST 678.32 FEET TO THE NORTH RIGHT OF WAY LINE OF GRAND RIVER AVENUE; THENCE NORTH 73 DEGREES 33 MINUTES 43 SECONDS WEST ALONG SAID NORTH RIGHT OF WAY LINE 456.63 FEET; THENCE NORTH 02 DEGREES 34 MINUTES 41 SECONDS WEST 678.18 FEET TO THE POINT OF BEGINNING.

CONTAINING 311795.5 SQUARE FEET OR 7.158 ACRES
ADDRESS: 41350 GRAND RIVER, NOVI, MI
P.I.N.: 50-22-24-100-051

CITY OF NOVI SESC NOTES

INSTALLATION OF SILT FENCING OR TREE PROTECTION FENCING SHALL NOT OCCUR PRIOR TO THE INITIAL CITY PRE-CONSTRUCTION MEETING.

SILT FENCE: 6" ANCHOR TRENCH, STAKES 6' ON CENTER.

VEGETATION SHALL BE ESTABLISHED WITHIN 5 DAYS OF FINAL GRADE, OR WHENEVER DISTURBED AREAS WILL REMAIN UNCHANGED FOR 30 DAYS OR GREATER. 3-4" OF TOPSOIL SHALL BE USED WHERE VEGETATION IS REQUIRED.

DIVERSION BERMS OR TERRACING SHALL BE IMPLEMENTED WHERE NECESSARY.

ALL DRAINAGE DITCHES SHALL BE STABILIZED WITH EROSION CONTROL BLANKET AND SHALL UTILIZE CHECK DAMS AS NECESSARY. DRAINAGE DITCHES STEEPER THAN 3% SHALL BE SODDED.

ALL CULVERT END SECTIONS MUST CONTAIN GROUTED RIPRAP IN ACCORDANCE WITH ORDINANCE SPECIFICATIONS.

INSPECT PRETREATMENT STRUCTURE WEEKLY FOR SEDIMENT ACCUMULATION UNTIL SITE IS STABILIZED AND CLEAN AS REQUIRED.

IF DEWATERING IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION A DEWATERING PLAN MUST BE SUBMITTED TO THE ENGINEERING DIVISION FOR REVIEW.

IT IS THE DEVELOPER'S RESPONSIBILITY TO GRADE AN STABILIZE DISTURBANCES DUE TO THE INSTALLATION OF PUBLIC UTILITIES.

CONTRACTOR SHALL PROVIDE STREET SWEEPING AND DUST CONTROL AS REQUIRED TO KEEP ROADS FREE OF DEBRIS OR AS DIRECTED BY CITY INSPECTOR.

SLOPES STEEPER THAN 1:4 OR (16%) SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.

INSTALLATION OF SILT FENCING OR TREE PROTECTION FENCING SHALL NOT OCCUR PRIOR TO THE INITIAL CITY PRE-CONSTRUCTION MEETING. WHEN NATURAL FEATURES EXIST ON THE SITE, INSPECTION OF STAKING MAY BE REQUIRED PRIOR TO INSTALLATION OF THE FENCING.

ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.

INSPECT BMPS PRIOR TO FORECAST RAIN, DAILY DURING EXTENDED RAIN EVENTS, AFTER RAIN EVENTS, WEEKLY DURING THE RAINY SEASON, AND AT TWO-WEEK INTERVALS DURING THE NON-RAINY SEASON.

SEDIMENT SHOULD BE REMOVED WHEN THE SEDIMENT ACCUMULATION REACHES 1/3 -1/2 OF THE SILT FENCE HEIGHT. SEDIMENT REMOVED DURING MAINTENANCE MAY BE INCORPORATED INTO EARTHWORK ON THE SITE OR DISPOSED AT AN APPROPRIATE LOCATION.

SILT FENCE SHOULD BE INSPECTED AT LEAST WEEKLY, IMMEDIATELY BEFORE A FORECASTED RUNOFF EVENT, AND AFTER EACH RUNOFF EVENT FROM RAIN OR SNOWMELT.

ROUTINELY INSPECT THE ACCESS ROAD AND ADJACENT ROADWAYS FOR TRACKOUT, SOIL BUILD-UP, FILLED AGGREGATE VOIDS, AND SIGNS OF ROAD BED FAILURE SUCH AS MIGRATION OF STONE INTO THE SUB-BASE, RUTTING, ETC.

IMMEDIATELY REMOVE ALL SEDIMENT DROPPED OR ERODED ONTO PUBLIC RIGHT-OF-WAYS BY SWEEPING OR SHOVELING. DO NOT WASH SEDIMENT INTO WATERWAYS OR STORM SEWERS.

NOTES

REFER TO THE OAKLAND COUNTY SOIL EROSION AND SEDIMENTATION CONTROL DETAIL SHEET FOR ALL ADDITIONAL NOTES & DETAILS (TYP)

THE SITE IS ADJACENT TO A POND.

THE TOTAL AREA OF EARTH DISRUPTION IS 3.08 ACRES.

THE SOIL EROSION CONTROLS WILL BE MAINTAINED WEEKLY AND AFTER EVERY STORM EVENT BY THE CONTRACTOR.

A SOIL EROSION PERMIT IS REQUIRED FROM THE CITY OF NOVI.

INSPECT STRUCTURES WEEKLY FOR SEDIMENT ACCUMULATION UNTIL SITE IS STABILIZED, CLEANING AS REQUIRED.

ESTIMATED QUANTITIES

SOIL EROSION

DESCRIPTION	QUANTITY	UNITS
SILT SACK	11	EA.
TEMPORARY CONSTRUCTION ACCESS	170	S.Y.

LEGEND

- INDICATES LIMITS OF SILT FABRIC FENCE
- INDICATES LIMITS OF DRAINAGE DISTRICT AREA
- INDICATES LIMITS OF SOIL DISRUPTION
- INDICATES SILT SACK OR EQUAL ON EXISTING DRAINAGE STRUCTURE

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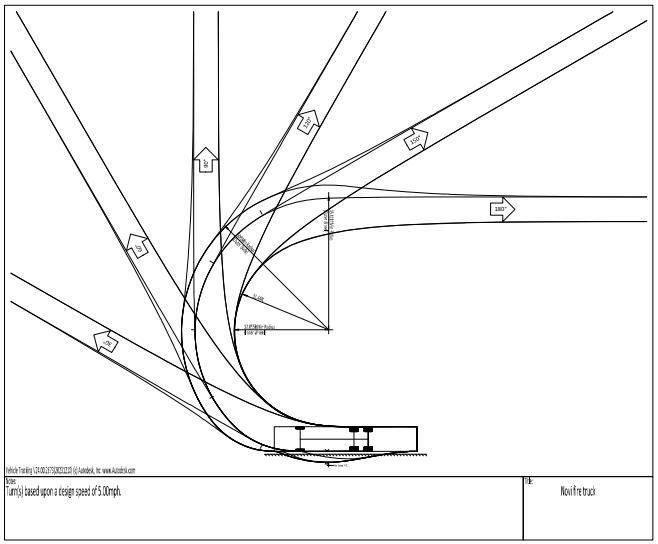
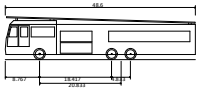
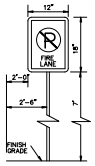
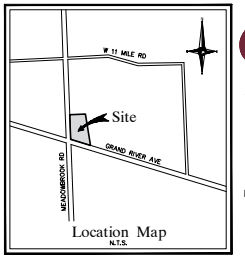




Novi fire truck	
Overall Length	48.600ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	50.000ft



FIRE LANE SIGNAGE DETAIL
N.T.S.



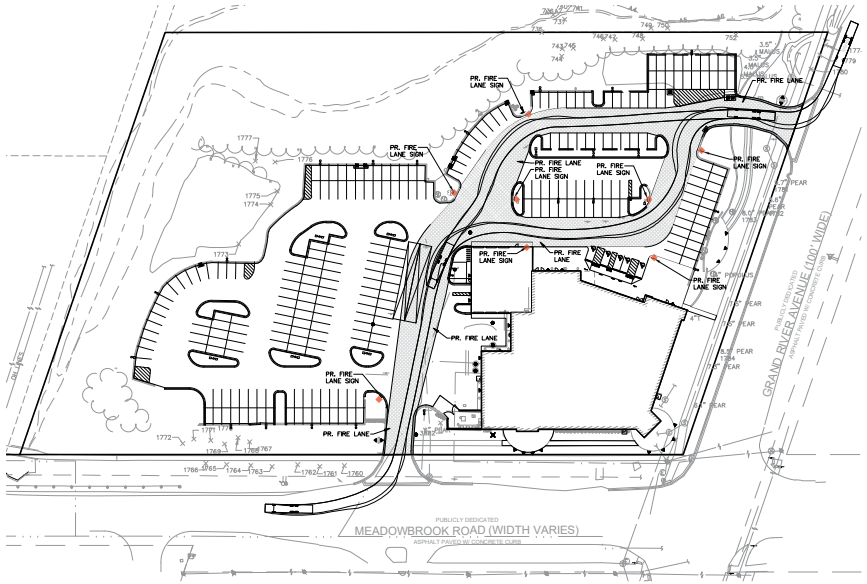
Location Map
N.T.S.

FIRE DEPARTMENT NOTES

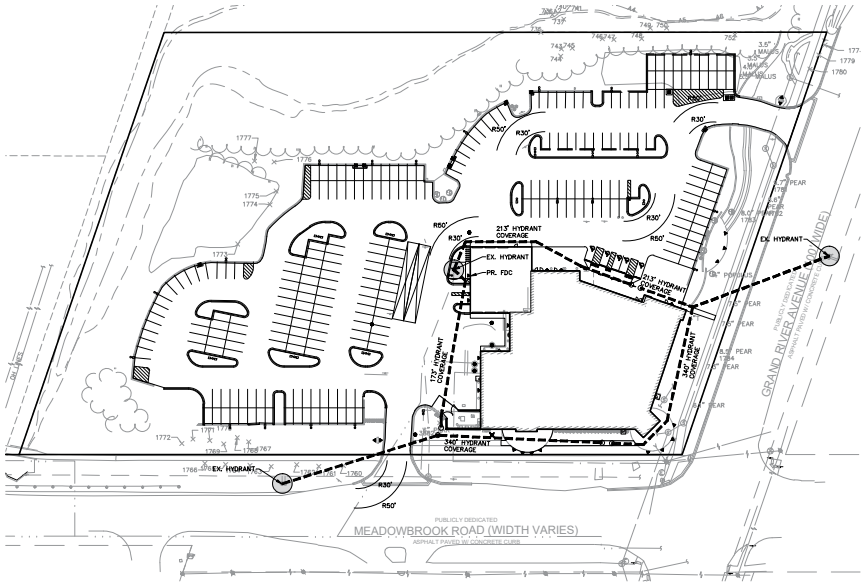
ALL FIRE HYDRANTS MUST BE INSTALLED AND OPERATIONAL PRIOR TO ANY COMBUSTIBLE MATERIAL BEING BROUGHT ON SITE.

ALL BUILDINGS MUST COMPLY WITH THE INTERNATIONAL FIRE CODE SECTION 510 FOR EMERGENCY RADIO COVERAGE, TO BE IMPLEMENTED BY THE TIME OF THE FINAL INSPECTION OF THE FIRE ALARM AND FIRE SUPPRESSION.

FIRE APPARATUS ACCESS DRIVES TO AND FROM BUILDINGS THROUGH PARKING LOTS SHALL HAVE A MINIMUM 50 FEET OUTSIDE TURNING RADIUS AND DESIGNED TO SUPPORT A MINIMUM OF 35 TONS.



TRUCK MANEUVERING AND FIRE LANE PLAN
SCALE: 1"=60'



HYDRANT COVERAGE PLAN
SCALE: 1"=60'

LEGEND

FIRE LANE

NF ENGINEERS
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SEAL

STATE OF MICHIGAN
TIMOTHY D. WOOD
ENGINEER NO. 69029
LICENSED PROFESSIONAL ENGINEER

Timothy Wood

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Cadillac of Novi

CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
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PROJECT LOCATION
Part of the NW 1/4 of Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Fire Truck Maneuvering and Hydrant Coverage Plan

Know what's below Call before you dig.

DATE	ISSUED/REVISED
2025-04-16	ISSUED FOR 2ND REVIEW
2025-06-23	REVISED PER CITY REVIEW

DRAWN BY: B. Girbach
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NFE JOB NO. O548
SHEET NO. C6

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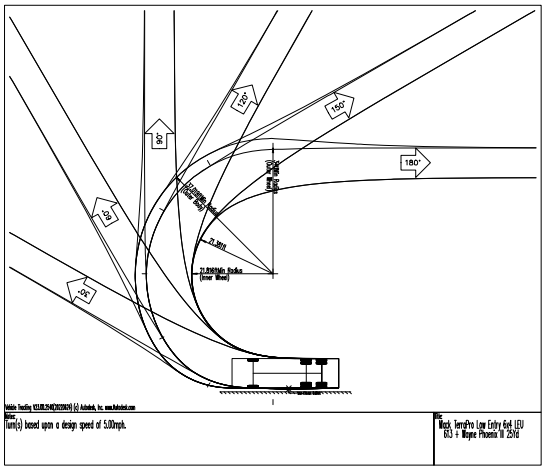
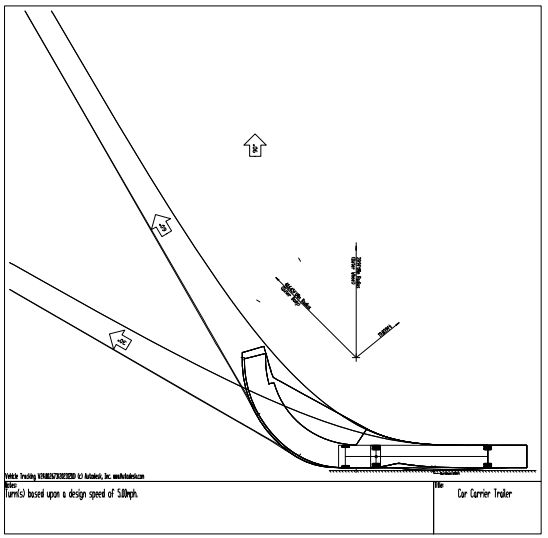
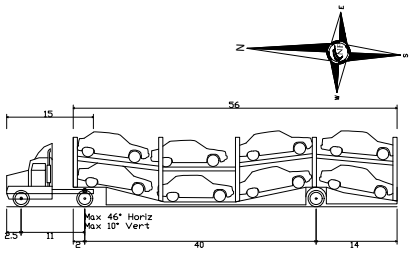
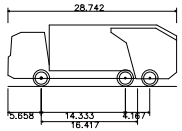






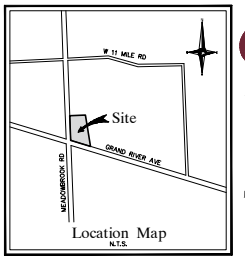
Car Carrier Trailer

Overall Length	67.499ft
Overall Width	8.000ft
Overall Body Height	13.109ft
Min Body Ground Clearance	0.333ft
Track Width	8.000ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	39.900ft



Mack TerraPro Low Entry 6x4 LEU 613 + Wayne Phoenix III 25Yd

Overall Length	28.742ft
Overall Width	8.000ft
Overall Body Height	10.481ft
Min Body Ground Clearance	1.311ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	34.000ft



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SEAL

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ENGINEER NO. 60622
LICENSED PROFESSIONAL ENGINEER

Timothy Wood

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CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
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PROJECT LOCATION
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Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Truck Maneuvering and Open Space Plan

811 Know what's below Call before you dig.

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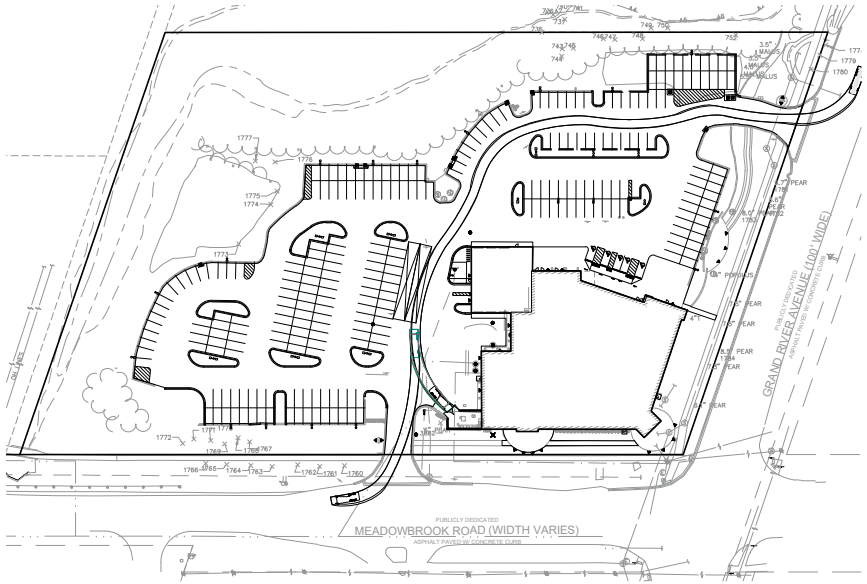
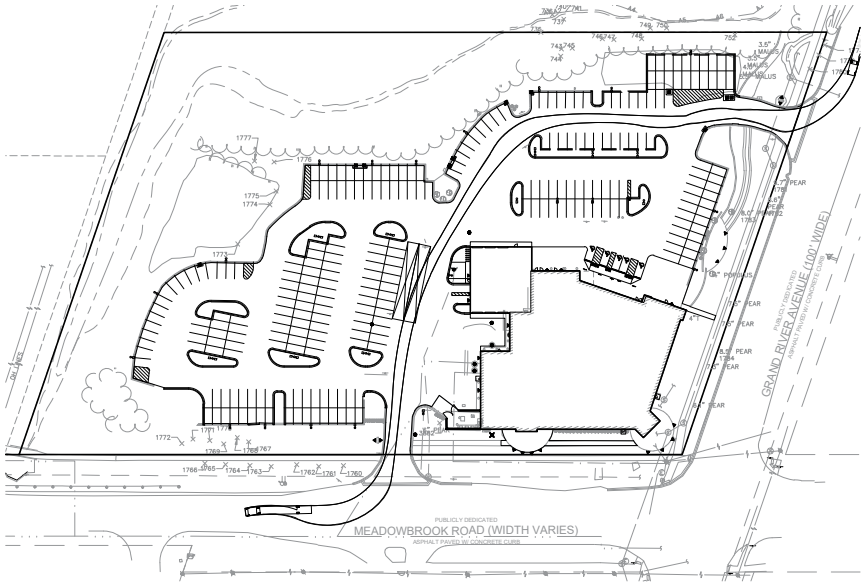
60 30 0 30 60 90

NFE JOB NO. O548
SHEET NO. C7



GARBAGE TRUCK MANEUVERING PLAN
SCALE: 1"=60'



CAR CARRIER MANEUVERING PLAN
SCALE: 1"=60'

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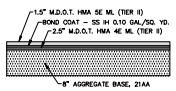
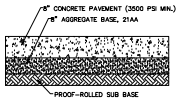
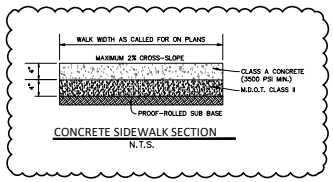


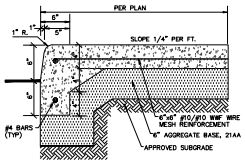
ASPHALT PAVEMENT SECTION
N.T.S.



CONCRETE PAVEMENT SECTION
N.T.S.



CONCRETE SIDEWALK SECTION
N.T.S.



MONOLITHIC CURB AND WALK DETAIL
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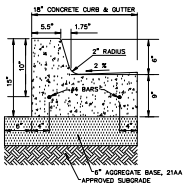
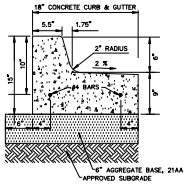


CONCRETE CURB DETAIL 'A'
N.T.S.



CONCRETE CURB DETAIL 'B'
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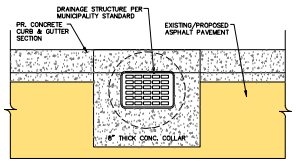
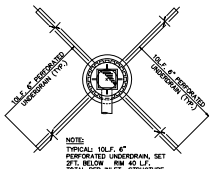
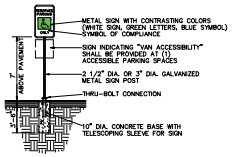


DRAINAGE STRUCTURE BOXOUT DETAIL I
N.T.S.

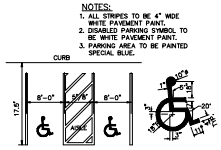


UNDERDRAIN DETAIL
N.T.S.



BARRIER FREE PARKING SIGN DETAIL
N.T.S.
Provide (1) for each accessible parking space

NOTES:
1. ALL STRIPES TO BE 4" WIDE WHITE PAVEMENT PAINT.
2. DISABLED PARKING SYMBOL TO BE WHITE PAVEMENT PAINT.
3. PARKING AREA TO BE PAINTED SPECIAL BLUE.



PARKING AREA FOR DISABLED
N.T.S.

UTILITIES

AT LEAST 72 HOURS (3 WORKING DAYS) PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY MISS DIG AND THE LOCAL COMMUNITY (WHERE APPLICABLE) TO STAKE LOCATIONS OF EXISTING UTILITIES.

THE CONTRACTOR SHALL EXPOSE AND VERIFY EXISTING UTILITIES FOR LOCATION, SIZE, DEPTH, MATERIAL AND CONFIGURATION PRIOR TO CONSTRUCTION. COSTS FOR EXPLORATORY EXCAVATION IS AN INCIDENTAL COST AND SHALL NOT BE CONSIDERED AN EXTRA TO THE CONTRACT.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY EXISTING UTILITIES WHICH DO NOT MATCH THE PLANS AND SPECIFICATIONS PRIOR TO COMMENCING WORK. ANY FIELD CHANGES OF THE PROPOSED UTILITIES SHALL BE APPROVED BY THE OWNER AND ENGINEER BEFORE THE WORK IS DONE.

THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES FROM DAMAGE. ANY SERVICE OR UTILITY DAMAGED OR REMOVED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT THE EXPENSE OF THE CONTRACTOR, IN CONFORMANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY PROVIDER.

DAMAGE TO PRIVATE PROPERTY

ALL SIDEWALKS, DRIVEWAYS, LAWNS, FENCING, TREES, SHRUBS, SPRINKLERS, LANDSCAPING, ETC., THAT ARE DAMAGED DURING CONSTRUCTION MUST BE REPAIRED OR REPLACED, IN KIND OR BETTER, BY THE CONTRACTOR. ALL STREET SIGNS, MAIL BOXES, ETC., REMOVED SHALL BE REPLACED IN KIND OR BETTER, BY THE CONTRACTOR. ALL THE REPAIRS OR REPLACEMENTS DUE TO THE CONTRACTOR'S WORK ARE TO BE INCLUDED IN THE CONTRACT PRICE(S) AND SHALL NOT BE AN EXTRA TO THE CONTRACT.

THE CONTRACTOR SHALL SECURE PERMISSION IN WRITING FROM ADJACENT PROPERTY OWNERS PRIOR TO ENTERING UPON ANY ADJOINING PROPERTIES, UNLESS OFFSITE PERMITS HAVE ALREADY BEEN OBTAINED BY THE OWNER AND ARE PART OF THE CONTRACT DOCUMENTS.

DEWATERING OF TRENCH AND EXCAVATIONS

IF NOT SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION DESIGN DOCUMENTS, THE DESIGN OR QUALITATIVE ANALYSIS OF GROUND WATER DEWATERING SYSTEMS IS BEYOND THE SCOPE OF DESIGN FOR THESE DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING AND PROVIDING APPROPRIATE EXCAVATION DEWATERING SYSTEMS FOR USE DURING CONSTRUCTION.

THE DEWATERING METHOD SELECTED BY THE CONTRACTOR WILL NOT ADVERSELY AFFECT ADJACENT PAVEMENTS OR STRUCTURES PRIOR TO BEGINNING DEWATERING CONDITIONS. MEANS AND METHODS OF DEWATERING ARE SOLELY THE RESPONSIBILITY OF THE CONTRACTOR. THE COST OF DEWATERING WILL BE CONSIDERED INCLUDED IN THE WORK OF CONSTRUCTING THE UNDERGROUND UTILITIES UNLESS SPECIFICALLY INDICATED OTHERWISE.

BY-PASS PUMPING

FROM TIME TO TIME IT MAY BE NECESSARY FOR THE CONTRACTOR TO BY-PASS PUMP TO COMPLETE THE WORK INDICATED ON THE PLANS. THE COST OF BY-PASS PUMPING, THE METHODS, EQUIPMENT AND MEANS OF PROVIDING THAT WORK ARE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED PART OF THE WORK WHETHER SPECIFICALLY CALLED OUT ON THE PLANS OR NOT.

MEANS AND METHODS FOR PIPE CONSTRUCTION

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE MEANS AND METHODS FOR CONSTRUCTING THE UNDERGROUND PIPE SYSTEMS PROPOSED ON THE PLANS, INCLUDING BUT NOT LIMITED TO THE NEED FOR SHORING/BRACING OF TRENCHES, DEWATERING OF TRENCHES, SCHEDULING THE WORK AT OFF PEAK HOURS, AND/OR MAINTAINING EXISTING FLOWS THAT MAY BE ENCOUNTERED VIA PUMPING, BY-PASS PIPING OR OTHER MEANS. THE CONTRACTOR SHALL NOT BE PAID ANY ADDITIONAL COMPENSATION TO IMPLEMENT ANY MEANS AND METHODS TO SATISFACTORILY COMPLETE THE CONSTRUCTION.

PAVEMENT REMOVAL

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE THICKNESS OF THE PAVEMENT REMOVAL. PAVEMENT CORE SAMPLES ARE FOR INFORMATIONAL PURPOSES ONLY AS TO THE THICKNESS OF THE PAVEMENT AT THE LOCATION OF THE SAMPLE. THE OWNER AND ENGINEER MAKE NO REPRESENTATION, WARRANTY OR GUARANTY THAT THE SAMPLES ACCURATELY REFLECT THE PAVEMENT THICKNESS ON THE PROJECT.

MAINTENANCE OF TRAFFIC

DURING THE PROGRESS OF THE WORK THE CONTRACTOR SHALL ACCOMMODATE BOTH VEHICULAR AND PEDESTRIAN TRAFFIC IN THE ROAD RIGHTS OF WAY. THE CONTRACTOR'S EQUIPMENT AND OPERATIONS ON PUBLIC STREETS SHALL BE GOVERNED BY ALL APPLICABLE LOCAL, COUNTY AND STATE ORDINANCES, REGULATIONS AND LAWS. THE CONTRACTOR SHALL OBTAIN AND SATISFY ANY AND ALL PERMIT REQUIREMENTS BY THE LOCAL, COUNTY AND STATE GOVERNMENTAL AGENCIES.

IN ADDITION, WHERE THE WORK REQUIRES THE CLOSURE OF ONE OR MORE LANES OR IS WITHIN THE INFLUENCE OF THE ROAD OR PEDESTRIAN RIGHT OF WAY, THE CONTRACTOR SHALL PROVIDE ALL SIGNS, BARRICADES, FLAG PERSONS AND OTHER TRAFFIC CONTROL MEASURES AS REQUIRED BY MDOT, THE COUNTY, OR THE COMMUNITY HAVING JURISDICTION OF THE ROAD AND IN CONFORMANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

COMPENSATION FOR TRAFFIC CONTROL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE(S) UNLESS SPECIFIC TRAFFIC CONTROL ITEMS ARE INCLUDED IN THE ACCEPTED BID PROPOSAL.

IRRIGATION

THE CONTRACTOR SHALL MAINTAIN OR REPAIR ANY EXISTING IRRIGATION SYSTEMS WITHIN THE PROJECT AREA UNLESS THE DRAWINGS CALL FOR THE IRRIGATION SYSTEM TO BE REMOVED. THE OWNER AND ENGINEER MAKE NO REPRESENTATION, WARRANTY OR GUARANTY AS TO THE LOCATION OF THE IRRIGATION SYSTEM. THE CONTRACTOR SHALL TAKE ALL NECESSARY MEASURES TO PROTECT THE IRRIGATION SYSTEM DURING CONSTRUCTION ACTIVITIES. COMPENSATION FOR MAINTAINING OR REPAIRING EXISTING IRRIGATIONS SYSTEMS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT PRICE(S) UNLESS SPECIFIC IRRIGATION SYSTEM REPAIR ITEMS ARE INCLUDED IN THE ACCEPTED BID PROPOSAL.

SUB-SOIL CONDITIONS

ANY SOIL BORING PROVIDED BY THE OWNER AND/OR ENGINEER IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY. THIS INFORMATION IS NOT OFFERED AS EVIDENCE OF GROUND CONDITIONS THROUGHOUT THE PROJECT AND ONLY REFLECT THE GROUND CONDITIONS AT THE LOCATION OF THE BORING ON THE DATE THEY WERE TAKEN.

THE ACCURACY AND RELIABILITY OF THE SOIL LOGS AND REPORT ARE NOT WARRANTED OR GUARANTEED IN ANY WAY BY THE OWNER OR ENGINEER AS TO THE SUB-SOIL CONDITIONS FOUND ON THE SITE. THE CONTRACTOR SHALL MAKE THEIR OWN DETERMINATION AND SUB-SOIL INVESTIGATION AND SECURE OTHER SUCH INFORMATION AS THE CONTRACTOR CONSIDERS NECESSARY TO DO THE WORK PROPOSED AND IN PREPARATION OF THEIR BID.

SUBGRADE UNDERCUTTING AND PREPARTION

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY AND ALL SOILS WHICH DO NOT CONFORM TO THE PLANS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE A SUBGRADE IN CONFORMANCE WITH THE PROJECT PLANS AND/OR SPECIFICATIONS. THE MEANS AND METHODS USED TO ACHIEVE THE REQUIRED RESULT SHALL REST SOLELY WITH THE CONTRACTOR.

ANY AREAS OF UNDERCUTTING THAT RESULT IN ADDITIONAL OR EXTRA WORK BECAUSE THEY COULD NOT BE IDENTIFIED BY THE CONTRACTOR'S PRE-BID SITE OBSERVATION OR ARE NOT SET FORTH IN THE PLANS AND SPECIFICATIONS, SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE ANY EXTRA WORK IS PERFORMED. THE CONTRACTOR SHALL MAKE A REQUEST FOR ANY ADDITIONAL COMPENSATION FOR THE UNDERCUTTING IN WRITING AND THE REQUEST SHALL CONFORM TO THE CONTRACT'S CHANGE ORDER PROVISIONS.

STRUCTURE BACKFILL

STRUCTURAL BACKFILL SHALL BE PLACED IN CONFORMANCE WITH THE PROJECT PLANS, SPECIFICATIONS OR AS REQUIRED BY THE COMMUNITY, GOVERNMENT AGENCY OR UTILITY THAT HAS JURISDICTION OVER THE WORK.

TRENCH BACKFILL

TRENCH BACKFILL SHALL BE PLACED IN CONFORMANCE WITH THE PLANS AND/OR SPECIFICATIONS. TRENCH BACKFILL SHALL ALSO BE INSTALLED IN CONFORMANCE WITH THE COMMUNITY REQUIREMENTS OR AGENCY/UTILITY GOVERNING SAID TRENCH CONSTRUCTION. IN THE CASE OF CONFLICTING REQUIREMENTS, THE MORE STRINGENT SHALL APPLY.

EARTH BALANCE / GRADING

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE WHETHER THE SITE EARTHWORK BALANCES OR NOT. ANY EXCESS CUT MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR, IN A LIKE MANNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO IMPORT APPROVED FILL MATERIAL AND PLACE IT AS REQUIRED TO ATTAIN THE SITE GRADE AND COMPACTION REQUIREMENTS PER THE ENGINEER'S PLAN AND ALL APPLICABLE GOVERNMENTAL STANDARDS. THE ENGINEER AND OWNER MAKE NO REPRESENTATION AS TO THE QUANTITIES THAT MAY BE NEEDED TO CREATE A BALANCED EARTHWORK CONDITION OR THAT THE SITE EARTHWORK IS BALANCED.

SOIL EROSION / SEDIMENTATION CONTROL

THE CONTRACTOR SHALL OBTAIN THE REQUIRED SOIL EROSION PERMIT AND SATISFY ALL REGULATORY REQUIREMENTS FOR CONTROLLING SOIL EROSION AND SEDIMENT TRANSPORT. THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS. THE ENGINEER AND OWNER ARE NOT RESPONSIBLE FOR INSPECTION OR APPROVAL OF THE CONTRACTOR'S WORK IN CONNECTION WITH SATISFYING THE SOIL EROSION PERMIT REQUIREMENTS UNLESS SPECIFICALLY STATED IN THE CONTRACT DOCUMENTS.

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
WWW.NFE-ENGR.COM

SEAL

STATE OF MICHIGAN
TIMOTHY D. WOOD
ENGINEER NO. 69829
LICENSED PROFESSIONAL ENGINEER

Timothy Wood

PROJECT
Cadillac of Novi

CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
Grand Rapids, MI 49503
Contact:
Mr. Colin Schiefler
Phone: (616) 540-4988
Email: cschiefler@dpfox.com

PROJECT LOCATION
Part of the NW 1/4 of Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Notes and Details

811 Know what's below Call before you dig.

DATE	ISSUED/REVISED
2025-04-16	ISSUED FOR ZAP REVIEW
2025-06-23	REVISED PER CITY REVIEW

DRAWN BY: B. Girbach
DESIGNED BY: T. Wood
APPROVED BY: J. Longhurst
DATE: April 16, 2025
SCALE: N.T.S.

NFE JOB NO. O548
SHEET NO. C8

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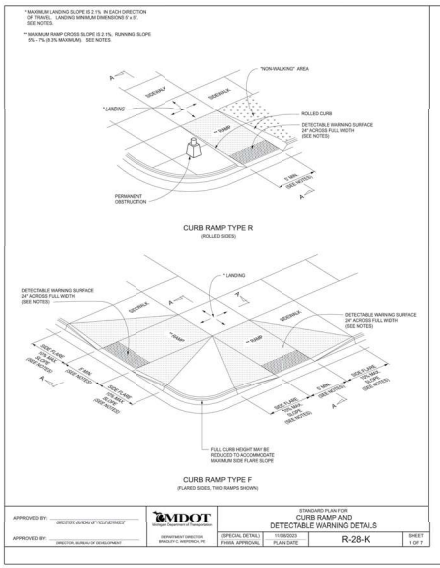

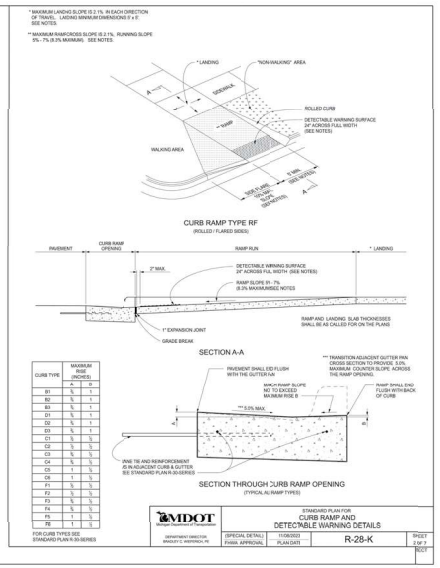

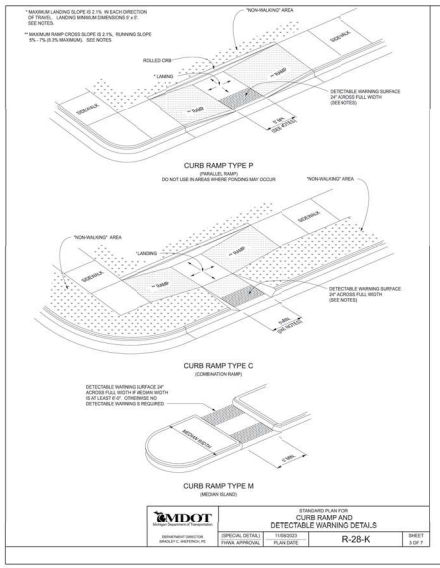

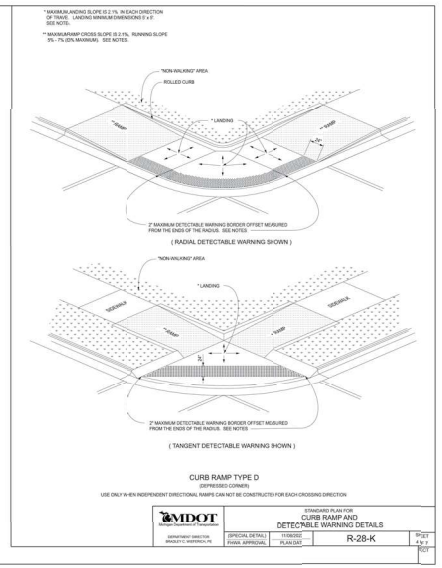

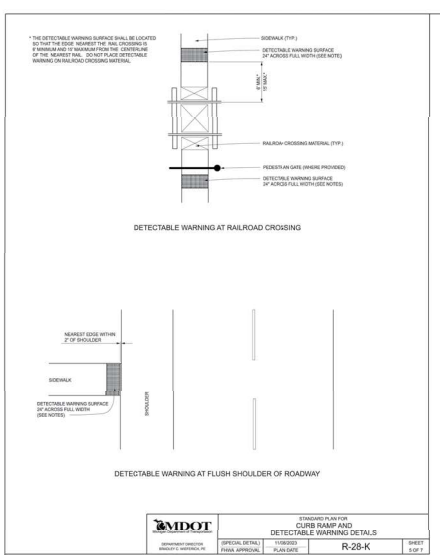

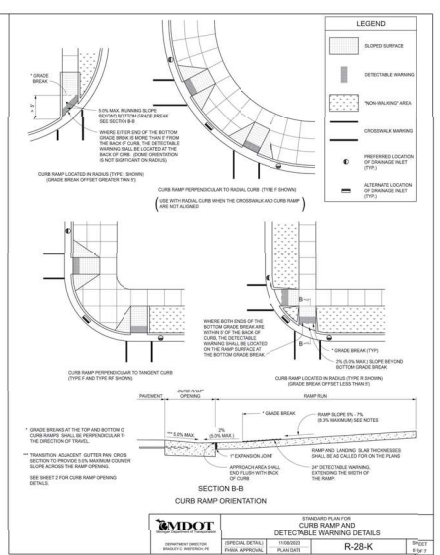

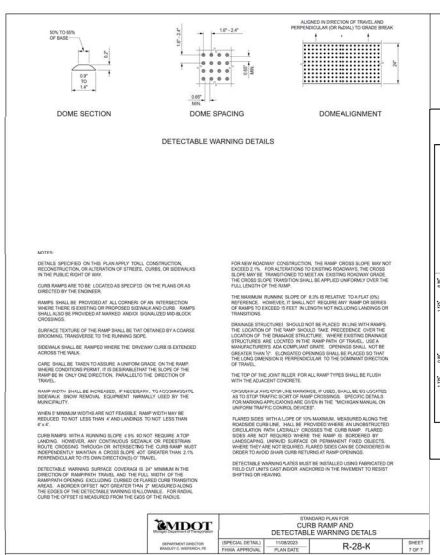

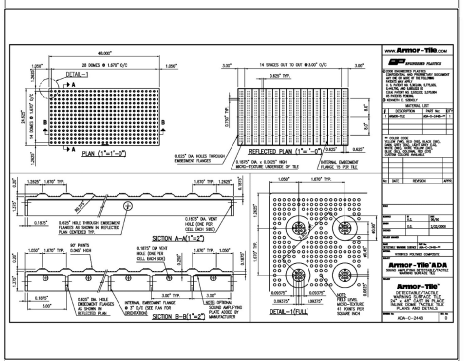

NF ENGINEERS
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LAND SURVEYORS
LAND PLANNERS

NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NFE-ENGR.COM

SEAL

STATE OF MICHIGAN
TIMOTHY D. WOOD
ENGINEER NO. 69029
LICENSED PROFESSIONAL ENGINEER

PROJECT
Cadillac of Novi

CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
Grand Rapids, MI 49503
Contact:
Mr. Colin Schiefler
Phone: (616) 540-4988
Email: cschiefler@dpfox.com

PROJECT LOCATION
Part of the NW 1/4 of
Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Notes and Details

811
Know what's below
Call before you dig.

DATE ISSUED/REVISED
2025-08-16 - ISSUED FOR SPA REVIEW
2025-09-23 - REVISED PER CITY REVIEW

DRAWN BY:
B. Girbach

DESIGNED BY:
T. Wood

APPROVED BY:
J. Longhurst

DATE:
April 16, 2025

SCALE: N.T.S.

NFE JOB NO. **O548**

SHEET NO. **C9**

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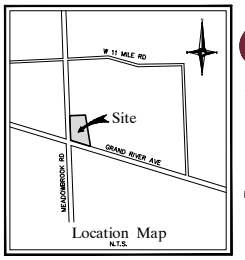

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46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257
WWW.NFE-ENGR.COM

SEAL

STATE OF MICHIGAN
TIMOTHY D. WOOD
ENGINEER
NO. 60620
LICENSED PROFESSIONAL ENGINEER

Timothy Wood

PROJECT
Cadillac of Novi

CLIENT
Fox Detroit Properties, LLC
200 Ottawa Ave. NW, Suite 800
Grand Rapids, MI 49503
Contact:
Mr. Colin Schiefler
Phone: (616) 540-4988
Email: cschiefler@dpfox.com

PROJECT LOCATION
Part of the NW 1/4 of
Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Open Space and
Bicycle Parking

811
Know what's below
Call before you dig.

DATE	ISSUED/REVISED
2025-04-16	ISSUED FOR ZAP REVIEW
2025-06-23	REVISED PER CITY REVIEW

DRAWN BY: B. Girbach
DESIGNED BY: T. Wood
APPROVED BY: J. Longhurst
DATE: April 16, 2025
SCALE: 1" = 60'

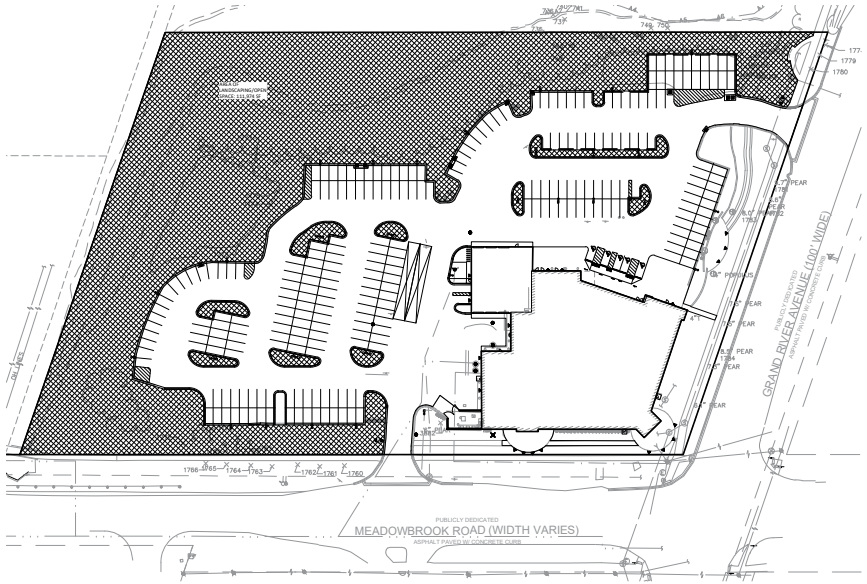
NFE JOB NO. O548
SHEET NO. C10

OPEN SPACE CALCULATIONS

TOTAL SITE AREA: 311,796 S.F. OR 7.16 ACRES

TOTAL OPEN SPACE: 117,022 S.F. OR 2.69 ACRES

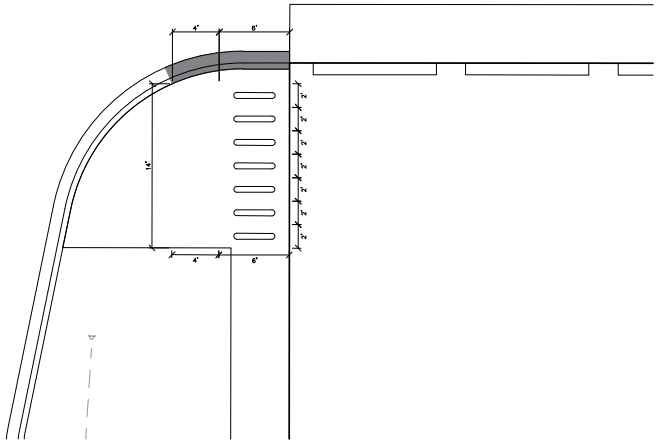
PERCENTAGE SITE OPEN SPACE: 117,022 / 311,796 = 37.53%



OPEN SPACE PLAN
SCALE: 1"=60'

BICYCLE RACK NOTE

PROPOSED BICYCLE PARKING RACKS SHALL COMPLY WITH THE CITY OF NOVI ZONING ORDINANCE.



BICYCLE PARKING DIMENSION PLAN
SCALE: 1"=5'

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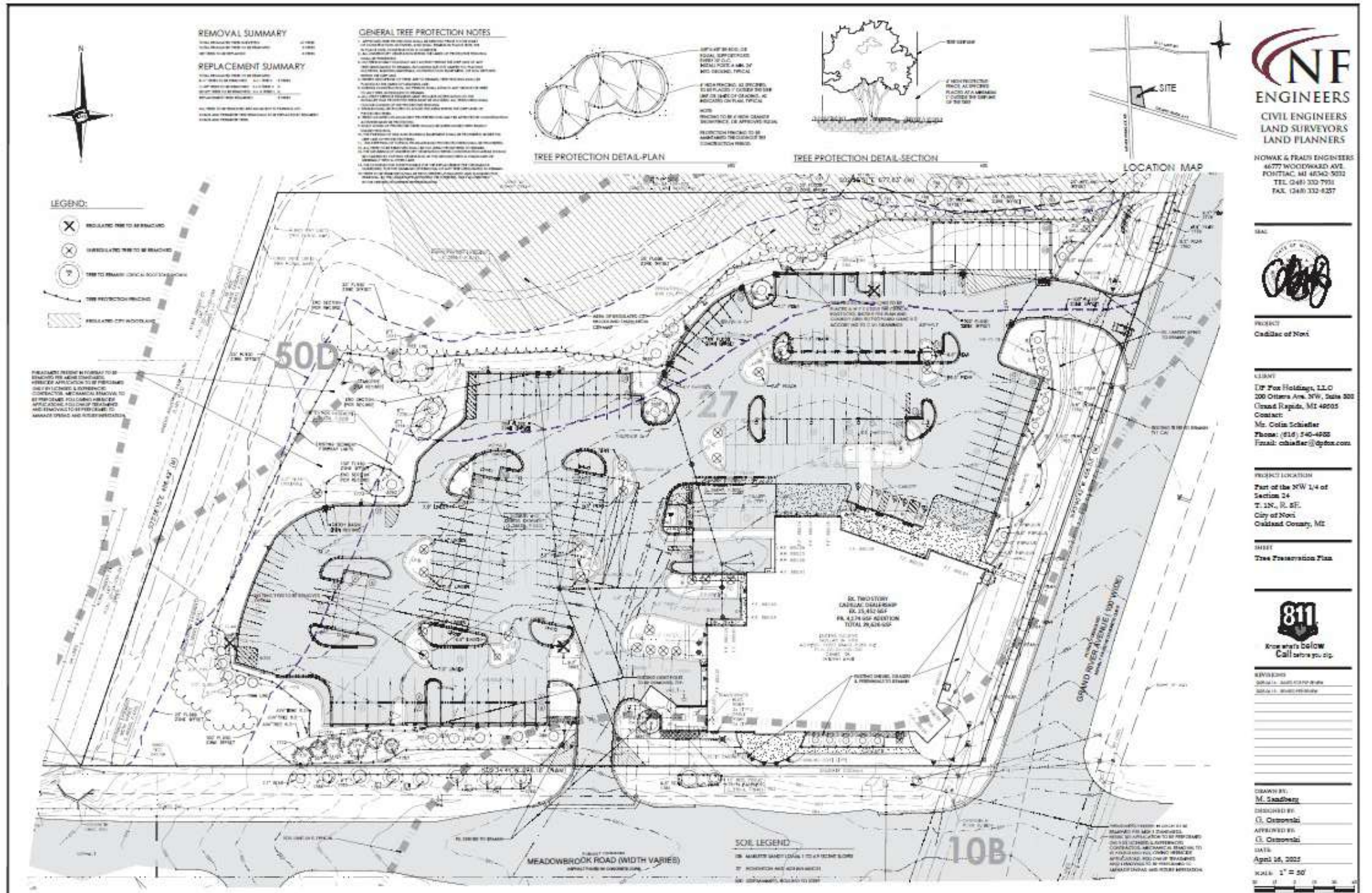

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SEAL

PROJECT
Cadillac of Novi

CLIENT
DF Fox Holdings, LLC
200 Ottawa Ave. NW, Suite 300
Grand Rapids, MI 49503
Contact:
Mr. Colin Schieffer
Phone: (616) 540-4900
Email: cschieffer@dfox.com

PROJECT LOCATION
Part of the NW 1/4 of
Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Tree Preservation Plan

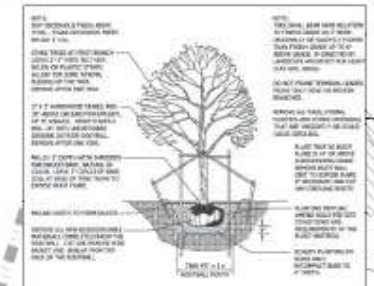
811
Know what's Below
Call before you dig.

REVISIONS

DRAWN BY:
M. Sandberg
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
April 16, 2025
SCALE: 1" = 50'

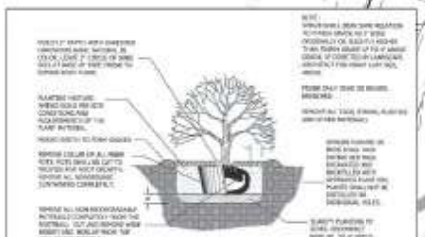
JOB NO.: O548
SHEET NO.: L1

LOCATION MAP



DECIDUOUS TREE PLANTING DETAIL

TREE STAKING DETAIL



SHRUB PLANTING DETAIL

GENERAL LANDSCAPE NOTES

PLANT SCHEDULE

KEY	QTY	BOTANICAL/COMMON NAME	SIZE	SPACING	ROOT	COMMENTS	COST	SPECIES %
TREES								
AB	8	Acer saccharum 'Bonfire' / Bonfire Red Maple	3" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	13.7%
CB	8	Carpinus betulus 'Fastigiata' / Fastigiate Upright Hornbeam	3" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	13.7%
LT	7	Liriodendron tulipifera / Tulip Tree	3.5" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	11.7%
MP	1	Malus 'Prairie Fire' / Prairie Fire Flowering Crabapple	3.5" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600 / EACH	3.3%
NS	5	Nyssa sylvatica / Black Tupelo, Sour Gum	3.5" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	9.8%
QC	8	Quercus rubra 'Crimson Cloud' / Crimson Cloud Red Oak	3" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	13.7%
TA	7	Tilia x americana 'Redmond' / Redmond Basswood	3" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	11.7%
UP	7	Ulmus americana 'Princeton' / Princeton Elm	3" CAL	SEE PLAN	B&B	FULLY BRANCHED, HEADS	$600/EACH	11.7%
SHRUBS								
RAG	67	Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	24"-30" HT	SEE PLAN	B&B	MAINTAIN AS MEDIUM	$30.00/100	
RA	8	Rhus aromatica 'Autumn Amber' / Autumn Amber Sumac	24"-30" HT	3' OC	B&B	MAINTAIN AS MEDIUM	$30/EACH	
SG	19	Taxus x media 'Hicksii' / Hicks Yew, Anglojap Yew	3' HT	3' OC	B&B		$30/EACH	
PERENNIALS & GRASSES								
Ka	89	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Grass	1 GAL	3' OC	CONT.	WELL-ESTABLISHED	$30/EACH	
Pv	19	Panicum virgatum 'Shenandoah' / Shenandoah Switch Grass	1 GAL	30" OC	CONT.	WELL-ESTABLISHED	$30/EACH	
DECIDUOUS MIX								
SEED	1,000	REMOVE BLUEGRASS MIX	SY				$3.50/SY	
MULCH	60	DOUBLE SHREDDED HARDWOOD	CY				$30.00/CY	
IRR	1	IRRIGATION SYSTEM, COMPLETE	LS				$15,000	

CITY NOTES:

MEADOWBROOK ROAD (WIDTH VARIES)

CITY IRRIGATION NOTES:

IRRIGATION NOTE:

GENERAL NOTES:

LANDSCAPE WAIVERS REQUESTED:

- EXISTING GREENBELT WIDTH AND LANDSCAPING ALONG MEADOWBROOK ROAD DO NOT MEET CITY REQUIREMENTS.
- THERE ARE NO BERMS/BERM MEANS ALONG OTHER PROPERTY BOUNDARIES. NOTED: THERE IS AN EXISTING MASONRY WALL.
- THERE IS NO FOUNDATION LANDSCAPING FROM CURB FOR THE BUILDING ADDITION.

GENERAL SEED NOTE:

TYPICAL SEEDED LAWN MIX:

KEY LEGEND

1. REGIONS SEEDED LAWN AREAS W/ HYDROSEED AND MULCH
2. 3-4" DIA. STONE CUT 25-50' MIN. 3" SHREDDED BARK MULCH
3. 3" DEPTH DOUBLE SHREDDED HARDWOOD BARK MULCH
4. 24" - 1 1/2" STONE MULCH, 3-4" DEPTH ON WEED BARRIER
5. PROPOSED LIGHT POST
6. POSSIBLE SNOW DEPOSITION AREA, TO BE COORDINATED WITH REMOVAL SERVICE

LANDSCAPE REQUIREMENTS

GRAND RIVER AVENUE (100' WIDE)

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
Cadillac of Novi

CLIENT
DF Fox Holdings, LLC
200 Ottawa Ave. NW, Suite 800
Grand Rapids, MI 49503
Contact:
Mr. Colin Schaefer
Phone: (616) 540-4955
Email: cschaefer@dpfox.com

PROJECT LOCATION
Part of the NW 1/4 of Section 24
T. 1N., R. 8E.
City of Novi
Oakland County, MI

SHEET
Landscape Plan

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

REVISIONS

DRAWN BY:
M. Sandberg
DESIGNED BY:
G. Ostrowski
APPROVED BY:
G. Ostrowski
DATE:
April 16, 2025
SCALE: 1" = 50'

JOB NO. 0548
SHEET NO. L2

FIRST FLOOR PLAN - COMPOSITE
3/32" = 1'-0"

DEPARTMENT AREA BY FLOOR

DEPARTMENT	LEVEL	AREA (NSF)
ADMIN/SUPPORT	FIRST FLOOR	1,889 SF
LOUNGE AREA	FIRST FLOOR	721 SF
NEW CAR DELIVERY	FIRST FLOOR	1,321 SF
SALES	FIRST FLOOR	2,249 SF
SERVICE + PARTS	FIRST FLOOR	11,369 SF
SERVICE + PARTS	MEZZANINE	2,096 SF
SERVICE LANE	FIRST FLOOR	4,034 SF
SHOWROOM	FIRST FLOOR	6,288 SF
TOTAL (NSF)		29,965 SF

GROSS BUILDING AREA

FIRST FLOOR	29,662 SF
PARTS MEZZANINE	2,097 SF
TOTAL BUILDING AREA (GSF)	31,758 SF

DEALERSHIP ZONES

- ADMIN/SUPPORT
- LOUNGE AREA
- NEW CAR DELIVERY
- SALES
- SERVICE + PARTS
- SERVICE LANE
- SHOWROOM

STUDIO DETROIT ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM

PROJECT MANAGER
STEVEN H. FOURNIER, AIA, NCARB
248.376.2617
STEVEN@STUDIO-DETROIT.COM

KEY PLAN

DO NOT SCALE DRAWINGS

ISSUED

04.04.25	DDP#1
04.11.25	SITE PLAN REVIEW
05.07.25	DDP#1 RESUBMISSION
06.16.25	SPA RESUBMISSION

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SEAL

STATE OF MICHIGAN SHANE MICHAEL BURKE ARCHITECT No. 1301058878 REGISTERED ARCHITECT

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CLIENT

FOX DETROIT PROPERTIES, LLC
200 OTTAWA AVE NW, SUITE 800
SUITE 800
GRAND RAPIDS, MI 48103
616.774.4044

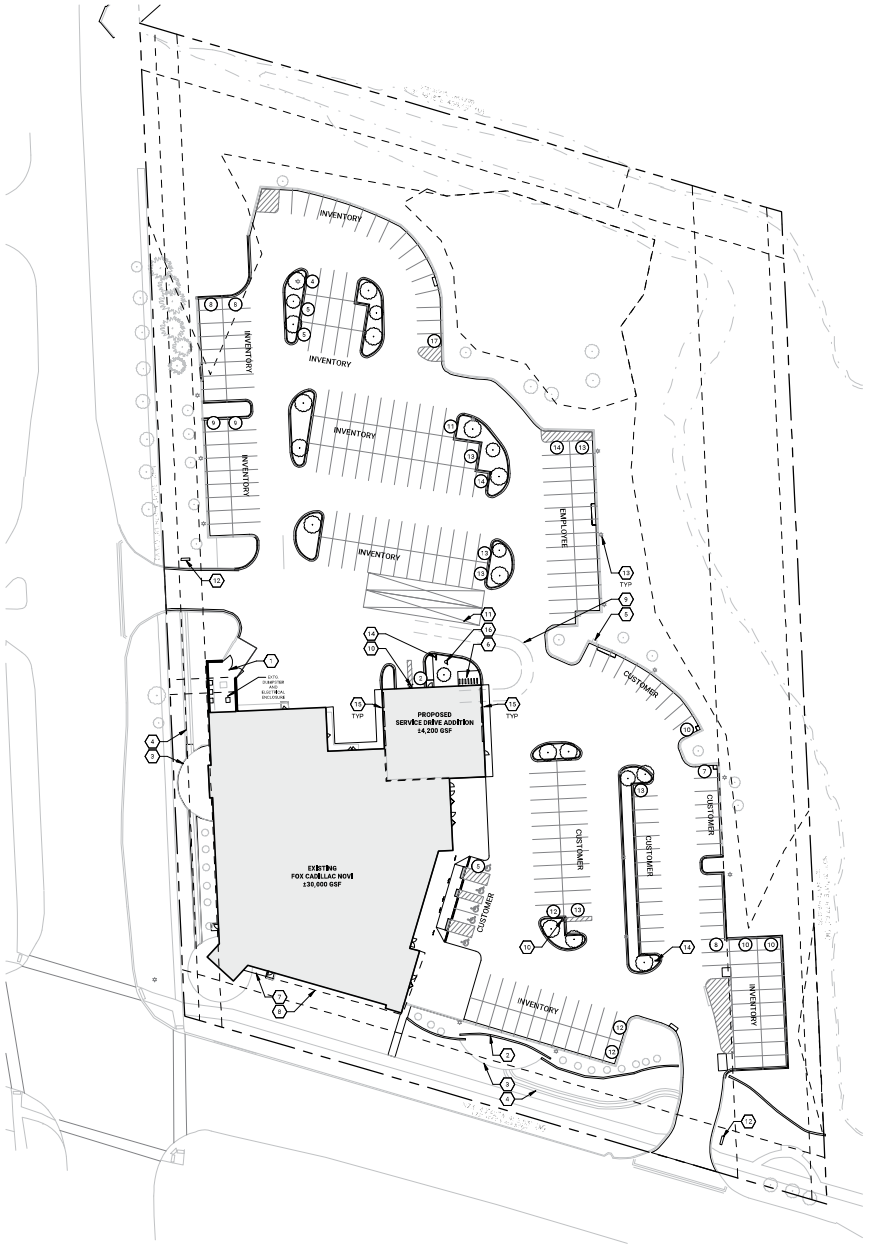
PROJECT

FOX CADILLAC NOVI
PROJECT DESCRIPTION
41350 GRAND RIVER AVE.
NOVI, MI 48375

PROJECT NO. 24030

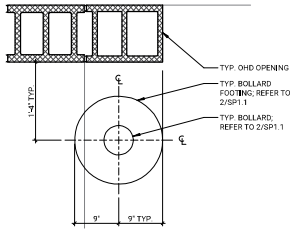
COMPOSITE FLOOR PLAN

TS1.5

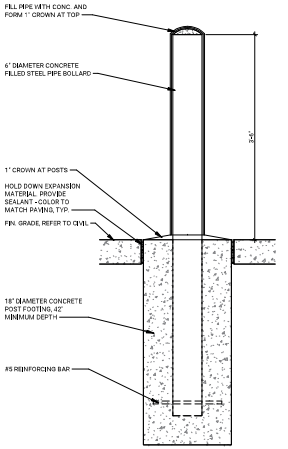


ARCHITECTURAL SITE PLAN KEY NOTES: (TYPICAL THIS SHEET ONLY)

1. EXISTING DUMPSTER ENCLOSURE
2. EXISTING SCREEN WALL TO REMAIN; REMOVE AND REPLACE BRAND SIGNAGE
3. EXISTING VEHICLE DISPLAY AREA
4. EXISTING DOUBLE TRACK
5. EXISTING EV CHARGER
6. PROPOSED BICYCLE PARKING RACK
7. 'BONELINE' FOUNDATION BUILD-OUT; COORDINATE W/ STRUCTURAL
8. 'BONELINE' CADILLAC BRAND ELEMENT BY VENDOR
9. VEHICLE TURNING RADIUS
10. RELOCATED EXISTING EV CHARGER
11. LOADING ZONE
12. REPLACE EXISTING MONUMENT SIGN W/ NEW BRAND-APPROVED SIGNAGE; COORDINATE W/ APPROVED SIGN VENDOR
13. EXISTING LIGHT POLE OR POLE TOP FIXTURE TO REMAIN; MODIFY HEAD AT OWNER DIRECTION
14. PROPOSED WAYFINDING SIGN
15. 6" CONC FILLED STEEL BOLLARD; REFER TO NEW WORK PLANS AND DETAILS
16. EXISTING FIRE HYDRANT TO REMAIN



2 TYPICAL BOLLARD PLAN DETAIL
1" = 1'-0"



1 TYP TYPICAL BOLLARD SECTION DETAIL
1" = 1'-0"

STUDIO DETROIT ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM

PROJECT MANAGER
STEVEN H. FOURNIER, AIA, NCARB
248.376.2617
STEVEN@STUDIO-DETROIT.COM

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200 OTTAWA AVE NW, SUITE 800
SUITE 800
GRAND RAPIDS, MI 48103
616.774.4044

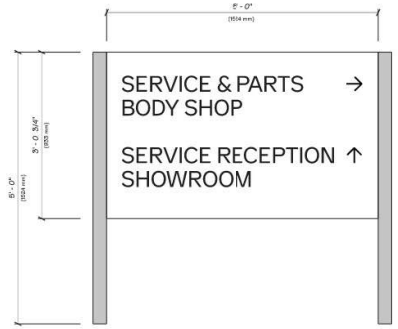
PROJECT

FOX CADILLAC NOVI
PROJECT DESCRIPTION
41350 GRAND RIVER AVE.
NOVI, MI 48375

PROJECT NO. 24030

ARCHITECTURAL SITE PLAN

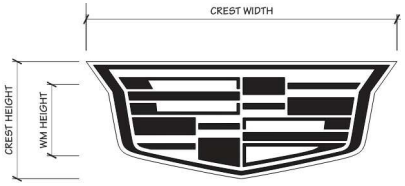
SP1.1



TWIN POLE

FONT: CADILLAC GOTHIC NARROW

SITE GROUND SIGN - WAYFINDING



GRAPHIC SIZE BY SIGN			
SIGN		CADILLAC	DEALERNAME
M-10	1' - 5 7/8" (H) X 3' - 11 5/8" (W)	4 3/4" (H) X 4' - 8 9/16" (W)	4 3/4" (H) X TBD (W)
	454 mm (H) X 1209 mm (W)	121 mm (H) X 1437 mm (W)	121 mm (H) X TBD (W)

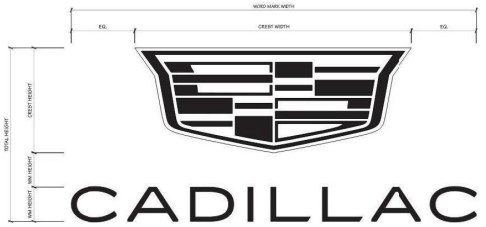
WALL SIGN - MEADOWBROOK

CERTIFIED SERVICE

CS16

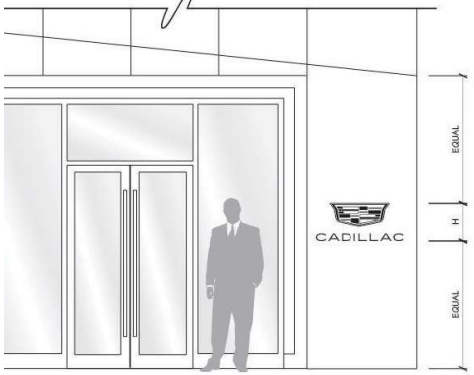
SIZE	CERTIFIED SERVICE	
	HEIGHT (ft-in)	WIDTH (ft-in)
CS16	1' - 4"	20' - 9 5/16"
	406 mm	6333 mm

WALL SIGN - WAYFINDING



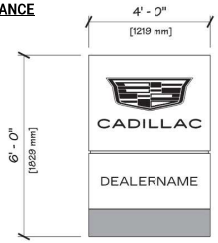
STACKED SIZE	CREST		WORD MARK		LOCK-UP	
	WIDTH (ft-in)	HEIGHT (ft-in)	WIDTH (ft-in)	HEIGHT (ft-in)	GAP (ft-in)	TOTAL HEIGHT (ft-in)
WS1 (STANDARD)	8' - 3"	3' - 1 1/4"	11' - 7 7/8"	11 3/4"	11 3/4"	5' - 0 3/4"
	2515 mm	946 mm	3553 mm	298 mm	298 mm	1543 mm

WALL SIGN - GRAND RIVER & INTERSECTION



STACKED SIZE	CREST		WORD MARK		LOCK-UP		WEIGHT	AMPS
	WIDTH (ft-in)	HEIGHT (ft-in)	WIDTH (ft-in)	HEIGHT (ft-in)	TOTAL WIDTH (ft-in)	TOTAL HEIGHT (ft-in)		
CAD CREST WINDOW	2' - 0 7/8"	9 3/8"	3' - 0 1/2"	3 1/16"	3' - 0 1/2"	1' - 3 9/16"	15 lbs.	N/A
	632mm	238mm	927mm	78mm	927mm	395mm		

WALL SIGN - ENTRANCE



M-6

GRAPHIC SIZE BY SIGN			
SIGN		CADILLAC	DEALERNAME
M-6	1' - 1" (H) X 2' - 10 7/16 (W)	3 7/16" (H) X 3' - 4 15/16" (W)	3 7/16" (H) X TBD (W)
	330 mm (H) X 875 mm (W)	87 mm (H) X 1039 mm (W)	87 mm (H) X TBD (W)

MONUMENT SIGN - GRAND RIVER & MEADOWBROOK

STUDIO DETROIT ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM

PROJECT MANAGER
STEVEN H. FOURNIER, AIA, NCARB
248.376.2617
STEVEN@STUDIO-DETROIT.COM

DO NOT SCALE DRAWINGS

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04.11.25	SITE PLAN REVIEW
05.16.25	SPA RESUBMISSION

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CLIENT

FOX DETROIT PROPERTIES, LLC
200 OTTAWA AVE NW, SUITE 800
SUITE 800
GRAND RAPIDS, MI 48103
616.774.4044

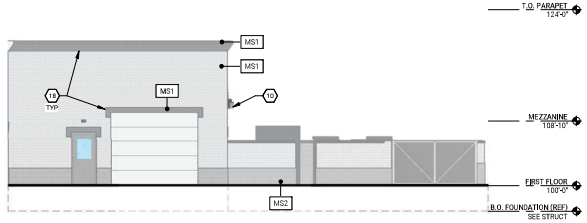
PROJECT

FOX CADILLAC NOVI
PROJECT DESCRIPTION
41350 GRAND RIVER AVE.
NOVI, MI 48375

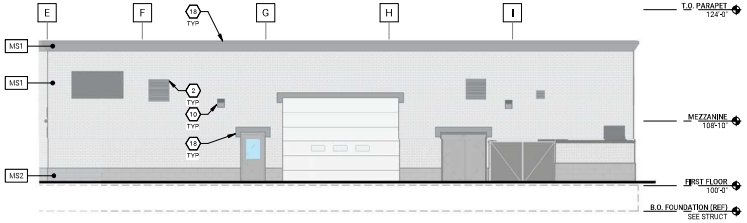
PROJECT NO. 24030

ARCHITECTURAL SITE DETAILS

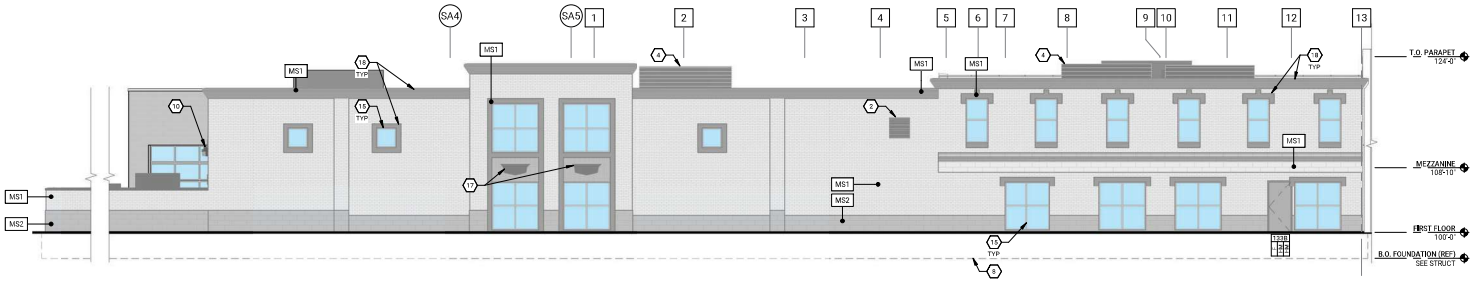
SP1.2



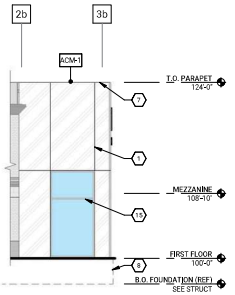
8 EAST ELEVATION
A1.2 1/8" = 1'-0"



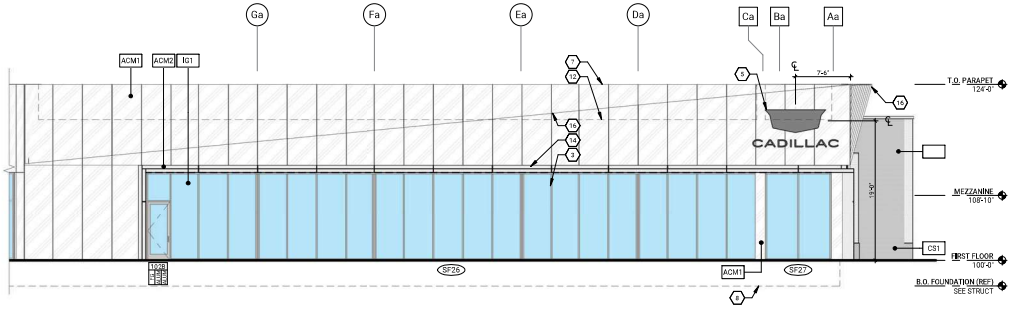
7 NORTH ELEVATION
1/8" = 1'-0"



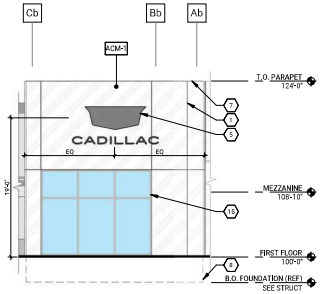
6 WEST ELEVATION
1/8" = 1'-0"



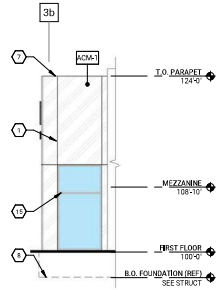
5 WEST ELEVATION
A1.1 1/8" = 1'-0"



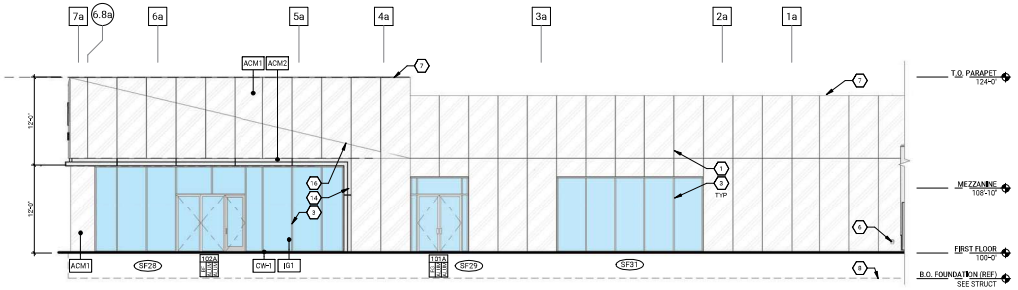
4 SOUTH ELEVATION
A1.1 1/8" = 1'-0"



3 SOUTH ELEVATION
A1.1 1/8" = 1'-0"



2 EAST ELEVATION
A1.1 1/8" = 1'-0"



1 EAST ELEVATION
A1.1 1/8" = 1'-0"

EXTERIOR MATERIALS

TAG	LEGEND	MATERIAL	FINISH
IG1		EXTERIOR GLAZING	SOLARBAN 72 w/ ACUITY GLASS ; 1" CLEAR INSULATED GLAZING
CW1		CURTAINWALL	CLEAR ANODIZED ALUMINUM FRAMING; THERMALLY BROKEN
ACM1		ALUMINUM COMPOSITE MATERIAL	ALPOLIC - WHITE FINISH; REFER TO LIST OF MATERIALS
ACM2		ALUMINUM COMPOSITE MATERIAL	ALPOLIC - MIGA ANODIC CLEAR; REFER TO LIST OF MATERIALS
MTL1		PREFINISHED ALUMINUM	METAL COPING; SILVER; REFER TO LIST OF MATERIALS
BR1		FACE BRICK	INTENT: LIGHT GRAY FINISH; REFER TO LIST OF MATERIALS
CS1		CAST STONE	INTENT: DARK GRAY FINISH; REFER TO LIST OF MATERIALS
EPT1		EXTERIOR PAINT	DARK GRAY COLOR TO MATCH CS1; REFER TO LIST OF MATERIALS
MS1		EXTERIOR STAIN	LIGHT GRAY COLOR TO MATCH BR1; REFER TO LIST OF MATERIALS
MS2		EXTERIOR STAIN	DARK GRAY COLOR TO MATCH CS1; REFER TO LIST OF MATERIALS
MS3		EXTERIOR STAIN	WHITE COLOR; REFER TO LIST OF MATERIALS

EXTERIOR ELEVATION KEY NOTES: (TYPICAL THIS SHEET ONLY)

1. ALUMINUM COMPOSITE PANEL (RAINSCREEN w/ DRY JOINT) w/ 1/2" REVEAL; SEE MATERIAL FINISH SCHEDULE
2. EXISTING INTAKE LOUVER TO REMAIN, PRIME AND PAINT TO MATCH ADJACENT WALL COLOR
3. GLASS AND ALUMINUM STOREFRONT / CURTAINWALL SYSTEM; SEE FRAME ELEVATIONS
4. EXISTING ROOF TOP UNIT AND DECORATIVE METAL SCREENING
5. BUILDING MOUNTED SIGNAGE; COORDINATE POWER REQUIREMENTS w/ APPROVED SIGNAGE DRAWINGS AND SIZING w/ SIGNAGE VENDOR AND LOCAL ORDINANCE
6. OVERFLOW DRAIN w/ COVER AS SPECIFIED BY BRAND IMAGE REQUIREMENTS; COORDINATE w/ PLUMBING
7. INTEGRAL ACM COPING
8. LINE INDICATES ASSUMED EXISTING CONCRETE FOUNDATION; SEE STRUCTURAL
9. 6" CONC. FILLED STL. BOLLARD, PRIMED W/ PLASTIC COVER
10. WALL MTD. EXT. LIGHT FIXTURE; SEE SCHEDULE & ELECTRICAL
11. MASONRY CONTROL JOINT (C.J); COORD W/ STRUCTURAL
12. INDICATES LINE OF ROOF BEYOND
13. EXISTING ROOF TOP UNIT; COORDINATE w/ MECHANICAL
14. DISPLAY FRAME ALUMINUM COMPOSITE PANEL SYSTEM (ACM2) BY VENDOR, PROVIDE CONTINUOUS SOFT GLOW COVE LIGHTING; SEE LIGHTING SCHEDULE AND COORDINATE w/ ELECTRICAL
15. EXISTING GLASS AND ALUMINUM STOREFRONT TO REMAIN
16. BONELINE ALUMINUM COMPOSITE PANEL SYSTEM (ACM1) BY VENDOR
17. REMOVE AND REPLACE EXISTING BUILDING MOUNTED SIGNAGE FOR NEW BUILDING MOUNTED SIGNAGE; COORDINATE POWER REQUIREMENTS w/ APPROVED SIGNAGE DRAWINGS
18. EXISTING CAST STONE CORNICE / TRIM TO RECEIVE SOLID STAIN AS INDICATED

STUDIO DETROIT ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM

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248.376.2617
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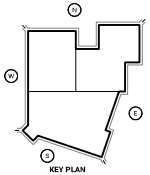

KEY PLAN

DO NOT SCALE DRAWINGS

ISSUED	
04.04.25	DDP#1
04.11.25	SITE PLAN REVIEW
05.07.25	DDP#1 RESUBMISSION
06.16.25	SPA RESUBMISSION

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PROJECT

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PROJECT DESCRIPTION
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NOVI, MI 48375

PROJECT NO. 24030

EXTERIOR ELEVATIONS

A2.1

NORTH FACADE EXT. MAT. CALCS - TOTAL AREA 3,812.55 S.F.			
MATERIAL	% MAX	MATERIAL AREA	% PROPOSED
BRICK VENEER	100% MAX / 30% MIN	3,140.36 S.F.	82.37%
LIMESTONE	50% MAX	456.12 S.F.	11.97%
ALUMINUM COMPOSITE PANEL SYSTEM (ACM)	50% MAX	0 S.F.	0.0%
MECHANICAL SCREEN		31.8 S.F.	0.83%
MOLDED CORNINCES, TRIM, COLUMNS, AND SURROUNDS	15% MAX	184.27 S.F.	4.83%

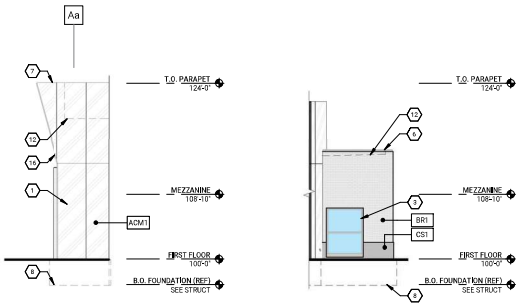
WEST FACADE EXT. MAT. CALCS - TOTAL AREA 3,252.26 S.F.			
MATERIAL	% MAX	MATERIAL AREA	% PROPOSED
BRICK VENEER	100% MAX / 30% MIN	2075.39 S.F.	63.81%
LIMESTONE	50% MAX	530.48 S.F.	16.31%
ALUMINUM COMPOSITE PANEL SYSTEM (ACM)	50% MAX	228.67 S.F.	7.03%
MECHANICAL SCREEN		47.95 S.F.	1.47%
MOLDED CORNINCES, TRIM, COLUMNS, AND SURROUNDS	15% MAX	369.77 S.F.	11.38%

EAST FACADE EXT. MAT. CALCS - TOTAL AREA 4,049.64 S.F.			
MATERIAL	% MAX	MATERIAL AREA	% PROPOSED
BRICK VENEER	100% MAX / 30% MIN	1,779.15 S.F.	43.94%
LIMESTONE	50% MAX	198.72 S.F.	4.9%
ALUMINUM COMPOSITE PANEL SYSTEM (ACM)	50% MAX	2,062.82 S.F.	50.94%
MECHANICAL SCREEN / LOUVER		8.95 S.F.	0.22%

SOUTH FACADE EXT. MAT. CALCS - TOTAL AREA 2,139.5 S.F.			
MATERIAL	% MAX	MATERIAL AREA	% PROPOSED
BRICK VENEER	100% MAX / 30% MIN	0 S.F.	0.0%
LIMESTONE	50% MAX	0 S.F.	0.0%
ALUMINUM COMPOSITE PANEL SYSTEM (ACM)	50% MAX	2,139.52 S.F.	100%
MOLDED CORNINCES, TRIM, COLUMNS, AND SURROUNDS	15% MAX	0 S.F.	0.0%

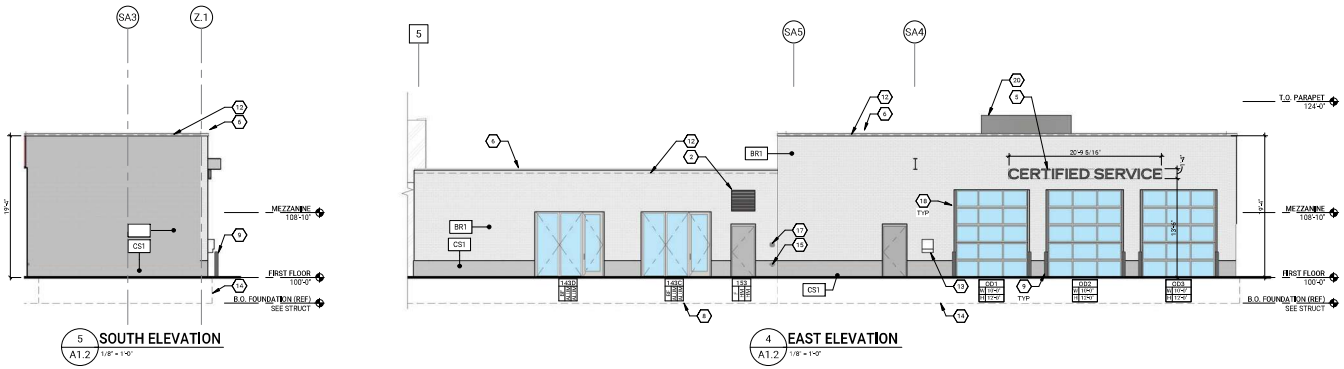
EXTERIOR MATERIALS

TAG	LEGEND	MATERIAL	FINISH
IG1		EXTERIOR GLAZING	SOLARBAN 72 w/ ACUITY GLASS , 1" CLEAR INSULATED GLAZING
CW1		CURTAINWALL	CLEAR ANODIZED ALUMINUM FRAMING; THERMALLY BROKEN
ACM1		ALUMINUM COMPOSITE MATERIAL	ALPOLIC - WHITE FINISH; REFER TO LIST OF MATERIALS
ACM2		ALUMINUM COMPOSITE MATERIAL	ALPOLIC - MCA ANODIC CLEAR; REFER TO LIST OF MATERIALS
MTL1		PREFINISHED ALUMINUM	METAL COPING; SILVER; REFER TO LIST OF MATERIALS
BR1		FACE BRICK	INTENT: LIGHT GRAY FINISH; REFER TO LIST OF MATERIALS
CS1		CAST STONE	INTENT: DARK GRAY FINISH; REFER TO LIST OF MATERIALS
EPT1		EXTERIOR PAINT	DARK GRAY COLOR TO MATCH CS1; REFER TO LIST OF MATERIALS
MS1		EXTERIOR STAIN	LIGHT GRAY COLOR TO MATCH BR1; REFER TO LIST OF MATERIALS
MS2		EXTERIOR STAIN	DARK GRAY COLOR TO MATCH CS1; REFER TO LIST OF MATERIALS
MS3		EXTERIOR STAIN	WHITE COLOR; REFER TO LIST OF MATERIALS



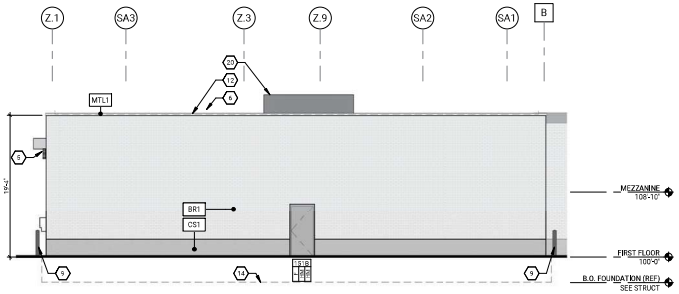
7 A1.1 NORTH ELEVATION 1/8" = 1'-0"

6 A1.1 SOUTH ELEVATION 1/8" = 1'-0"

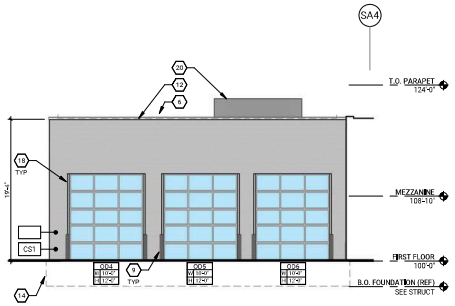


5 A1.2 SOUTH ELEVATION 1/8" = 1'-0"

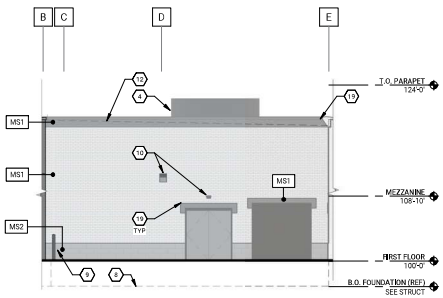
4 A1.2 EAST ELEVATION 1/8" = 1'-0"



3 NORTH ELEVATION 1/8" = 1'-0"



2 A1.2 WEST ELEVATION 1/8" = 1'-0"



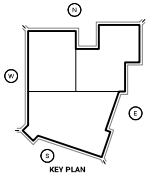
1 A1.2 NORTH ELEVATION 1/8" = 1'-0"

EXTERIOR ELEVATION KEY NOTES: (TYPICAL THIS SHEET ONLY)

1. ALUMINUM COMPOSITE PANEL (RAINSCREEN w/ DRY JOINT) w/ 1/2" REVEAL; SEE MATERIAL FINISH SCHEDULE
2. INTAKE LOUVER; COORDINATE w/ MECHANICAL
3. EXISTING STOREFRONT TO REMAIN
4. EXISTING ROOF TOP UNIT AND DECORATIVE METAL SCREENING
5. BUILDING MOUNTED SIGNAGE; COORDINATE POWER REQUIRMENTS w/ APPROVED SIGNAGE DRAWINGS
6. PREFINISHED METAL COPING TO MATCH ACM2
7. INTEGRAL ACM COPING
8. LINE INDICATES ASSUMED EXISTING CONCRETE FOUNDATION; SEE STRUCTURAL
9. 6" CONC. FILLED STL. BOLLARD, PRIMED W/ PLASTIC COVER
10. WALL MTD. EXT. LIGHT FIXTURE; SEE SCHEDULE & ELECTRICAL
11. MASONRY CONTROL JOINT (CJ); COORD W/ STRUCTURAL
12. INDICATES LINE OF ROOF BEYOND
13. SERVICE DROP BOX PER BRAND SIGNAGE REQUIREMENTS
14. NEW REINFORCED CONCRETE FOUNDATION; COORD w/ STRUCTURAL
15. OVERFLOW DRAIN w/ COVER AS SPECIFIED BY BRAND IMAGE REQUIREMENTS; COORDINATE W/ PLUMBING
16. BONELINE ALUMINUM COMPOSITE PANEL SYSTEM (ACM1) BY VENDOR
17. KNOX BOX; COORDINATE FINAL LOCATION w/ FIRE DEPARTMENT
18. BENT PLATE STEEL JAMBS AND STEEL LINTEL, PRIME AND PAINT (EPT1) PER PROJECT SPECIFICATIONS
19. EXISTING CAST STONE CORNICE / TRIM TO RECEIVE SOLID STAIN AS INDICATED
20. ROOF TOP UNIT AND DECORATIVE METAL SCREENING SCREENING TO CONCEAL EQUIPMENT FROM ALL VANTAGE POINTS; FINISH TO MATCH ADJACENT EXISTING SCREENING

STUDIO DETROIT ARCHITECTS
2040 PARK AVENUE, SUITE 200
DETROIT, MICHIGAN 48226
STUDIO-DETROIT.COM

PROJECT MANAGER
STEVEN H. FOURNIER, AIA, NCARB
248.376.2617
STEVEN@STUDIO-DETROIT.COM



KEY PLAN

DO NOT SCALE DRAWINGS

ISSUED

04.04.25	DDP#1
04.11.25	SITE PLAN REVIEW
05.07.25	DDP#1 RESUBMISSION
06.16.25	SPA RESUBMISSION

DRAWN AMA
CHECKED SHF

SEAL

STATE OF MICHIGAN SHANE MICHAEL BURKE ARCHITECT No. 1301068878 REGISTERED ARCHITECT

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CLIENT

FOX DETROIT PROPERTIES, LLC
200 OTTAWA AVE NW, SUITE 800
SUITE 800
GRAND RAPIDS, MI 48103
616.774.4044

PROJECT

FOX CADILLAC NOVI PROJECT DESCRIPTION
41350 GRAND RIVER AVE.
NOVI, MI 48375

PROJECT NO. 24030

EXTERIOR ELEVATIONS

A2.2

OVERALL SITE - NEW WORK LIGHTING PLAN
Scale: 1 inch= 40 Ft.

ILLUMINANCE TABLE

0.2- 0.29 fc
0.3 - 0.49 fc
0.5 - 0.99 fc
1.0 - 1.99 fc
2.0 - 5.0 fc

GENERAL LIGHTING NOTES:
- WORK PLANE CALCULATIONS ARE SHOWN IN FOOT CANDLES (fc) AT: 2'-6" AFF
- CORRIDOR CALCULATIONS ARE SHOWN IN FOOTCANDLES (fc) AT: 2'-6" AFF
- EXTERIOR CALCULATIONS ARE SHOWN IN FOOTCANDLES (fc) AT FINISHED GRADE

EMERGENCY EGRESS NOTES:
- INTERIOR CALCULATIONS ARE SHOWN IN FOOT CANDLES (fc) AT FINISHED FLOOR
- EXTERIOR CALCULATIONS ARE SHOWN IN FOOTCANDLES (fc) AT FINISHED GRADE
- WIZARD LIGHTING COMPANY LLC IS NOT A REGISTERED ELECTRICAL ENGINEER, THERFORE THE EMERGENCY EGRESS CALCS ARE MERELY A REPRESENTATION OF ILLUMINATION, THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR HIRING A REGISTERED ELECTRICAL ENGINEER TO VALIDATE THE CALCS SHOWN MEET CODE REQUIREMENTS.

THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABRATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS. ACTUAL PERFORMACE ON ANY MANUFACTURE'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.

WIZARD LIGHTING COMPANY
129 E. COMMERCE RD
MILFORD, MI 48381
248-714-5076

WIZARD LIGHTING COMPANY

#	DATE	ISSUED FOR
1	04/07/25	SITE PLAN APPROVAL
2	05/02/25	CITY REVIEW COMMENTS

REVISIONS

DRAWN BY: B.LASSEN
CHECKED BY:
DATE: 04/07/2025
WIZARD LIGHTING FILE: 25-028

FOX MOTORS

CADILAC OF NOVI

SITE LIGHTING PLAN

EL1.10

LUMINAIRE SCHEDULE											
SYMBOL	QTY	TYPE	DESCRIPTION	MANUFACTURER	CATALOG #	DELIVERED LUMENS	CCT	CRI	LUMINAIRE WATTS	TOTAL WATTS	BUG Rating	COMMENTS
	15	SFW	UNIVERSAL MOUNTED LED FLOOD LUMINAIRE. CORROSION RESISTANT DIE-CAST HOUSING WITH POWDER COAT PAINT FINISH. LUMINAIRE COMPLETE WITH 0-10V DIMMING DRIVER.	BEACON - VIPER FLOODLIGHT SERIES	VP-F-1-132L-30-3K8-6X8-UNV-K-WHT-F-NXWS16F	4794	3000K	80CRI	36	555	N.A.	
	8	SL3	POLE MOUNTED LED LUMINAIRE. RUGGED DIE-CAST ALUMINUM HOUSING AND TYPE III DISTRIBUTION. LUMINAIRE COMPLETE WITH INTEGRAL 0-10V DIMMING DRIVER.	BEACON - VIPER SERIES	VP-ST-1-36L-30-3K8-3-UNV-WHT-FNXWF-40F	5315	3000K	80CRI	80	640	B1-U0-G2	LUMINAIRE HEAD MOUNTED TO A STRAIGHT STEEL POLE 25'-0" FROM BOTTOM OF LUMINAIRE TO GRADE LEVEL.
	16	SL3a	POLE MOUNTED LED LUMINAIRE. RUGGED DIE-CAST ALUMINUM HOUSING AND TYPE III DISTRIBUTION. LUMINAIRE COMPLETE WITH INTEGRAL 0-10V DIMMING DRIVER.	BEACON - VIPER SERIES	VP-ST-1-36L-30-3K8-3-UNV-WHT-FNXWF-40F	5315	3000K	80CRI	80	640	B1-U0-G2	LUMINAIRE HEAD MOUNTED TO A STRAIGHT STEEL POLE 25'-0" FROM BOTTOM OF LUMINAIRE TO GRADE LEVEL.
	8	SLF	POLE MOUNTED LED LUMINAIRE. RUGGED DIE-CAST ALUMINUM HOUSING AND TYPE FR DISTRIBUTION. LUMINAIRE COMPLETE WITH INTEGRAL 0-10V DIMMING DRIVER.	BEACON - VIPER SERIES	VP-ST-1-36L-55-3K8-FR-UNV-K-WHT-BC-F-NXWF-40F	7385	3000K	80CRI	95	660	B1-U0-G0	LUMINAIRE HEAD MOUNTED TO A STRAIGHT STEEL POLE 25'-0" FROM BOTTOM OF LUMINAIRE TO GRADE LEVEL.
	4	WL4	WALL MOUNTED EXTERIOR LED LUMINAIRE. RUGGED DIE-CAST ALUMINUM HOUSING AND POWDER PAINTED FINISH. LOW GLARE AND ZERO UPLIGHT DISTRIBUTION. LUMINAIRE COMPLETE WITH 0-10V DIMMING DRIVER.	BEACON - VIPER WALL SERIES	VPW2-4RL-20-3K8-4W-UNV-WHT-NXWS12F	2713	3000K	80CRI	20	84	B1-U0-G1	

2

2

CALCULATION SUMMARY								
LABEL	CALC TYPE	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN	CALC PLANE
PARKING AND DRIVES_Planar	Illuminance	Fc	1.63	13.4	0.1	16.30	134.00	0
PROPERTY LINE	Illuminance	Fc	0.05	0.9	0.0	N.A.	N.A.	N.A.

BEACON

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Floodlight

VIPER LUMINAIRE

MICROSTRIKE | STRIKE optics

FEATURES

- Low profile LED floodlighting luminaire with a variety of NEMA distributions for lighting applications such as accent lighting, sign lighting, distribution center, and general area lighting.
- Featuring two different optics technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Vibration rated for high vibration applications including bridges and overpasses. All housing sizes are rated for 1.5G.
- Control options including photo control, occupancy sensing, NX Lighting Controls, Wiscape and 7-Pin with networked controls.
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail.
- Field interchangeable mounting provides additional flexibility after the fixtures has shipped.

IP65 | BAA | TAA | DLC LISTED | DLC LISTED PREMIUM

CONTROL TECHNOLOGY

NX | NX | NX | LIGHTGRID

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant die-cast aluminum housing with 1000 hour powder coat paint finish and less than 20% THD
- External hardware is corrosion resistant

OPTICS

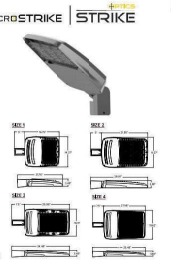
- Micro Strike Optics (S2, 264, 350, or 540 LED counts) maximize uniformity in retrofit applications and come standard with mix-power LEDs whichevenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72, 108, or 162 LED counts) provide best in class spacing in new construction applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- One-piece silicone gasket ensures a weatherproof seal

INSTALLATION

- Mounting patterns for each arm can be found on page 8
- All mounting hardware included
- Knuckle arm fitter option available for 2-3/8" OD tenon
- Control options are only available on the knuckle mount option and must be installed on a vertical tenon
- Micro Strike flood configurations may be aimed up, but must have at least a 30° to allow for water to shed.

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40°C to 40°C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field-replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3. Automatically takes device offline for protection when device is compromised
- Feature in IP65 rated
- Meets DA recommendations using 3K CCT configuration at 0 degrees of tilt.
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-5) and Trade Agreements Act (FAR 52.225-5). See BuyAmerica(n) Solutions (link to https://www.currentlighting.com/resources/americas-solutions)
- DLC® (DesignLights Consortium Qualified), with some 7-pin um Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org



	EPA			
	Size 1	Size 2	Size 3	Size 4
30°	0.527	1.023	1.423	1.853
60°	1.49	1.817	2.479	3.080

CERTIFICATIONS

- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications

CONTROLS

- Photo control, occupancy sensor programmable controls and Zigbee wireless controls available for complete on/off and dimming control
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V Dimming Drivers are standard and dimming leads are stranded out of the luminaire unless control options require connection to the dimming leads. Must specify if wiring leads are to be greater than the 6" standard
- NX Lighting Controls® available with in fixture wireless control module, features dimming and occupancy sensor
- LightGrid™ available with in fixture wireless control module, features dimming and occupancy sensor. Also available in 7-pin configuration

WARRANTY

- 5 year warranty

Current

currentlighting.com/beacon

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Rev 10/15/59
BEA_VIPER_Flood_005

SLF - Beacon Viper Flood Series

BEACON

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

VIPER Wall

VPW1/VPW2/VPW3 LED WALLPACK

MICROSTRIKE | STRIKE optics

FEATURES

- Low profile LED wall luminaire with a variety of IES distributions for lighting applications such as retail, commercial and industrial building mount.
- Featuring Strike and Micro Strike Optics which maximizes large zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual Comfort – Option for Size 2 and Size 3
- Control options including photo control, occupancy sensing, NX Retributed Intelligence™, and LightGRID.
- Battery Backup options available for emergency code compliance
- Quick-mount adapter allows easy installation/maintenance
- 347V and 480V versions for industrial applications and Canada

	Weight
VPW1	41 lbs / 18.6 kg
VPW2	715 lbs / 324 kg
VPW3	171 lbs / 78.0 kg

SP | BAA | TAA

CONTROL TECHNOLOGY

NX | NX | NX | LIGHTGRID

SPECIFICATIONS

CONSTRUCTION

- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with power coat paint finish
- Powder paint finish provides durability in outdoor environments. Tested to meet 1000 hour salt spray rating

OPTICS

- Entire optical aperture illuminates to create a large luminous surface area resulting in a low glare appearance without sacrificing optical performance.
- 2700K, 3000K, 3500K, 4000K and 5000K CCTs
- Zero uplight distributions
- LED optics provide IES type II, III and IV distributions

INSTALLATION

- Quick-mount adapter provides easy installation to wall or to recessed junction boxes 4" square junction box)
- Designed for direct j-box mount.

ELECTRICAL

- 120V-277V universal voltage 50/60Hz 0-10V dimming drivers
- 347V input is available in most wattage. 480V is available for 58W and above.
- Ambient operating temperature -40°C to 40°C
- Driver Rohs and IP65
- 10kV Surge Protector optional
- Drivers have greater than 90 power factor and less than 20% total Harmonic Distortion
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options can not be included in one same fixture.
- Dimming drivers are standard. Select CD (Customer Dimming) for the dimming wires to be extended outside the fixture.

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- Button photocontrol is suitable for 120-277V operation
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor

CONTROLS CONTINUED

- Integral Battery Backup provides emergency lighting for the required 90 minute path of egress
- Battery Backup suitable for operating temperatures -20°C to 40°C
- Please consult brand or sales representative when combining control and electrical options as some combinations may not operate as anticipated depending on your application.
- LightGRID+ available with in fixture wireless control module, features dimming and occupancy sensor.

CERTIFICATIONS

- Certified to UL 1598 and CSA C22.2#250.0-24
- IP65 rated housing
- Emergency battery backup options are California Energy Commission (CEC) Title 20 Compliant
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-5) and Trade Agreements Act (FAR 52.225-5). See Buy America(n) Solutions (link to https://www.currentlighting.com/resources/americas-solutions)
- DarkSky approved with 3000K CCT or warmer

WARRANTY

- 5 year limited warranty

Current

currentlighting.com/beacon

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Rev 10/25/25
BEA_ViperWall_Spec_Sheet_004

WL# - Beacon Viper Wall Series

BEACON

DATE: | LOCATION:

TYPE: | PROJECT:

CATALOG #:

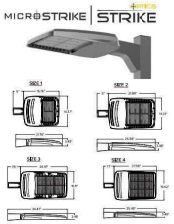
VIPER Area/Site

VIPER LUMINAIRE

MICROSTRIKE | STRIKE optics

FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as auto dealership, retail, commercial, and campus parking lots
- Featuring two different optical technologies, Strike and Micro Strike Optics, which provide the best distribution patterns for retrofit or new construction
- Rated for high vibration applications including bridges and overpasses. All sizes are rated for 1.5G
- Control options including photo control, occupancy sensing, NX Lighting Controls®, LightGRID® and 7-Pin with networked controls
- New customizable lumen output feature allows for the wattage and lumen output to be customized in the factory to meet whatever specification requirements may entail
- Field interchangeable mounting provides additional flexibility after the fixtures has shipped



cULus | IP65 | DLC LISTED | DLC LISTED PREMIUM | BAA | TAA

CONTROL TECHNOLOGY

NX | NX | NX | LIGHTGRID

SERVICE PROGRAMS

STOCK | QS10

SPECIFICATIONS

CONSTRUCTION

- Elevated housing will hidden vertical heat fins are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with 1000 hour powder coat paint finish
- External hardware is corrosion resistant

OPTICS

- Micro Strike Optics (60, 120, 480, or 720 LED counts) maximize uniformity in applications and come standard with Mix-power LEDs which evenly illuminate the entire luminous surface area to provide a low glare appearance. Catalog logic found on page 2
- Strike Optics (36, 72,108, or 162 LED counts) provide best in class spacing in new construction applications with high powered LEDs. Strike optics are held in place with a polycarbonate bezel to mimic the appearance of the Micro Strike Optics so both solutions can be combined on the same application. Catalog logic found on page 3
- Both optics meet/surpass target zonal illumination density recommendations for parking and drive light trespass issues. Additional backlight control shields and house side shields can be added for further reduction of illumination behind the pole
- One-piece silicone gasket ensures a weatherproof seal
- Zero uplight at 0 degrees of tilt
- Field installable optics

INSTALLATION

- Mounting patterns for each arm can be found on page 8
- Optional universal mounting plate for ease of installation during retrofit applications. Available as an option (RPUU) or accessory for square and round poles
- All mounting hardware included
- Knuckle arm fitter option available for 2-3/8" OD tenon
- For products with EPA less than 1.1 mounted to a pole greater than 20ft, a vibration damper is recommended

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz
- Ambient operating temperature -40°C to 40°C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field-replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3. Automatically takes fixture offline for protection when device is compromised
- Dual Driver option provides 2 drivers within luminaire but only one set of leads exiting the luminaire, where Dual Power Feed provides two drivers which can be wired independently as two sets of leads are extended from the luminaire. Both options can not be included in one same fixture. Both options cannot be combined.

CONTROLS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Not all configurations are DLC Premium or DLC qualified. Refer to http://www.designlights.org for the most updated list.
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40°C ambient temperatures
- 1.5 G rated for ANSI C136.31 high vibration applications
- Fixture is IP65 rated
- Meets DA recommendations using 3K CCT configuration at 0 degrees of tilt.
- This product meets federal procurement law requirements under the Buy American Act (FAR 52.225-5) and Trade Agreements Act (FAR 52.225-5). See BuyAmerica(n) Solutions (link to https://www.currentlighting.com/resources/americas-solutions)
- FCC CFR 47 Pt. 47 Part 15 Class A.

WARRANTY

- 5 year warranty

	EPA				
	VP1 (Size 1)	VP2 (Size 2)	VP3 (Size 3)	VP4 (Size 4)	Curve
Single Mount	0.456	0.638	0.83	0.998	
Twin Mount 180°	0.908	1.18	1.56	1.936	
Twin Mount 90°	0.965	0.79	0.97	0.948	
Triple Mount 90°	1.317	1.286	1.61	1.945	
Triple Mount 120°	0.948	1.156	1.52	1.868	
Quad Mount 90°	1.86	1.422	1.74	1.858	

Current

currentlighting.com/beacon

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Rev 03/05/25
BEA_VIPERSPEC_010

SL# - Beacon Viper Series

GENERAL LIGHTING NOTES:
- WORK PLANE CALCULATIONS ARE SHOWN IN FOOT CANDLES (fc) AT: 2'-6" AFF
- CORRIDOR CALCULATIONS ARE SHOWN IN FOOTCANDLES (fc) AT: 2'-6" AFF
- EXTERIOR CALCULATIONS ARE SHOWN IN FOOTCANDLES (fc) AT FINISHED GRADE

EMERGENCY EGRESS NOTES:
- INTERIOR CALCULATIONS ARE SHOWN IN FOOT CANDLES (fc) AT FINISHED FLOOR
- EXTERIOR CALCULATIONS ARE SHOWN IN FOOTCANDLES (fc) AT FINISHED GRADE
- WIZARD LIGHTING COMPANY LLC IS NOT A REGISTERED ELECTRICAL ENGINEER. THEREFORE THE EMERGENCY EGRESS CALCS ARE MERELY A REPRESENTATION OF ILLUMINATION. THE ELECTRICAL CONTRACTOR IS RESPONSIBLE FOR HIRING A REGISTERED ELECTRICAL ENGINEER TO VALIDATE THE CALCS SHOWN MEET CODE REQUIREMENTS.

THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABRATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY (IES) APPROVED METHODS. ACTUAL PERFORMANCE ON ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.

ILLUMINANCE TABLE

0.2- 0.29 fc
0.3 - 0.49 fc
0.5 - 0.99 fc
1.0 - 1.99 fc
2.0 - 5.0 fc

WIZARD LIGHTING COMPANY
129 E. COMMERCE RD
MILFORD, MI 48381
248-714-5076

WIZARD LIGHTING COMPANY

#	DATE	ISSUED FOR
1	09/02/25	SITE PLAN APPROVAL
2	09/30/25	CITY REVIEW COMMENTS

REVISIONS

FOX MOTORS

CADILAC OF NOVI

LUMINAIRE SCHEDULES AND DETAILS

DRAWN BY: BLASSEN
CHECKED BY: DS
WIZARD LIGHTING P.M: 25.028

EL2.10

EXHIBIT C

PLAN REVIEW CENTER REPORT

July 16, 2025

Planning Review

Cadillac of Novi

JSP 25-07

PETITIONER

Cadillac of Novi

REVIEW TYPE

Revised Preliminary Site Plan / Special Development Option Amended Concept Plan

PROPERTY CHARACTERISTICS

Section	24	
Site Location	41350 Grand River Avenue, northeast corner of Grand River Avenue and Meadowbrook Road (50-22-24-100-051)	
Site School District	Novi Community School District	
Site Zoning	Gateway East (GE)	
Adjoining Zoning	North	I-1 Light Industrial
	East	I-1 Light Industrial
	West	NCC: Non-Commercial Center
	South	OS-1 Office Service District
Current Site Use	Existing Cadilac of Novi	
Adjoining Uses	North	Various Industrial/Office
	East	Vacant – City-owned property
	West	Gateway Village retail and Gateway Townhomes (across Meadowbrook Road)
	South	Vacant (across Grand River Avenue)
Site Size	6.77 Acres	
Plan Date	June 23, 2025	

PROJECT SUMMARY

The subject property totals 6.77 acres and is located on the northeast corner of Grand River Avenue and Meadowbrook Road (Section 24). The applicant is proposing to build a 4,174 square foot addition to the northeast corner of the existing Cadillac of Novi building. The proposed addition includes a service area with twelve bays, and an office area for service writers. Additionally, the existing parking lot will be removed and replaced with new parking lot islands and expanded to accommodate 20 additional spaces for inventory vehicles. A new parking area at the southeast corner of the property is proposed. The plan proposes 136 parking spaces for employees and visitors and 134 inventory spaces. An update to the building façade and signage is also proposed. This site was originally approved for a Hummer Dealership utilizing the Special Development Option (SDO) in the Gateway East District, and the SDO agreement was later amended to change the use to a Cadillac Dealership. If approved this would be the 5th amendment to the SDO agreement.

RECOMMENDATION

Conditional approval of the Concept Plan and Preliminary Site Plan is recommended, subject to the deviations noted in this and other review letters, and additional information being provided before the

request is considered by the Planning Commission. The applicant will need to submit the revised Special Development Option Agreement prior to proceeding to the City Council. The Planning Commission can consider the Concept Plan at this time. **Landscape is also recommending conditional approval** of the revised Preliminary Site Plan. Woodland and Wetland are recommending approval at this time. Engineering and Traffic recommended approval of the Preliminary Site Plan, with items to be addressed at Final Site Plan submittal. Façade and Fire recommended approval of the Preliminary Site Plan.

SPECIAL DEVELOPMENT OPTION CONSIDERATIONS

In the GE District an applicant may utilize the Special Development Option. For the properties at the corner of Grand River Avenue and Meadowbrook Road per Section 3.12.1.E of the Zoning Ordinance the City Council may approve (after a recommendation from the Planning Commission) a use listed elsewhere in the Zoning Ordinance provided the criteria identified below are met. Such discretionary decision making by City Council shall be based upon relevant planning and/or zoning principles, including the standards set forth in subsection 6.1.C and the standards set forth below.

- The proposed use exemplifies the intent of the GE District as stated in Section 3.1.16.A, and the intent of the SDO as stated in Section 3.1.16.
- The proposed use incorporates a predominant physical component of the development that provides a unique entry feature along Grand River for the GE District, characterized by a distinct, high profile appearance.
- The proposed use is compatible with, and will promote, the uses permitted with the GE District and SDO.
- The proposed use will not create an inconsistency with the City's Master Plan for Land Use in terms of the general activities on the site and the impacts upon the surrounding area.
- The proposed use is designed in a manner that will result in traffic and pedestrian safety, consistent with the adjoining pedestrian and vehicular thoroughfares.
- The proposed use is designed with exceptional aesthetic quality, including building design, building materials and landscaping design, not likely to be achieved except based upon this authorization.

Section 3.12.3.B notes the applicant must demonstrate the following:

- The project will result in a recognizable and substantial benefit to the ultimate users of the project and to the community, where such benefit would otherwise be unfeasible or unlikely to be achieved by a traditional development.
- In relation to a development otherwise permissible as a Principal Permitted Use under Section 3.1.16.B, the proposed type and density of development shall not result in an unreasonable increase in the use of public services, facilities and utilities, and shall not place an unreasonable burden upon the subject and/or surrounding land and/or property owners and occupants and/or the natural environment.
- Based upon proposed uses, layout and design of the overall project the proposed building façade treatment, the proposed landscaping treatment and the proposed signage, the Special Development Option project will result in a material enhancement to the area of the City in which it is situated.
- The proposed development shall not have a materially adverse impact upon the Master Plan for Land Use of the city, and shall be consistent with the intent and spirit of this Section.
- In relation to a development otherwise permissible as a Principal Permitted Use under Section 3.1.16B, the proposed development shall not result in an unreasonable negative economic impact upon surrounding properties.
- The proposed development shall contain at least as much useable open space as would be required in this Ordinance in relation to the most dominant use in the development.
- Each particular proposed use in the development, as well as the size and location of such use, shall result in and contribute to a reasonable and mutually supportive mix of uses on the

site, and a compatibility of uses in harmony with the surrounding area and other downtown areas of the City.

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

Section 3.12.4.C notes the following minimum General Design Standards shall be reviewed and determined by City Council as part of the SDO review process:

- There shall be a perimeter setback and berming, as found to be necessary by the City Council, for the purpose of buffering the development in relation to surrounding properties.
- The design of pedestrian walkways shall be reviewed with the view of achieving safety, and also considering the objectives and intent of this district.
- Signage, lighting, streetscape, landscaping, building materials for the exterior of all structures, and other features of the project, shall be designed and completed with the objective of achieving an integrated and controlled development, consistent with the character of the community, surrounding development or developments, and natural features of the area. The City's Grand River Corridor Plan shall be incorporated in terms of design features and concepts applicable to the subject property.
- On retail buildings, windows within areas of the premises to which the public is invited shall be made of materials which do not materially obstruct transparency.

Lastly, Section 3.12.6A.ii notes that the development shall be designed so as to promote preservation of natural resources and natural features.

ORDINANCE REQUIREMENTS

This project was reviewed for conformance with the Zoning Ordinance with respect to Article 3 (Zoning Districts), Article 4 (Use Standards), Article 5 (Site Standards), and any other applicable provisions of the Zoning Ordinance**.** Please address the items in **bold** below for the next submittal.

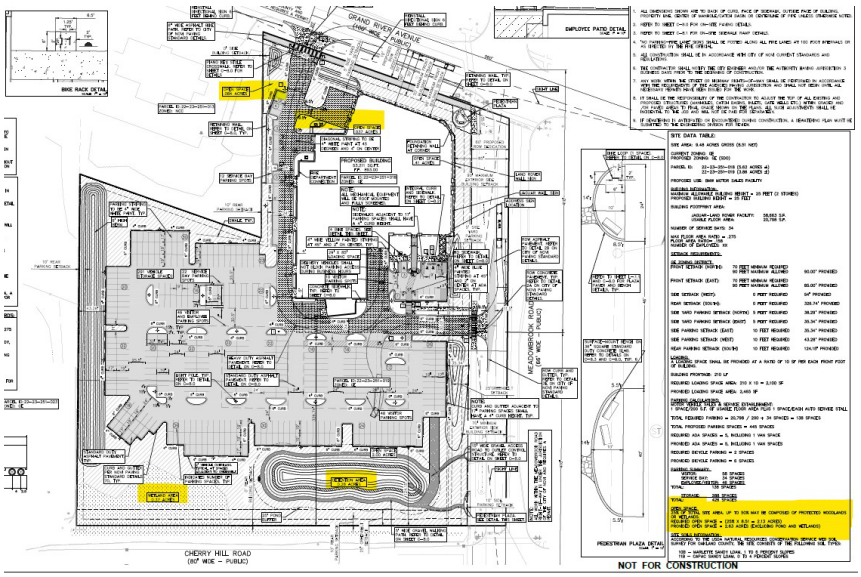
Planning Chart: Please refer to the attached Planning Chart for additional comments to address in the next submittal.

1. Outdoor Storage (3.11.4): A shipping container for tire storage is existing on-site. Outdoor Storage in the GE District with the SDO Option is not permitted. Any necessary storage should be contained within a building that complies with the ordinance standards. ***This deviation is not supported by staff without proper justification by the applicant for the need for such structure and demonstration of adequate screening***. *Please remove the shipping container from the site plan or provide justification for its use in the response letter.*

2. Special Development Option Agreement: Three existing small vehicle display pads are permitted adjacent to the road rights-of-way as approved on the initial Concept Plan and Preliminary Site Plan. *Display pad dimensions have been added to sheet C3 of the plans, as requested, and appear to be similar dimensions to what was approved in the original SDO agreement (Grand River, 1100sf; Meadowbrook, 800sf; front of building corner, 800sf)*. **Please include a note on Sheet C3 that there shall be no elevated storage of vehicles in any location of the property, and parking and display on the two-tracks along Grand River Avenue and Meadowbrook Road is prohibited.**

3. Parking Lot Screening (Sec. 3.11.6.B): The original approved landscape plans showed a hedge screening the parking lot along Meadowbrook Road, but the hedge is no longer there. *The hedge along Meadowbrook Road must be restored at this time – acknowledged by applicant.*

4. Open Space (Sec. 3.11.7): A minimum of 25% of the gross site area shall be left as open space. *Open space areas and calculations have been provided on sheet C10, as requested, however, open spaces are still being miscalculated*. **Refer to the Planning Review Chart for additional information on allowable percentages of open space categories and edit calculations to include areas along Grand River Avenue and Meadowbrook (see also example provided).**



5. Building Façade and Scale (Sec. 3.11.8): Flat Metal Panels (ACM) are proposed for the front of building. A Section 9 Façade Waiver for use of the proposed Flat Metal Panels instead of the required Brick will require approval from City Council as part of a revised SDO agreement and is recommended for approval by the City's Façade Consultant.

6. General Design Standards (Sec. 3.12.3.C): Signage, lighting, and building materials for the exterior of all structures shall be designed and completed with the objective of achieving an integrated and controlled development consistent with the character of the community. *Exterior accent lighting is proposed as a 'display frame' on sheet A2.1 note 14.* **Please provide additional information regarding the 'display frame' and LED lighting details in a response letter and on a rendering or other graphic, as this type of lighting is prohibited by the ordinance. If approved by the City Council, it will be included in the amendment to the SDO agreement.**

7. Exterior Signage: Additional signage is proposed. **Please clarify all new signage being proposed along with the sizes of each additional sign in a response letter and on future submittals.** The Planning Commission and the City Council will review the proposed sign changes as a part of the SDO process after receiving a review letter of the new and existing signage by City Staff.

8. Required Conditions for SDO Retail Development (Sec. 3.12.5.G): Proposed 4,174 sf square footage building addition would increase gross floor area to 29,626 sf from 25,452 sf. The Zoning Ordinance limits the size of retail buildings to 20,000 square feet in Section 3.11.2.c: *No individual retail sales or personal service establishment shall exceed twenty thousand (20,000) square feet of total gross floor area, exclusive of basement areas leased and utilized by the tenant of the building for storage purposes only.* The City Council had previously approved an addition that exceeded the maximum permitted square footage. **The amended SDO agreement will need to reflect the new floor area, if a deviation for this standard is approved by the City Council**. – *Acknowledged by applicant*.

9. Bicycle Parking General Requirements (Sec. 5.6): The Preliminary Site Plan showed that all 7 bicycle parking spaces were provided in one location and the layout was not dimensioned. *A dimensioned bicycle parking layout has been provided on sheet C10 as requested with the revised submittal; however the dimensions are still citing the old standards, and all spaces are still proposed in one*

location. **Please refer to Planning Review Chart for additional information, and see Text Amendment 18.301 update to bicycle parking layout standards before Final Site Plan consideration.**

10. Community Impact Statement: 3.12.7.c.2.d. *In the event the property on which the project is to be situated consists of six (6) or more acres, a community impact statement shall be submitted as part of the application.* This parcel is 6.7 acres. **Staff recommend that the applicant request a deviation from the requirement that the Community Impact Statement be provided since this is a minor modification from the initial approval.**

11. Parking Lot Landscaping: Lack of canopy trees at the ends of the new parking bay and perimeter trees along the west edge of the parking lot east of the building. **Please add the three trees needed.**

12. Lighting and Photometric Plan (Sec. 5.7): There are still items to be addressed on the lighting and photometric plan. Please include a color PDF of the lighting plan with the resubmittal and refer to the Planning Chart for additional comments. Required at final site plan submittal.

13. **Please edit the City Project number on the cover sheet to JSP25-07 on subsequent submittals.**

OTHER REVIEWS

a. Engineering Review: Engineering is recommended approval of the Preliminary Site Plan, with items to be addressed at Final Site Plan submittal.
b. Landscape Review: Landscape is **recommending conditional approva**l of the revised Preliminary Site Plan. Please see Landscape Review for additional details.
c. Traffic Review: Traffic recommends approval of the Preliminary Site Plan, with items to be addressed in a revised submittal. Please see the Traffic Review for additional information.
d. Woodland Review: Woodland is recommending approval of the revised Preliminary Site Plan. Please see Woodland Review for additional details.
e. Wetland Review: Wetland is recommending approval of the revised Preliminary Site Plan. Please see Wetland Review for additional details.
f. Façade Review: Façade recommended approval of the Preliminary Site Plan. A Section 9 Façade Waiver is also recommended for approval.
g. Fire Review: Fire recommended approval of the Preliminary Site Plan.

NEXT STEP: PLANNING COMMISSION MEETING

Planning Commission will consider a recommendation to City Council for the Preliminary Site Plan, Stormwater Management Plan, and Section 9 Façade Waiver.

The plan is tentatively scheduled for the Planning Commission public hearing on August 20, 2025. Please provide the following by August 13, 2025.

1. Original Site Plan submittal in PDF format (maximum of 10MB). **NO CHANGES MADE.**
2. A response letter addressing ALL the comments from ALL the review letters.
3. Additional details on the proposed signage as noted in this letter.
4. Provide a list of requested deviations from the ordinance standards in the response letter to help with the eventual amendment to the SDO Agreement.

FUTURE STEP: CITY COUNCIL MEETING

The applicant will need to submit the revised Special Development Option Agreement prior to proceeding to the City Council.

Dan Commer

Dan Commer, *AICP* – Planner

PLANNING REVIEW CHART: GE Gateway East

Review Date: July 16, 2025
Review Type: Preliminary Site Plan
Project Name: **JSP25-07 Cadillac of Novi**
Plan Date: June 23, 2025
Prepared by: Dan Commer, Planner
Contact: **E-mail:** dcommer@cityofnovi.org **Phone:** 248.735.5607

Items in **Bold** need to be addressed by the applicant with next submittal

Item	Required Code	Proposed	Meets Code	Comments
Zoning and Use Requirements				
Master Plan	Town Center Gateway (Gateway East)	No change	Yes	
Zoning *(Eff. January 8, 2015)*	Gateway East (SDO)	Update to Special Development Option (SDO)	**TBD**	**Special Development Option (SDO) update requires City Council approval (Sec 3.12.3)**
Uses Permitted *(Sec 3.1.16.B & C)*	Sec 3.1.16.B Principal Uses Permitted. Sec 3.1.16.C Special Land Uses 3.12 Special Development Option (SDO) for the GE district	Building addition, façade update, and parking lot improvements	**TBD**	
Maximum FAR *(Sec. 3.11.2.A)*	Maximum floor area ratio shall be 0.275. (ratio of gross square feet of building area to gross land area of site, less existing right-of-way)	Building w/proposed addition = 29,626 sf Site Area (less existing right of way) = 294,408 sf 29,626/294,408 = 0.10	Yes	
SITE PLAN WITH SDO CONTRACT: 1. Pre-application meeting (Pre-Application meeting was held March 18, 2025) 2. Planning Commission recommendation to City Council followed by 15-day public hearing 3. City Council approval of Concept plan followed by a public hearing 4. City Council approval of SDO contract 5. City Council approval of Preliminary Site Plan 6. Final Site Plan review and approval administratively unless otherwise requested by City Council				
Development Standards *(Sec 3.1.16.D)*				
Lot Size	Minimum Area: 2 acres Minimum Lot Width: 200 ft.	6.77 acres 460 ft.	Yes	
Lot Coverage	See Section 3.11			
Setbacks	See Section 3.11			

Item	Required Code	Proposed	Meets Code	Comments
Building Height	35 ft. or 2 stories, whichever is less	24 ft.	Yes	
Parking Setbacks	See Section 3.11			
Building Setbacks *(Sec 3.11.5)*				
Major Thoroughfare (Grand River Avenue)				
Front South (Grand River)	Min: 70 ft. from centerline Max: 90 ft. from centerline	82.47 ft. to centerline	Yes	Proposed building additions do not extend beyond the current building setback line in any yard
Front West (Meadowbrook)	Min: 70 ft. from centerline Max: 90 ft. from centerline	79.66 ft. to centerline	Yes	
Side (east)	30 ft.	219.41 ft.	Yes	
Rear (north)	30 ft.	367.46 ft.	Yes	
Parking Setback *(Sec 3.11.6.A)*				
Front (Grand River)	No front yard parking allowed	None proposed	Yes	
Front West (Meadowbrook)	No front yard parking allowed	None proposed	Yes	
Side (east)	10 ft.	22 ft.	Yes	
Rear (south)	10 ft.	83.50 ft.	Yes	
Notes To District Standards for GE/SDO Option *(Sec 3.6.2)*				
Maximum number of stories for SDO *(Sec 3.6.2.G)*	3 stories max See Sec. 3.12.5.E.vi	2 stories proposed	Yes	
Minimum lot size for SDO *(Sec 3.6.2.I)*	Min: 5 acres Minimum lot width: 300 ft.	6.77 acres 460 ft.	Yes	
Maximum building height for SDO *(Sec 3.6.2.J)*	May be increased to 50 ft. Any structure within 300 ft. of one-family residential is 35 ft.	24 ft.	Yes	
Parking setback screening *(Sec 3.6.2.P)*	Required parking setback area shall be landscaped per Sec. 5.5.3. Abutting residential requires a berm.	No changes proposed	Yes	
Modification of Parking Setback Requirements *(Sec. 3.6.2.Q)*	Planning Commission may modify if determined modification will improve the use of the site and landscaping	None requested	NA	
District Required Conditions for GE *(Sec. 3.11)*				
Off-street Parking *(Sec. 3.11.3)*	Off-street parking shall be provided within the building,	Parking lot within 300 feet.	Yes	

Item	Required Code	Proposed	Meets Code	Comments
	parking structure, or designed parking area within 300 ft.			
Outdoor storage *(Sec. 3.11.4)*	The outdoor storage of goods or materials shall be prohibited	Proposed shipping container for tire storage is existing on-site	**No**	Outdoor storage in the GE SDO District requires City Council approval – Acknowledged by applicant
Parking Lot Screening *(Sec. 3.11.6.B)*	Parking lots shall be screened from all major thoroughfares by a 2.5 foot brick or stone wall or 3 foot planting screen or existing vegetation to achieve 80% winter opacity and 90% summer opacity	Hedge along Meadowbrook restored on the Landscape Plan, as requested	Yes	Refer to Landscape review for additional comments
Open Space *(Sec. 3.11.7)*	25% of gross area of each development site shall be comprised of open space. Areas less than 20 ft. wide shall not be considered. Additional conditions apply per Sec. 3.11.7 **Substantially all of the total open space area must be designed as useable space** Site area = 294,409 sf. 25% = 73,602 sf. Required (1.69 acres) 76,168 sf open area less setbacks	Project Site Coverage detail provides general calculation for landscaping coverage as a percentage of total site at **37.5%**	**Yes?**	**Provide sheet with detailed open space element dimensions and calculations on next resubmittal** **6.77 x 0.25 = 1.69 acres** • **50% may be Woodland/Wetland areas (0.85 acres)** • **10% may be small strips of landscaped areas and landscaped end islands (0.17 acres)** • **0.67 acres must be useable open space**
Building Façade and Scale (Sec. 3.11.8)	All buildings shall comply with the standards for Region 1 provided in Section 5.15	Flat Metal Panels (ACM) proposed for front of building	**TBD**	A Section 9 Façade Waiver for use of ACM vs. Brick will be required from City Council – Acknowledged by applicant Refer to Façade review comments
Sidewalks and Bicycle Paths *(Sec. 3.11.9)*	8 ft. pathway along Grand River. 6 ft. sidewalk along Meadowbrook Road Bicycle Paths are required per the Master Plan.	6 ft sidewalk on Meadowbrook existing 8 ft pathway on Grand River existing	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Streetscape Amenities *(Sec. 3.11.10)*	Decorative pedestrian-scale parking lot lighting, public pathways, bicycle racks, etc. Grand River lighting, landscape plantings, etc.	Bicycle racks are proposed	Yes	
Loading *(Sec. 3.11.12)*	Located in rear yard or interior side yard, if fronting on more than one road	Loading proposed in rear yard	Yes	
Special Development Option (SDO) for the GE District *(Sec. 3.12)*				
Intent *(Sec. 3.12.1)*	- Mixed use developments - Quality residential development - Conserving natural resources - Compatibility between neighboring properties and downtown district - Unique "entry" developments at the intersection of Grand River and Meadowbrook	Existing car dealership, compatible with other existing car dealership use nearby	Yes	
Eligibility Criteria *(Sec. 3.12.3.A)*	SDO uses can be proposed only for properties located in GE district, subject to City Council approval	It is zoned for SDO uses	Yes	Applicant is proposing a 5th amendment to previously approved SDO agreement
General Design Standards (Sec. 3.12.3.C)	- Signage, lighting, streetscape, landscaping, building materials for the exterior of all structures, and other features of the project, shall be designed and completed with the objective of achieving an integrated and controlled development, consistent with the character of the community - On retail buildings, windows within areas of the premises to which the public is invited shall be made of materials which do not materially obstruct transparency.	"Display Frame" that outlines the showroom windows will feature integrated LED lighting	**TBD**	<u>The applicant should note that intense colors and/or flashing lights are prohibited</u> **Please provide additional information regarding the 'display frame' and LED lighting details in a response letter as this type of lighting is prohibited by the ordinance and will require an amendment to the SDO agreement.** See Façade Review for additional comments
Required Conditions for SDO: Retail Development (Sec. 3.12.5.G)	No individual retail sales or personal service establishment shall exceed twenty thousand (20,000) square feet of total gross floor area	Proposed 4,174 sf square footage building addition would increase gross floor area to 29,626 sf from	**No**	The SDO agreement needs to be amended to reflect the new floor area if approved – Acknowledged by

Item	Required Code	Proposed	Meets Code	Comments
		25,452 sf		applicant
Parking, Loading, and Dumpster Requirements				
Number of Parking Spaces *(Sec. 5.2.12.C)* Motor vehicle sales and service establishments	1 space for each 200 square feet of usable floor area of sales room and 1 for each auto service stall in service room	Total parking required: 131 spaces including 5 accessible spaces 29,626 sf. * 0.8 / 200 = 119 12 service stalls * 1= 12 Total parking provided: 270 spaces including 5 accessible spaces 136 parking spaces for employees and visitors and 134 inventory spaces	Yes	
Parking Space Dimensions and Maneuvering Lanes *(Sec. 5.3.2)*	- 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives - 9 ft. x 17 ft. parking spaces allowed along 7 ft. wide interior sidewalks as long as detail indicates a 4" curb at these locations and along landscaping.	9 x 19 ft. proposed 24 ft. proposed 9 ft. x 17 ft. parking spaces along landscape islands Some of the display spaces are double-stacked.	TBD	See Traffic review letter for additional comments
Off-Street Parking, Construction, and Maintenance (Sec. 5.3.7)	The entire parking area, including parking spaces and maneuvering lanes, required under this Section shall be provided with asphalt or concrete surfacing in accordance with the parking standards contained in the City's Design and Construction Standards	Existing gravel parking area is proposed to be paved and used for 20 additional inventory parking spaces	TBD	See Engineering Review for additional comments
Parking stall located adjacent to a parking lot entrance(public or private) *(Sec. 5.3.13)*	Shall not be located closer than twenty-five (25) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer	None proposed	Yes	

Item	Required Code	Proposed	Meets Code	Comments
End Islands *(Sec. 5.3.12)*	- End Islands with landscaping and raised curbs are required at the end of all parking bays that abut traffic circulation aisles. - The end islands shall generally be at least 8 feet wide, have an outside radius of 15 feet, and be constructed 3' shorter than the adjacent parking stall as illustrated in the Zoning Ordinance	End islands are proposed	Yes	See Traffic and Landscape review letters for additional comment
Barrier Free Spaces *Barrier Free Code*	5 barrier free parking spaces (for total 101-200); at least 1 van barrier free parking space	5 proposed including 1 van 136 parking spaces for visitors and employees = 5 barrier free spaces required	Yes	
Barrier Free Space Dimensions *Barrier Free Code*	- 8'wide with an 8' wide access aisle for van accessible spaces. - 5' wide with a 5' wide access aisle for regular accessible spaces.	1 - 8' wide van accessible spaces provided.	Yes	
Barrier Free Signs *Barrier Free Code*	One sign for each accessible parking space.	Proposed	Yes	
Minimum number of Bicycle Parking *(Sec. 5.16.1)*	Minimum two spaces	7 spaces proposed	Yes	
Bicycle Parking General requirements *(Sec. 5.16)*	- No farther than 120 ft. from the entrance being served. - When 4 or more spaces are required for a building with multiple entrances, the spaces shall be provided in multiple locations. - Spaces to be paved and the bike rack shall be inverted "U" design. - Shall be accessible via 6 ft. paved sidewalk.	All 7 spaces provided in one location	**TBD**	The applicant can consider relocating bicycle parking at multiple entrances, or reduce the number of spaces provided

Item	Required Code	Proposed	Meets Code	Comments
Bicycle Parking Lot layout *(Sec 5.16.5.A)*	Parking space width: 7 ft. One tier width: 10 ft. Two tier width: 18 ft. Maneuvering lane width: 4 ft. Parking space depth: 32"	Proposed bicycle parking layout on sheet C10 are dimensioned using old standards	**No**	**Please see Text amendment 18.301 update to bicycle parking layout standards**
Loading Spaces *(Sec. 5.4.2)*	- Loading, unloading space shall be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building. - Except in the case of a double frontage lot, loading-unloading, as well as trash receptacles may be located in an interior side yard beyond the minimum side yard setback requirement of the district.	1,920 square feet of loading space proposed in rear yard	Yes	
Dumpster *(Sec 4.19.2.F)*	- Located in rear yard or interior side yard in case of double frontage - Attached to the building or - No closer than 10 ft. from building if not attached - Not located in parking setback - If no setback, then it cannot be any closer than 10 ft. from property line. - Away from Barrier free Spaces	Existing – complies	Yes	
Dumpster Enclosure *(Sec. 21-145. (c))*	- Screened from public view - A wall or fence 1 ft. higher than height of refuse bin - And no less than 5 ft. on three sides - Posts or bumpers to protect the screening - Hard surface pad. - Screening Materials: Masonry, wood or evergreen shrubbery	Existing – complies	Yes	
Roof top equipment and wall mounted utility equipment *(Sec. 4.19.2.E.ii)*	All roof top equipment must be screened and all wall mounted utility equipment must be enclosed and integrated into the design and color of the building.	Details provided on Architecture Plans	**TBD**	See Façade Review for additional comments

Item	Required Code	Proposed	Meets Code	Comments
Roof top appurtenances screening	Roof top appurtenances shall be screened in accordance with applicable facade regulations, and shall not be visible from any street, road or adjacent property.	Screening proposed	**TBD**	It should be noted that all existing and proposed roof top units must be screened from view from all vantage points both on-site and off-site using materials in compliance with the Façade Ordinance
Non-Motorized Facilities				
Article XI. Off-Road Non-Motorized Facilities	8-foot pathway is required along Grand River, as well as sidewalk connection to Grand River	New 5' sidewalk connection to Grand River Avenue is proposed	Yes	
Pedestrian Connectivity	Assure safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets	Internal sidewalks surrounding building, and a new 5' sidewalk connection to Grand River is proposed	Yes	
Building Code and Other Requirements				
Exterior lighting *(Sec. 5.7)*	Photometric plan and exterior lighting details needed at time of Final Site Plan submittal			
Building Exits *Michigan Building Code 2012*	Building exits must be connected to sidewalk system or parking lot			
Design and Construction Standards Manual	Land description, Sidwell number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).			
General layout and dimension of proposed physical improvements	Location of all existing and proposed buildings, proposed building heights, building layouts, (floor area in square feet), location of proposed parking and parking layout, streets and drives, and indicate square footage of pavement area (indicate public or private).			Refer to all review letters for additional dimensions requested
Economic Impact	- Total cost of the proposed building & site improvements - Number of anticipated jobs created (during construction			

Item	Required Code	Proposed	Meets Code	Comments
	& after building is occupied, if known)			
Development/ Business Sign	- Signage if proposed requires SDO approval and sign permit	"Display Frame" that outlines the showroom windows will feature integrated LED lighting	**TBD**	For sign permit information contact Deborah Martinez in Ordinance at 248-735-5671
Project and Street Naming	Project and Street Names are to be approved for public safety concerns	Not applicable	NA	
Legal Documents	- Special Development Agreement - Master Deed - Conservation Easement	Not required at this time	**No**	**Work with planner to execute them as needed**
Lighting and Photometric Plan (Sec. 5.7)				
Intent *(Sec. 5.7.1)*	Establish appropriate minimum levels, prevent unnecessary glare, reduce spillover onto adjacent properties & reduce unnecessary transmission of light into the night sky	Lighting plan provided	**TBD**	
Lighting Plan *(Sec. 5.7.A.i)*	Site plan showing location of all existing & proposed buildings, landscaping, streets, drives, parking areas & exterior lighting fixtures	Lighting plan provided	**TBD**	**Please include a PDF of the lighting plan with resubmittal** **Required at final site plan submittal**
Building Lighting *(Sec. 5.7.2.A.iii)*	Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming points of any remote fixtures.	Lighting plan provided	TBD	Will be reviewed for conformance at the time of final site plan review.
Lighting Plan *(Sec.5.7.2.A.ii)*	Specifications for all proposed & existing lighting fixtures		Yes	**Please provide hours of operation and if parking lots lights will be dimmed after hours on next submittal**
	Photometric data		Yes	
	Fixture height		Yes	
	Mounting & design		Yes	
	Glare control devices *(Also see Sec. 5.7.3.D)*		Yes	
	Type & color rendition of lamps		Yes	
	Hours of operation	Not provided	**TBD**	
Maximum Height *(Sec. 5.7.3.A)*	Height not to exceed maximum height of zoning district (or 25 ft. where	25 feet proposed	Yes	

Item	Required Code	Proposed	Meets Code	Comments
	adjacent to residential districts or uses)			
Color Spectrum Management *(Sec. 5.7.3.F)*	- All Permanent lighting installations shall have a minimum color Rendering Index (CRI) of 70 - All permanent lighting installations shall have a Correlated Color Temperature (CCT) of no greater than 3000 Kelvin (K)	80 CRI and 3000K CCT Beacon-Viper lighting proposed	Yes	
Indoor Lighting *(Sec. 5.7.3.H)*	- Indoor lighting shall not be the source of exterior glare or spillover	Not provided	TBD	
Standard Notes *(Sec. 5.7.3.B)*	- Electrical service to light fixtures shall be placed underground - Flashing light shall not be permitted - Only necessary lighting for security purposes & limited operations shall be permitted after a site's hours of operation	Not provided	**TBD**	**Please provide the standard notes on the plan with the next submittal.**
Security Lighting *(Sec. 5.7.3.i)* Lighting for security purposes shall be directed only onto the area to be secured.	- All fixtures shall be located, shielded and aimed at the areas to be secured. - Fixtures mounted on the building and designed to illuminate the facade are preferred - Lighting for security purposes shall be directed only onto the area to be secured		Yes	
Average Light Level *(Sec.5.7.3.E)*	Average light level of the surface being lit to the lowest light of the surface being lit shall not exceed 4:1	Avg/Min calculation provided of 16.3	**No**	Avg/Min calculation provided of 16.3 is well above the ordinance threshold of 4:1. **Please provide justification in the response letter**
Min. Illumination *(Sec. 5.7.3.k)*	Parking areas: 0.2 min		TBD	
	Loading & unloading areas: 0.4 min		TBD	
	Walkways: 0.2 min		TBD	
	Building entrances, frequent use: 1.0 min		TBD	

Item	Required Code	Proposed	Meets Code	Comments
	Building entrances, infrequent use: 0.2 min		TBD	
Max. Illumination adjacent to Non-Residential *(Sec. 5.7.3.K)*	When site abuts a non-residential district, maximum illumination at the property line shall not exceed 1 foot candle		Yes	
Cut off Angles *(Sec. 5.7.3.L)*	When adjacent to residential districts - All cut off angles of fixtures must be 90° - maximum illumination at the property line shall not exceed 0.5 foot candle		NA	

NOTES:

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

PLAN REVIEW CENTER REPORT

7/14/2025

Engineering Review

Cadillac of Novi
JSP25-0007

APPLICANT

Nowak & Fraus Engineers

REVIEW TYPE

Preliminary Site Plan

PROPERTY CHARACTERISTICS

- Site Location: Located on the north side of Grand River Avenue east of Meadowbrook Road, in section 24 of the City of Novi.
- Site Size: 6.77 acres
- Plan Date: 06/23/2025
- Design Engineer: Tim Wood, Nowak & Fraus Engineers

PROJECT SUMMARY

- Construction of an approximately 4,174 square foot addition to the existing Cadilac of Novi building. The existing parking lot will be removed and replaced with new parking lot islands. Minor sidewalk replacement work proposed on the Meadowbrook Road frontage.

- No changes proposed to the water main and sanitary sewer proposed.

- Storm water will be collected by a storm sewer collection system and discharged to the existing on-site detention basin and ultimately outlet to the existing regional detention basin.

RECOMMENDATION

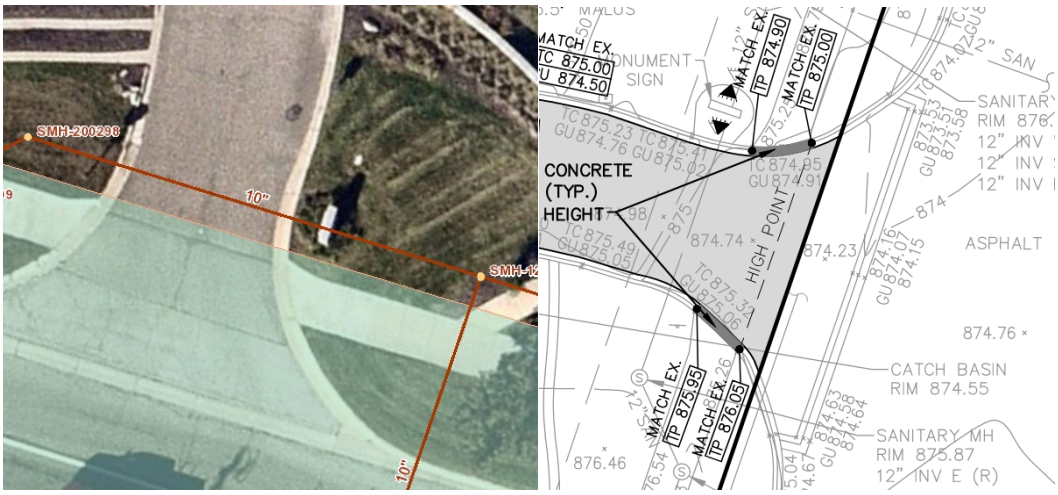
Approval of the revised Preliminary Site Plan is **recommended** at this time, the plan meets the general requirements of the design and construction standards as set forth in Chapter 11 of the City of Novi Code of Ordinances, the Storm Water Management Ordinance and the Engineering Design Manual with the following items to be addressed at the time of Final Site Plan submittal:

COMMENTS

1. **Only at the time of the printed Stamping Set submittal,** provide the City's standard detail sheets for storm sewer (2 sheets), paving (2 sheets). The most

updated details can be found on the City's website under Engineering Standards and Construction Details.

2. A Right-of-Way Permit will be required from the City of Novi and Oakland County if work is propseod in the right-of-way. City utility maps show that the Grand River Avenue right-of-way is being impacted.



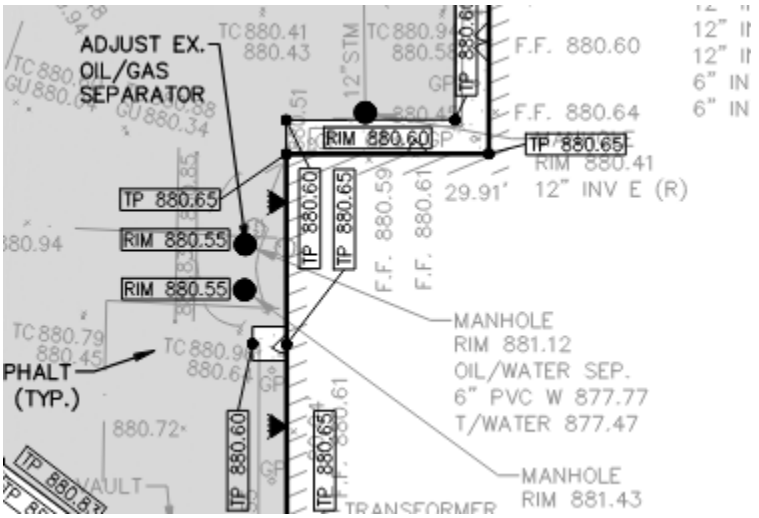
3. Provide sight distance measurements for the Grand River Avenue and Meadowbrook Road entrances in accordance with Figure VIII-E of the Design and Construction Standards, Chapter 11 of the City of Novi Code of Ordinances.
4. Indicate where the eight 'No Parking Fire Lane' signs are proposed. Show no parking signs on paving sheet C3 with other traffic control signs.
5. Provide a note that compacted sand backfill (MDOT sand Class II) shall be provided for all utilities within the influence of paved areas; illustrate and label on the profiles.
6. Provide a construction materials table on the utility plan listing the quantity and material type for each utility being proposed.
7. No light poles are proposed within existing utility easement; a license agreement will not be needed.
8. Provide a utility crossing table indicating that at least 18-inch vertical clearance will be provided, or that additional bedding measures will be utilized at points of conflict where adequate clearance cannot be maintained. This should be provided for any new crossings proposed with existing sanitary or water main.
9. The grading and SESC sheets shall show the tree fence at least as far from the trunk as the critical root zone, defined as a circular area around a tree with a radius measured to the tree's longest dripline radius plus one (1) foot. No grading shall occur within the dripline. If the critical root zone is not fully protected, then replacements for that tree may be required.

IRRIGATION

10. See attached containment letter from Cross Connection Specialist, an irrigation plan will not be needed for this project.

WATER MAIN & SANITARY SEWER

11. No changes proposed to the existing water main or sanitary sewer at this time. Existing manholes on the north side of the building will be adjusted.
12. Indicate what the existing manholes on the north side of the building connect to, are they sanitary or storm manholes. Show existing sanitary lead and water lead locations.



13. Label location of existing monitoring manhole for the site.

STORM SEWER

14. Provide storm water management narrative stating where existing stormwater for site discharges.
15. A minimum cover depth of 3 feet shall be maintained over all proposed storm sewer. Provide profiles for all storm sewer 12-inch and larger. All storm pipes accepting surface drainage shall be 12-inch or larger.
16. Provide a 0.1-foot drop in the downstream invert of all storm structures where a change in direction of 30 degrees or greater occurs.
17. Match the 0.80 diameter depth above invert for pipe size increases.
18. Storm manholes with differences in invert elevations exceeding two feet shall contain a 2-foot-deep plunge pool.
19. Provide a four-foot-deep sump and an oil/gas separator in the last storm structure prior to discharge to the storm water basin. Show location of existing oil/gas separator.
20. Label the 10-year HGL on the storm sewer profiles and ensure the HGL remains at least 1-foot below the rim of each structure.
21. Illustrate all pipes intersecting storm structures on the storm profiles.
22. Provide a schedule listing the casting type, rim elevation, diameter, and invert sizes/elevations for each proposed, adjusted, or modified storm structure on the

utility plan. Round castings shall be provided on all catch basins except curb inlet structures.

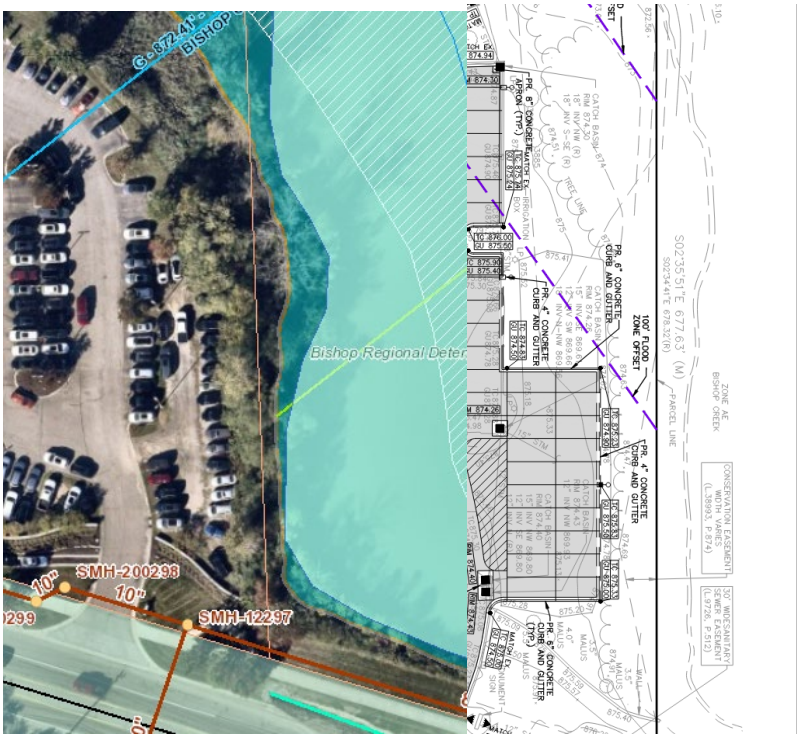
23. Show and label all roof conductors and show where they tie into the storm sewer.
24. Provide Storm sewer basis of design table. Storm sewer design must show capacity and peak flow for each run of storm sewer. If storm sewer is under capacity additional storm sewer may be needed.

PAVING & GRADING

25. Provide a construction materials table on the Paving Plan listing the quantity and material type for each pavement cross-section being proposed.
26. Show grades of existing dumpster pad if it is not being removed/replaced.
27. Verify the slopes along the ingress/egress routing to the building from the barrier-free stalls. All barrier-free stalls shall comply with Michigan Barrier-Free regulations.
28. Per MDOT Special Provision for Crushed Concrete, the use of crushed concrete is prohibited on the project within 100 feet of any water course (stream, river, county drain, etc.) and lake, regardless of the application of location of the water course or lake relative to the project limits. Add note to use 21AA crushed limestone base for any pavement within 100 feet of a water course.
29. Provide additional spot grades as necessary to demonstrate that a minimum 5-percent slope away from the building is provided for a minimum distance of ten feet around the perimeter of the building.

FLOOD PLAIN

30. No impacts proposed to floodplain at this time. Adjust the 100' and 25' floodplain buffer lines on the east side of the parking lot. See utility map below.



SOIL EROSION & SEDIMENT CONTROL

31. A SESC permit is required (link to Soil Erosion Permit Application). A review will be done when a completed packet is submitted to Sarah Marchioni at Community Development.

THE FOLLOWING MUST BE SUBMITTED WITH THE NEXT SUBMITTAL:

32. A letter from either the applicant or the applicant's engineer must be submitted with the Stamping Set highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved. **Additionally, a statement must be provided stating that all changes to the plan have been discussed in the applicant's response letter.**
33. An itemized construction cost estimate must be submitted to the Community Development Department for the determination of plan review and construction inspection fees. This estimate should only include the civil site work and not any costs associated with construction of the building or any demolition work. ***The estimate must be itemized*** for each utility (water, sanitary, storm sewer), on-site paving (square yardage, should include number of detectable warning plates), right-of-way paving (including proposed right-of-way), grading, and the storm water basin (basin construction, control structure, pre-treatment structure and restoration).

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

Please contact Humna Anjum at (248) 735-5632 or email at hanjum@cityofnovi.org with any questions.

_____

Humna Anjum,
Project Engineer

cc: Dan Commer, Community Development
Milad Alesmail, Engineering
Kate Purpura, Engineering
Ben Croy, City Engineer

PLAN REVIEW CENTER REPORT
June 26, 2025
Cadillac of Novi
Revised Preliminary Site Plan - Landscape

Review Type	**Job #**
Revised Preliminary Site Plan Landscape Review	JSP25-0007

Property Characteristics
- Site Location: 41350 Grand River Ave
- Site Acreage: 7.16 ac.
- Site Zoning: GE
- Adjacent Zoning: North, East: I-1, South: Grand River/OS-1, West: NCC/I-1
- Plan Date: 6/23/2025

Recommendation:
This project is **recommended for approval** for Preliminary Site Plan, contingent on the corrections made below with regard to the parking lot perimeter trees being made.

LANDSCAPE WAIVER REQUIRED FOR THE PROPOSED LAYOUT AND LANDSCAPING:
- Deficient greenbelt width along Meadowbrook – *supported by staff*
- Lack of greenbelt berms along both frontages – *supported by staff as a wall provides screening along Grand River and a hedge is proposed to serve as the original plans' hedge did.*
- Deficiency in foundation landscaping for building addition – *supported by staff as the entire building has sufficient landscaping area*
- Lack of canopy trees on the ends of the new parking bay and perimeter trees along the west edge of the parking lot east of the building – *not supported by staff*
- Lack of berm along both roads – *supported by staff*

Please show the City Project number as JSP25-0005.

Ordinance Considerations

Existing Trees (Sec 37 Woodland Protection, Preliminary Site Plan checklist #17 and LDM 2.3 (2))
1. Tree survey and chart are provided.
2. **Please replace any of the original maples planted around the detention pond.**
3. No regulated trees are shown as being removed.
4. No wetlands or wetland impacts are indicated.

Adjacent to Residential - Buffer (Zoning Sec. 5.5.3.B.ii and iii)
The property is not adjacent to residential property so this buffering is not required.

Adjacent to Public Rights-of-Way – Berm/Wall, Buffer and Street Trees (Zoning Sec. 5.5.3.B.ii, iii)
1. The required greenbelt width and landscaping are provided for Grand River but not Meadowbrook. **This requires a landscape waiver**. *It would be supported by staff as an existing condition.*
2. The required berm is not provided along either frontage, but a masonry wall exists along Grand River. **This requires a landscape waiver.** *It would be supported by staff as an approved existing condition.*
3. The required berm is also not provided along Meadowbrook but the original plans

showed a hedge screening the parking lot that is no longer there. *The hedge is shown as being restored so the waiver is supported for the Meadowbrook frontage as well.*

4. No new greenbelt trees are required as the greenbelts are not changing. Fill-in trees for those missing per the original plan are shown on the landscape plan.
5. The street trees are maintained and replaced as needed by the City.

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

1. All utilities and light posts are included on the landscape plan.
2. The crabapple near the northwest corner of the building must be moved to at least 10 feet away from the catch basin.

Parking Lot Landscaping

1. The required parking lot interior area and trees are proposed.
2. **Two endcap trees are needed for the new customer bay east of the building. A landscape waiver is required for the proposed configuration**. *It would not be supported by staff.*
3. 3 perimeter trees are needed between the parking lot and the east side of the building. 2 of them can be used for the endcaps noted above. **Please add the three trees needed.** Since the required number of trees is provided on the site, they can be moved from other locations, particularly along the east edge where the trees are crowded together .

Building Foundation Landscaping (Zoning Sec. 5.5.3.D)

1. No foundation landscaping calculations or plantings are proposed for the addition. Only 385sf is provided near the addition, and none on the south side of it, facing Grand River. **This requires a landscape waiver**. *It would be supported by staff as the entire building does have sufficient foundation landscaping.*
2. **Please replace all missing foundation landscaping per the original approved plans.**

Plant List (LDM 4.)

1. Provided
2. 8 of 12 species shown (67%) are native to Michigan.
3. The proposed tree diversity meets the requirements of the Landscape Design Manual.

Planting Notations and Details (LDM)

Provided

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

1. No new above-ground stormwater detention pond is proposed.
2. Please replace any missing detention basin trees shown on the original Hummer plan.

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

A note indicated that the existing irrigation system will be modified to include the new plantings. This is acceptable.

NOTE: Replacements of the original plantings do not need to be included in the cost of the project, but do need to be planted at the time of the required plantings.

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

Thank you for your consideration.

Rick Meader – Landscape Architect

LANDSCAPE REVIEW SUMMARY CHART – REVISED PRELIMINARY SITE PLAN

Review Date: June 26, 2025
Project Name: JSP25-0007: Cadillac of Novi
Plan Date: June 23, 2025
Prepared by: Rick Meader, Landscape Architect E-mail: rmeader@cityofnovi.org; Phone: (248) 735-5621

Items in **Bold** need to be addressed by the applicant for approval of the revised Preliminary Site Plan. Underlined items need to be addressed for Final Site Plan.

LANDSCAPE WAIVERS REQUIRED BY PLAN:

- Deficient greenbelt width along Meadowbrook – *supported by staff*
- Lack of greenbelt berms along both frontages – *supported by staff as a wall provides screening along Grand River and a hedge is proposed to serve as the original plans' hedge did.*
- Deficiency in foundation landscaping for building addition – *supported by staff as the entire building has sufficient landscaping*
- Lack of canopy trees on the ends of the new parking bay – *not supported by staff*
- Lack of berm along both roads – *supported by staff*

NOTES:
Although they don't need to be included in the costs of the project or shown on the landscape plans, all missing landscaping from the original approved plan should be replaced at the time of the project's landscape installation to bring the site into conformance with Zoning Ordinance Section 5.5.7 which requires that all landscaping is to be maintained per the standard of the original approved plans.

Please show the City Project number as JSP25-0005.

Item	Required	Proposed	Meets Code	Comments
Landscape Plan Requirements *(LDM (2))*				
Landscape Plan *(Zoning Sec 5.5.2, LDM 2.e.)*	• New commercial or residential developments • Addition to existing building greater than 25% increase in overall footage or 400 SF whichever is less. • 1"=20' minimum with proper North. Variations from this scale can be approved by LA • Consistent with plans throughout set	Landscape Plan: 1"=30'	Yes	
Project Information *(LDM 2.d.)*	Name and Address	Business name and location map are on the Title Block	Yes	
Owner/Developer Contact Information *(LDM 2.a.)*	Name, address and telephone number of the owner and developer or association	Business name and contact information are on the Title Block	Yes	

Item	Required	Proposed	Meets Code	Comments
Landscape Architect contact information *(LDM 2.b.)*	Name, Address and telephone number of RLA/PLA/LLA who created the plan	George Ostrowski – Nowak & Fraus	Yes	
Sealed by LA. *(LDM 2.g.)*	Requires original signature	Copy of seal and signature on title block	Yes	
Miss Dig Note (800) 482-7171 *(LDM.3.a.(8))*	Show on all plan sheets	On title block	Yes	
Zoning *(LDM 2.f.)*	Include all adjacent zoning	**Shown on C1** **Site: GE** North, East: I-1 South: Grand River/OS-1 West: NCC/I-1	Yes	Please change L-1 to I-1 for adjacent parcels' zoning.
Survey information *(LDM 2.c.)*	• Legal description or boundary line survey • Existing topography	• Survey and description on C1 • Removals are shown on C2	Yes	
Existing plant material Existing woodlands or wetlands *(LDM 2.e.(2))*	• Show location type and size. Label to be saved or removed. • Plan shall state if none exists.	• Tree ID #s and chart for trees 8" dbh or greater are on C1. • Smaller trees are shown and IDed • Treeline is shown • Conservation easements are shown • No wetlands are shown • Tree survey now includes trees in the vicinity of the parking lot extension	• Yes • Yes • Yes • Yes • TBD • Yes	**1. Show protective tree fencing at the actual tree dripline, or at the greatest extent of cover possible where existing conditions such as curbs prevent full coverage of the dripline.** **2. Please show all of the trees that were part of the original plan on the tree if they are still alive.** **3. See Merjent letters for complete woodland and wetland reviews.**
Soil types *(LDM.2.r.)*	• As determined by Soils survey of Oakland County • Show types, boundaries	On L1	Yes	
Existing and proposed improvements *(LDM 2.e.(4))*	Existing and proposed buildings, easements, parking spaces, vehicular use areas, and R.O.W	Included on the landscape plan	Yes	
Existing and proposed utilities *(LDM 2.e.(4))*	• Overhead and underground utilities, including hydrants	All utilities and light posts are clearly shown on the	Yes	**Please move the crabapple on the west side of the building to a**

Item	Required	Proposed	Meets Code	Comments
	• Proposed light posts	landscape plan.		**location at least 10 feet away from the catch basin.**
Proposed grading. 2' contour minimum *(LDM 2.e.(1))*	Provide proposed contours at 2' interval	• Existing elevations are on C3 • Proposed spot elevations are on C3.	• Yes • Yes	
Snow deposit *(LDM.2.q.)*	Show snow deposit areas on plan	Some areas are shown	Yes	
LANDSCAPING REQUIREMENTS				
Berms, Walls and ROW Planting Requirements				
Berms				
• All berms shall have a maximum slope of 33%. Gradual slopes are encouraged. Show 1ft. contours • Berm should be located on lot line except in conflict with utilities. • Berms should be constructed of loam with 6" top layer of topsoil.				
Residential Adjacent to Non-residential (*Zoning Sec 5.5.3.A & LDM 1.a*)				
Berm requirements *(Zoning Sec 5.5.A)*	The site is not adjacent to residential property so this berm is not required	No berm is proposed.	Yes	
Walls *(LDM 2.k & Zoning Sec 5.5.3.vi)*				
Material, height and type of construction footing	Freestanding walls should have brick or stone exterior with masonry or concrete interior	No new walls are proposed.		
Walls greater than 3 ½ ft. should be designed and sealed by an Engineer		NA		
ROW Landscape Screening Requirements *(Zoning Sec 5.5.3.B. ii and LDM 1.b)*				
Greenbelt width (2)(3) (5)	• Adjacent to pkg: 20 feet • Not adjacent to pkg: 25 feet	• Grand River: 33' ft to building, 49 ft to parking • Meadowbrook: 17 ft to building, 31 ft to parking • No changes are proposed that impact the greenbelt	• **Grand River:** Yes • **Meadowbrook**: No	1. **A landscape waiver is required for the deficient greenbelt width along Meadowbrook.** 2. *As the greenbelt is not being changed, the waiver would be supported by staff as an existing condition.*
Berm requirements *(Zoning Sec 5.5.3.A.(5))*				
Min. berm crest width	Adj to Pkg: 2 ft Not adj to Pkg: 0 ft	• No berm exists or is proposed but a brick wall is in place instead for all of the Grand River frontage	• No • Yes • Yes	1. **A landscape waiver is required for the lack of berms.** 2. *It would be supported by staff for Grand River as the*

Item	Required	Proposed	Meets Code	Comments
		and the section of Meadowbrook frontage south of the entry. • The previously existing hedge screening the lot from Meadowbrook is missing but a new hedge is shown • Vehicles for sale are parked in greenbelt – concrete strips for the vehicles were on the approved plans in both greenbelts and exist		*existing wall screens the parking lot.* *3. It would also be supported by staff for Meadowbrook as the original plans showed a hedge and the plan shows a new hedge.*
Minimum berm height (9)	Adj to Pkg: 3 ft Not adj to Pkg: 0 ft	See above	Yes	**See above**
3' wall	(4)(7)	A brick wall exists for the entire Grand River greenbelt to screen the parking, and most of the Meadowbrook greenbelt frontage south of the entrance	Yes	
Canopy deciduous or large evergreen trees Notes (1) (10)	• Adj to Pkg: 1 tree per 35lf • Not adj to Pkg: 1 tree per 40lf **Grand River:** • Adj to Pkg: 227/35=6 trees • Not adj to Pkg:227/40=6 trees **Meadowbrook:** • Adj to Pkg: 290/35=8 trees • Not adj to Pkg: 224/40=6 trees Note: Above is from the original approved plans for Hummer SP04-09 as the greenbelt is not changing	**Grand River:** • Original plan: 0 trees • Current plan: 0 trees • 4 new perimeter canopy trees are proposed along the Grand River entry and south of the parking lot. **Meadowbrook:** • Original plan: 24 trees (8 dec + 16 evergreens) – 12 trees + mass • Current plan: 6 evergreen trees + mass at north end + 5 existing perimeter canopy	Yes	**If the mass of planted and volunteer trees at the northwest corner of the parking lot facing Meadowbrook is maintained in a full condition as exists now, no missing trees from that area need to be replaced.**

Item	Required	Proposed	Meets Code	Comments
		trees + 3 new perimeter canopy trees • The required trees were installed per the approved plan but there are gaps in the landscaping from the original installation. (Existing trees per survey)		
Sub-canopy deciduous trees Notes (2)(10)	• Adj to Pkg: 1 tree per 20lf • Not adj to Pkg: 1 tree per 25lf **Grand River:** • Adj to Pkg: 227/20=11 trees • Not adj to Pkg: 227/25=9 trees **Meadowbrook:** • Adj to Pkg: 290/20=15 trees • Not adj to Pkg: 224/25=9 trees Note: Above is from the original approved plans for Hummer SP04-09 as the greenbelt is not changing	**Grand River:** • Original plan: 19 trees - 14 trees exist • Current plan: 14 existing trees + 5 new trees **Meadowbrook:** • Original plan: 6 trees – 5 exist • Current plan: 6 trees – 5 exist + 1 new tree	• Yes • Yes	
Canopy deciduous trees in area between sidewalk and curb *(Novi Street Tree List)*	• Adj to Pkg: 1 tree per 35lf • Not adj to Pkg: 1 tree per 45lf **Grand River:** • Adj to Pkg: 227/35=6 trees • Not adj to Pkg:227/40=6 trees **Meadowbrook:** • Adj to Pkg: 290/35=8 trees • Not adj to Pkg: 224/40=6 trees Note: Above is from the original approved plans for Hummer SP04-09 as	**Grand River:** • Original plan: 11 trees • Current plan: 11 trees **Meadowbrook:** • Original plan:13 trees • Current plan: 10 existing trees	• Yes • Yes	The City is responsible for replacing missing street trees – they may not be due to conflicting utility lines.

Item	Required	Proposed	Meets Code	Comments
	the greenbelt is not changing			
Cross-Section of Berms *(LDM 2.j)*				
Slope, height and width	• Label contour lines • Maximum 33% • Constructed of loam • 6" top layer of topsoil	No new berms are required or proposed	Yes	
Type of Ground Cover		NA	NA	
Setbacks from Utilities	Overhead utility lines and 15 ft. setback from edge of utility or 20 ft. setback from closest pole	NA	NA	
Parking Area Landscape Requirements *(LDM 1.c. & 2.o.)*				
General requirements *(LDM 1.c)*	• Clear sight distance within parking islands • No evergreen trees	• New interior parking lot islands are proposed • No proposed plantings will hinder sight distances in the lot.	Yes	
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	Lawn is proposed	Yes	
General *(Zoning Sec 5.5.3.C.ii)*				
Parking lot Islands *(a, b. i)*	• A minimum of 200 SF to qualify • Minimum 200 SF per tree planted in island • 6" curbs • Islands minimum width 10' BOC to BOC	• Islands' areas in SF are provided • The 273sf island in the southeast section of the lot doesn't have a tree.	• Yes • No	**Please add a tree to the 273sf island east of the building.**
Curbs and Parking stall reduction *(c)*	Parking stall can be reduced to 17' and the curb to 4" adjacent to a sidewalk of minimum 7 ft.	Spaces are 19 feet long in interior and 17 feet long around periphery	Yes	
Contiguous space limit *(i)*	• Maximum of 15 contiguous spaced • All endcap islands should also be at least 200sf with 1 tree planted in it.	• Only one bay (inventory) is longer than 15 spaces (17 spaces) • Spaces are labeled as Inventory or Customer on C3 • There are no trees	• Yes • Yes • No	1. **A landscape waiver would be required for the proposed layout.** *It would not be supported by staff.* 2. **Please add canopy trees on each end of the new parking bay.**

Item	Required	Proposed	Meets Code	Comments
		on the ends of the new customer bay east of the building		
Plantings around Fire Hydrant *(d)*	• No plantings with matured height greater than 12' within 10 ft. of fire hydrants of utility structures (manholes, catch basins). • Trees also need to have at least 5 feet between the trunk and underground utility lines.	• The lone hydrant north of the building is not obscured by plantings • Sufficient spacing is provided for other utility lines and structures.	Yes	
Landscaped area *(g)*	Areas not dedicated to parking use or driveways exceeding 100 sq. ft. shall be landscaped	Yes	Yes	
Clear Zones (LDM 2.3.(5))	• The Road Commission for Oakland County (RCOC) clear vision zone is required for the Grand River entry as it is their jurisdiction. • The city clear vision zone should be shown for the Meadowbrook entry.	• The correct clear vision zones are shown for both entries. • No landscaping blocks the views	• Yes • Yes	
Category 1: For OS-1, OS-2, OSC, OST, B-1, B-2, B-3, C, NCC, EXPO, FS, TC, TC-1, RC, Special Land Use or non-residential use in any R district *(Zoning Sec 5.5.3.C.iii)*				
A = Total square footage of vehicular use area up to 50,000 sf x 7.5%	• A = x SF x 7.5% • A = 50,000 * 7.5% = 3750sf	Parking lot landscaping area calculations are provided	Yes	
B = Total square footage of additional paved vehicular use areas over 50,000 SF) x 1 %	• B = x SF x 1% • B = (112568-50000) * 1% = 626 sf	Yes	Yes	
Category 2: For: I-1 and I-2 *(Zoning Sec 5.5.3.C.iii)*				
A = Total square footage of vehicular use area up to 50,000 sf x 5%	A = x SF x 6%	NA		
B = Total square footage of additional paved vehicular use areas over 50,000 SF x 0.5 %	B = (x SF – 50000) x 0.5%	NA		

Item	Required	Proposed	Meets Code	Comments
All Categories				
Total square footage of landscaped islands required C = A+B	• C = A + B • C = 3750 + 626 = 4376sf	6754 sf	Yes	
Number of canopy trees required D = D/200	D = C/200 = xx Trees D = 4376/200 = 22 trees	22 trees • 19 new • 3 existing	Yes	**Please move a tree into the 273sf island east of the building without a tree to help provide shade for that area of the parking lot.**
Parking Lot Perimeter Trees (Zoning Sec 5.5.3.C.iv)	• 1 Canopy tree per 35 lf • Trees must be within 15 feet of the pavement • P = 1637/35 = 47 trees • Areas within 20 feet of the building do not need to be included in the perimeter basis.	47 trees • 11 existing deciduous trees • 4 existing evergreen trees • 5 equivalent trees in densely planted areas • 27 new trees There is 107lf of parking lot perimeter east of the building with no perimeter trees in the new concrete area (3 trees).	Yes/No	**1. Please add the required perimeter trees between the building and the east parking lot – two may be used to fulfill the endcap requirements for the customer parking bay.** **2. Since the required number of trees is provided some of those shown may be moved from their locations around the lot to this area, especially in areas where trees are crowded together.** **3. Each tree must have at least 200sf of greenspace for the trees to survive since they will be surrounded by pavement.**
Parking land banked	NA	None		
Other Landscaping				
Other Screening				
Screening of outdoor storage, loading/unloading *(Zoning Sec. 3.14, 3.15, 4.55, 4.56, 5.5)*		Two existing loading zones are shown within the parking lot north of the addition and haven't changed`	Yes	
Transformers/Utility boxes *(LDM 1.e from 1*	• A minimum of 2ft. separation between box and the plants	• The existing transformers are shown as being	• Yes • Yes	Please add a maintenance note stating that the

Item	Required	Proposed	Meets Code	Comments
through 5)	• Ground cover below 4" is allowed up to pad. • No plant materials within 8 ft. from the doors	located inside an existing brick wall • The equipment is taller than the wall – arborvitaes that can reach or exceed the height of the units have been added.		arborvitaes must be allowed to reach and stay at or above the height of the transformer units.
Building Foundation Landscape Requirements *(Zoning Sec 5.5.3.D)*				
Interior site landscaping SF	• Equal to entire perimeter of the building (less paved access areas) x 8 with a minimum width of 4 ft. • A minimum of 75% of the building should have foundation landscaping. • **xx lf x 8ft = xx SF** **Hummer Plan:** 770*8 = 6,160sf **Current plan total:** (847.86-199)*8 = 5191sf **Building addition:** (195.49-87)*8 = 868sf	**Hummer Plan:** 6240sf **Current Plan:** • 5611sf – less than the original plan • Most of it is strung along the Grand River frontage as it was on the original Hummer plans • 385sf of foundation landscaping is proposed in two islands north of the building addition. • Another approximately 400sf of landscaping is located at the west entrance.	• Yes • Yes • No • No	**1. Insufficient room has been provided to have landscaping on the south side of the addition, as should be done since it is facing Grand River. As such, only 385sf is provided near the building, which requires a landscape waiver.** **2. The additional landscaping, while attractive, won't do much to enhance the addition, and nothing for Grand River traffic.** *In spite of this, the waiver will be supported by staff as the total building has the required foundation area.*
Building Frontage Landscaping *(Zoning Sec 5.5.3.D.ii. All items from (b) to (e))*	If visible from public street a minimum of 60% of the exterior building perimeter should be covered in green space	It appears that over 60% of each frontage is landscaped	Yes	
Detention/Retention Basin Requirements *(Zoning Sec. 5.5.3.E.iv)*				
Planting requirements *(Sec. 5.5.3.E.iv)*	• Clusters of large native shrubs shall cover 70-75% of the basin rim area located at 10 feet above the permanent water level or pond bottom if it's a dry pond. • Canopy trees at 1/35lf	No pond landscaping is shown and only some of the trees around the pond are shown on the tree survey	No	**1. Please show all of the trees that were part of the original plan on the tree if they are still alive.** 2. If the pond is not changing in size, the pond does not need to meet the current

Item	Required	Proposed	Meets Code	Comments
	of the east, south and west sides of the pond, located at about 10 feet away from the permanent water level • 10" to 14" tall grass along sides of basin • Refer to wetland for basin mix			landscaping requirements. 3. Any trees missing from the original plans around the pond (there were 11 red maples) must be replaced.
Phragmites Control (Sec 5.5.6.C)	• Any and all populations of Phragmites australis and/or Japanese knotweed on the site shall be included on tree survey. • Treat populations per MDEQ guidelines and requirements to eradicate the weed from the site.	• Phragmites populations are indicated on Sheet L-1 – near the building and in the sediment forebay • Instructions are given with the notes.	• Yes • Yes	It is likely that treatments will be required more than one year to completely erase the Phragmites.
LANDSCAPING NOTES, DETAILS AND GENERAL REQUIREMENTS				
Landscape Notes – Utilize City of Novi Standard Notes				
Installation date *(LDM 2.l. & Zoning Sec 5.5.5.B)*	• Provide intended dates • Should be between March 15 and November 15.	Yes	Yes	
Maintenance & Statement of intent *(LDM 2.m & Zoning Sec 5.5.6)*	• Include statement of intent to install and guarantee all materials for 2 years. • Include a minimum one cultivation in June, July and August for the 2-year warranty period.	Yes	Yes	
Plant source *(LDM 2.n & LDM 3.a.(2))*	Shall be northern nursery grown, No.1 grade.	Yes	Yes	
Irrigation plan *(LDM 2.s.)*	A method for providing the water required for plant establishment and long-term survival must be provided.	• A note indicates that the existing system will be extended to cover the new plantings. • City irrigation system requirements are included with the note.	Yes	

Item	Required	Proposed	Meets Code	Comments
Establishment period *(Zoning Sec 5.5.6.B)*	**2 yr. Guarantee**	Yes	Yes	
Approval of substitutions. *(Zoning Sec 5.5.5.E)*	City must approve any substitutions in writing prior to installation.	Yes	Yes	
Plant List *(LDM 4, 11)* **– Include all cost estimates**				
Quantities and sizes	• A minimum of 50% of species used on the site, not including any woodland replacements, must be native to Michigan. • The Tree Diversity standards of the Landscape Design Manual Section 4 must be met for all non-woodland replacement trees used (15% of trees of one species, 25% of one genus) • No Prohibited Species listed on Table 11.b.(2)b may be used.	Yes	Yes	
Root type		Yes	Yes	
Botanical and common names		• 8 of 12 species used (67%) are native to Michigan • The tree diversity is acceptable	• Yes • Yes	Bowhall is only 15' wide which does not qualify as a canopy tree. Please use a maple variety with a broader mature canopy width.
Type and amount of lawn		Seed is indicated	Yes	
Cost estimate *(LDM 2.t)*	For all new plantings, mulch and sod as listed on the plan	Included on plant list	Yes	
Planting Details/Info *(LDM 2.i)* **– Utilize City of Novi Standard Details**				
Canopy Deciduous Tree	Refer to LDM for detail drawings	Yes	Yes	
Evergreen Tree		No	NA	No evergreens are used
Multi-stem Tree		No	NA	None are used
Shrub		Yes	Yes	
Perennial/ Ground Cover		No	No	Please add a detail.
Tree stakes and guys. (Wood stakes, fabric guys)		Yes	Yes	
Tree protection fencing	Located at Critical Root Zone (1' outside of dripline)	Shown on L1	Yes	
Other Plant Material Requirements *(LDM 3)*				
General Conditions *(LDM 3.a)*	Plant materials shall not be planted within 4 ft. of property line	NA		
Plant Materials & Existing Plant Material	Clearly show trees to be removed and trees to	Sheet C2	Yes	

Item	Required	Proposed	Meets Code	Comments
(LDM 3.b)	be saved.			
Landscape tree credit *(LDM3.b.(d))*	• Substitutions to landscape standards for preserved canopy trees outside woodlands/ wetlands should be approved by LA. • Refer to Landscape tree Credit Chart in LDM	No		
Plant Sizes for ROW, Woodland replacement and others (*LDM 3.c)*	Refer to Landscape Design Manual for requirements	Yes	Yes	
Plant size credit *(LDM3.c.(2))*	NA	No		
Prohibited Plants *(LDM 3.d)*	No plants on City Invasive Species List	No prohibited plants are proposed	Yes	Do not replace any missing *Pyrus calleryana* with the same as it is now prohibited in Novi
Recommended trees for planting under overhead utilities *(LDM 3.e)*	Label the distance from the overhead utilities	There are no overhead utilities on the site.	NA	
Collected or Transplanted trees *(LDM 3.f)*		None		
Nonliving Durable Material: Mulch *(LDM 4)*	• Trees shall be mulched to 3"depth and shrubs, groundcovers to 2" depth • Specify natural color, finely shredded hardwood bark mulch. Include in cost estimate.	Shown on details	Yes	

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

Irrigation System Requirements

- Any booster pump installed to connect the project's irrigation system to an existing irrigation system must be downstream of the RPZ.
- The RPZ must be installed in accordance with the 2015 Michigan Plumbing Code.

- The RPZ must be installed in accordance with the manufacture installation instructions for winterization that includes drain ports and blowout ports.
- The RPZ must be installed a minimum of 12-inches above FINISHED grade.
- Attached is a handout that addresses winterization installation requirements to assist with this.
- A plumbing permit is required.
- The assembly must be tested after installation with results recorded on the City of Novi test report form.

merjent

p 612.746.3660 ▪ f 612.746.3679 ▪ www.merjent.com

1 Main Street SE ▪ Suite 300 ▪ Minneapolis, Minnesota ▪ 55414

July 14, 2025

Dan Commer
Planner – Community Development
City of Novi
45175 Ten Mile Road
Novi, MI 48375

Submitted electronically to dcommer@cityofnovi.org

Re: Cadillac of Novi Revised Preliminary Site Plan Woodland and Wetland Review (JSP25-07)

Dear Dan,

Merjent, Inc. (Merjent) has conducted a review of the revised preliminary site plan (rPSP) for the Cadillac of Novi Project (Project), prepared by Nowak and Fraus Engineers (Applicant; NF rev. date 6/23/2025). Merjent reviewed the plan for conformance with the City of Novi's (City) Woodland Protection Ordinance, Chapter 37, and Wetlands and Watercourse Protection Ordinance, Chapter 12 Article V. The Project is located at the northeast corner of the intersection of Grand River Avenue and Meadowbrook Road (parcel 50-22-24-100-051) in Section 24 of the City of Novi (site). The site contains City-regulated woodlands (**Figure 1**) and City-regulated wetlands (**Figure 2**).

Merjent conducted an initial PSP review on May 7, 2025 and found deficiencies in the wetland and woodland portions of the site plan.

Woodlands

Woodland Recommendation: Merjent **recommends approval** of the Cadillac of Novi rPSP. Additional Woodland Review comments have been provided to meet the requirements of the Woodland Protection Ordinance. The following Woodland Regulations apply to this site:

Woodland Regulation	Required
Woodland Permit (Chapter 37, Section 37-26)	Not Required
Tree Replacement (Chapter 37, Section 37-8)	Not Required
Tree Protection (Fence; Chapter 37, Section 37-9)	Required
Woodland Conservation Easement (Chapter 37-30[e])	Already in Place

Woodland Review Comments

1. City-regulated woodlands, as identified on the City of Novi Woodlands interactive map website, are present onsite. Note that both the woodlands and property limits depicted on the City map are considered approximations (**Figure 1**)**.** Additionally, a wetland and woodland conservation easement is present on-site (map provided in Pre-application Review).

2. Note that both the woodlands and property limits depicted on the City map are considered approximations (**Figure 1**)**.** Merjent conducted a site visit on April 29, 2025 and an additional site visit on July 1, 2025 to verify conditions on the updated site plan. Select photos from the site visits are included in **Attachment A**.

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

    - The applicant has updated the provided site plan to reflect surveyed trees adjacent to the parking lot expansion. A tree inventory list is included on Sheet C1.

4. When a proposed site plan is located within a regulated woodland, any tree proposed for removal with a diameter at breast height (DBH) greater than or equal to eight inches will require tree replacement and a Woodland Use Permit per Section 37-8. This also applies to any tree that will be preserved, but where impacts to critical root zones are proposed. Additionally, pursuant to the City of Novi Landscape Design Manual and Section 5.5 of the City of Novi Zoning Ordinance, All trees 8" dbh or greater within 50 feet of construction shall also be included in the tree survey.

    - The applicant has updated the tree survey to include trees located north of the proposed parking lot expansion.

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

    - No impacts are proposed to any non-regulated trees larger than 36 inches DBH.

6. The plan will not impact regulated trees in woodlands/conservation easement areas. A **Woodland Use Permit** is required to perform construction on any site containing regulated woodlands. Therefore, a **Woodland Use Permit** is not required for this project because no tree removals are proposed. Additionally, no tree replacements will be required for the project.

    - The applicant has stated that three replacement trees will be required. The applicant is encouraged to provide additional trees, but based on Merjent's review, the three trees proposed for removal are outside of regulated woodlands and outside of the conservation easement boundary.

7. **Critical root zone**. Accurate critical root zones must be depicted on the site plan for all regulated trees within 50 feet of the proposed grading or construction activities. Section 37-2 defines a critical root zone as a circular area around a tree with a radius measured to the tree's longest dripline radius plus one foot.
    a. **Requested Edit**: via on-site verification, no driplines of trees are located directly above the proposed parking lot expansion. **However**, the applicant should revise the final site plan submittal to clarify that the *Tree Line* also encompasses the critical root zone of trees.

8. A **woodland fence guarantee of $6,000** ($5,000 x 120%) is required per Chapter 26.5-37. The financial guarantee shall be paid prior to tree removal. The woodland fence inspection will be performed by Merjent. **The Applicant is responsible for requesting this inspection.**

Wetlands

Wetland Recommendation: Merjent **recommends approval** of the Cadillac of Novi rPSP based on the comments provided below.

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

☒ City-regulated wetlands, as identified on the City of Novi interactive map website. Note that both wetland and property limits depicted on the City's map are considered approximations (**Figure 2**).

☒ Wetlands that are regulated by the Michigan Department of Environment, Great Lakes, and Energy (EGLE).

☒ Wetlands as identified on National Wetland Inventory (NWI) and Michigan Resource Inventory System (MIRIS) maps, as identified on the EGLE Wetlands Viewer interactive map website (provided in Pre-app Review). NWI and MIRIS wetlands are identified by the associated governmental bodies' interpretation of topographic data and aerial photographs.

☒ Hydric (wetland) soil as mapped by the U.S. Department of Agriculture, Natural Resources Conservation Service, as identified on the EGLE Wetlands Viewer interactive map website (Provided in Pre-app Review).

Permits and Regulatory Status

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

Item	Required/Not Required
Wetland Permit (specify Non-minor or Minor)	Not Required
Wetland Mitigation	Not Required
Environmental Enhancement Plan	Not Required
Wetland Buffer Authorization	Not Required
EGLE Wetland Permit	Likely Not Required*
Wetland Conservation Easement	Already in Place

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

Wetland Review Comments

1. The rPSP has been updated to reflect that one wetland is in proximity to the proposed parking lot expansion. No impacts are proposed to the delineated wetland.

2. In addition to wetlands, the City of Novi regulates wetland and watercourse buffers/setbacks. Section 3.6(2)(M) of the Zoning Ordinance, Schedule of Regulations, states: "There shall be maintained in all districts a wetland and watercourse setback, as provided herein, unless and to the extent, it is determined to be in the public interest not to maintain such a setback. The intent of this provision is to require a minimum setback from wetlands and watercourses". The established wetland and

watercourse buffer/setback limit is 25 horizontal feet, regardless of grade change. The Applicant should consider modification of the proposed limits of disturbance boundaries in order to preserve wetland and wetland buffer areas. The preservation of the 25-foot wetland buffer areas is important to the overall health of the wetlands, especially after site development. The existing buffer serves to filter pollutants and nutrients from storm water before entering the wetlands, as well as to provide additional wildlife habitat.

- The applicant has updated the rPSP to show the 25-foot wetland setback. No impacts are proposed to the 25-foot wetland setback.

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

Sincerely,

Merjent, Inc.

Jason DeMoss, PWS
Environmental Consultant

Enclosures:

Figure 1 – City of Novi Woodlands Map
Figure 2 – City of Novi Wetlands Map
Attachment A – Site Photos

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

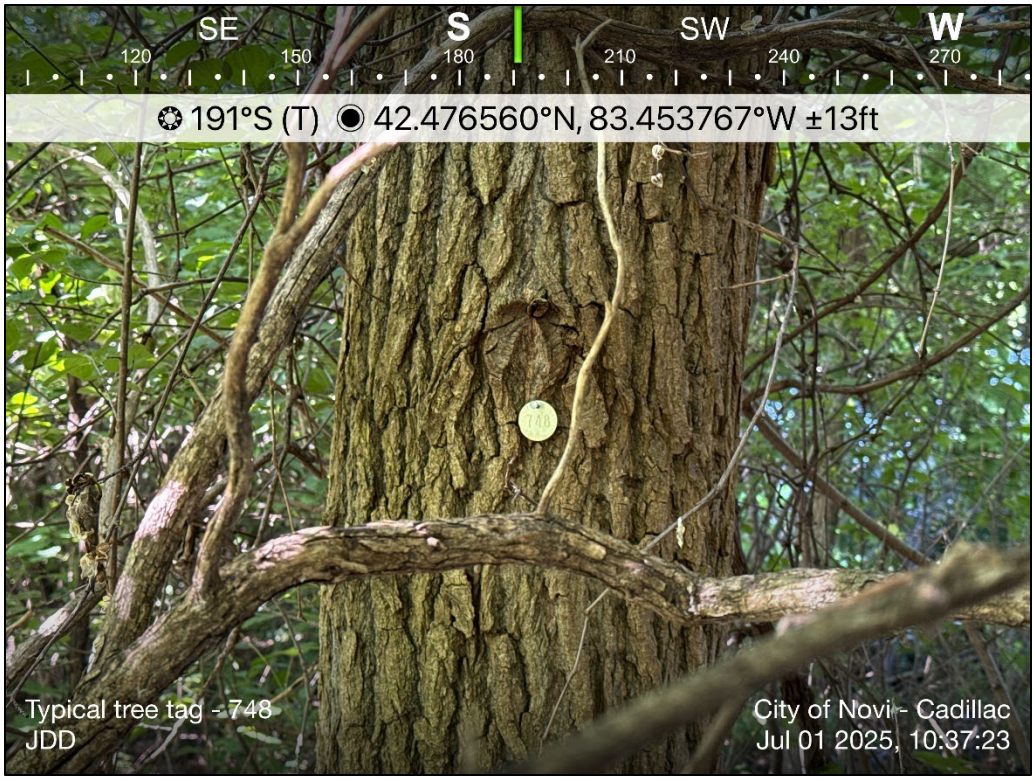
Figure 1. City of Novi Regulated Woodlands Map
Approximate Site boundary is shown in red.
Approximate Regulated Woodland areas are shown in green.

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

Attachment A
Site Photographs

Wetland flagging on-site

Overview of open water/wetland on-site



Overview of typical tree tagging on-site

Overview of woodland north of proposed parking lot expansion

DRN & ASSOCIATES, ARCHITECTS, PC
Phone: (248) 880-6523
E-Mail: dnecci@drnarchitects.com
Web: drnarchitects.com
50850 Applebrooke Dr., Northville, MI 48167

August 6, 2025

Façade Review Status:
Approved, Section 9 Waiver Recommended.

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

Attn: Ms. Barb McBeth – Director of Community Development

Re: FACADE ORDINANCE
Cadillac of Novi, JSP25-07 Revised Facade
Façade Region: 1, Zoning District: GE

Dear Ms. McBeth:

This project is considered a façade alteration and addition as described in Sections 5.15.6&7 of the Façade Ordinance. The applicant has made minor revisions indicated on the drawings dated 7/25/25. The changes are shown in the table below with prior percentages shown in parentheses. The changes have no effect on our prior recommendation. The maximum and minimum percentages required by the Façade Ordinance are shown in the right-hand column. Materials in non-compliance, if any, are highlighted.

	South (Front)	East	West	North	Ordinance Maximum (Minimum)
Existing and Proposed Brick (Existing to be stained)	**0%**	48% (43%)	64%	87% (82%)	100% (30%)
Limestone	0%	0% (5%)	16%	7% (12%)	50%
Flat Metal Panels (ACM)	**100%**	**51%**	7%	0%	50%
Molded Cornice & Trim	0%	0%	11%	5%	15%
RTU Screen, Louver	0%	1%	2%	1%	50%

As shown above the proposed percentage of Flat Metal Panels exceeds the maximum amount allowed and the minimum amount of Brick is not provided on the south and east facades. The renderings indicate that the Flat Metal Panels will be angled in a manner that will create a shade and shadow affect diagonally across the south and east façades. Also, the "Display Frame" that outlines the showroom windows will feature integrated LED lighting that will enhance the nighttime appearance of the building. The applicant should note that intense colors and/or flashing lights are prohibited. Portions of the existing brick are to be preserved on the east, west and north facades and will be stained to harmonize with the Flat Metal Panels.

Recommendation - While the Façade Ordinance typically prohibits the use of 100% of any façade material other than brick, we believe that in this case the angled profile of the Flat Metal Panels will provide an interesting architectural effect that would not otherwise be enhanced by strict application of Façade Ordinance requirements, such as the inclusion of 30% minimum Brick. We believe the overall design is consistent with the intent and purpose of the Façade Ordinance and is in context with other buildings in the surrounding area. For that reason, a Section 9 Waiver is recommended for the overage of Flat Metal Panels and underage of Brick on the south and east facades.

Notes to the Applicant:

1. The use of intense colored window films, exterior accent lighting, or interior lighting with intense colors or flashing effects, logos or signage is prohibited.

2. Inspections – The Façade Ordinance requires inspection(s) for all projects. Materials displayed on the approved sample board will be compared to materials delivered to the site. It is the applicant's responsibility to request the inspection of each façade material at the appropriate time. Inspections may be requested using the Novi Building Department's Online Inspection Portal with the following link.

3. RTU Screening - It should be noted that all existing and proposed roof top units must be screened from view from all vantage points both on-site and off-site using materials in compliance with the Façade Ordinance.

Sincerely,
DRN & Architects PC

Douglas R. Necci, AIA

April 24, 2025

TO: Barbara McBeth - City Planner
Lindsay Bell - Plan Review Center
Dan Commer – Plan Review Center
Diana Shanahan – Plan Review Center
Stacey Choi – Planning Assistant

RE: **Cadillac of Novi**

PSP25-012
JSP25-07

Project Description:

Add to existing building, 4174 sq. ft addition.

Comments:

- **(4/24 – CORRECTED from previous review)** - Per location on the plans, the FDC shall be relocated.
- **(4/24 – CORRECTED from previous review)** - Proximity to hydrant: In any building or structure required to be equipped with a fire department connection, the connection shall be located within one hundred (100) feet of a fire hydrant. ***(Fire Prevention Ord. Sec. 15-17 912.2.3)***

Recommendation:

Recommended for Approval.

Sincerely,

Andrew Copeland – Fire Marshal
City of Novi Fire Department

CITY COUNCIL

Mayor
Justin Fischer

Mayor Pro Tem
Laura Marie Casey

Dave Staudt

Brian Smith

Ericka Thomas

Matt Heintz

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Fire Chief
John B. Martin

Assistant Chief of Police
Scott R. Baetens

Assistant Fire Chief
Todd Seog

Novi Public Safety Administration
45125 Ten Mile Road
Novi, Michigan 48375
248.348.7100
248.347.0590 fax

cityofnovi.org

PLANNING COMMISSION MINUTES – EXCERPT AUGUST 20, 2025

PLANNING COMMISSION MINUTES

CITY OF NOVI
Regular Meeting

August 20, 2025 7:00 PM

Council Chambers | Novi Civic Center
45175 Ten Mile Road, Novi, MI 48375 (248) 347-0475

CALL TO ORDER

The meeting was called to order at 7:00 PM.

ROLL CALL

Present:	Chair Pehrson, Member Lynch, Member Dismondy, Member Avdoulos, Member Roney. Member Verma
Staff:	Barbara McBeth, City Planner; Elizabeth Saarela, City Attorney; Lindsay Bell, Senior Planner; Dan Commer, Planner; Rick Meader, Landscape Architect

PLEDGE OF ALLEGIANCE

Member Lynch led the meeting attendees in the recitation of the Pledge of Allegiance.

APPROVAL OF AGENDA

Motion made by Member Lynch and seconded by Member Avdoulos to approve the August 20, 2025 Planning Commission Agenda.

VOICE VOTE ON MOTION TO APPROVE THE AUGUST 20, 2025 PLANNING COMMISSION AGENDA MOVED BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS. *Motion carried 6-0.*

AUDIENCE PARTICIPATION

Chair Pehrson invited members of the audience who wished to address the Planning Commission during the first audience participation to come forward. Seeing no one, Chair Pehrson closed the first public audience participation.

CORRESPONDENCE

There was not any correspondence.

COMMITTEE REPORTS

There were no Committee reports.

CITY PLANNER REPORT

There was no City Planner report.

CONSENT AGENDA - REMOVALS AND APPROVALS

There were no consent agenda removals or approvals.

PUBLIC HEARINGS

1. **JSP25-07 CADILLAC OF NOVI**
   Public Hearing at the request of Cadillac of Novi for Planning Commission's recommendation to City Council to consider a Preliminary Site Plan with an amended Special Development Option

Concept Plan, Section 9 Façade Waiver, and Stormwater Management Plan in the GE, Gateway East zoning district. The subject property totals 6.77 acres and is located on the northeast corner of Grand River Avenue and Meadowbrook Road (Section 24). The applicant is proposing a 4,174 square foot building addition, expand the parking lot, and update the building façade and signage.

Planner Dan Commer stated that the subject property is a Cadilac dealership located on the northeast corner of Grand River and Meadowbrook Road in the Gateway East district. The intent of the Gateway East district is to encourage high-quality and distinctive development that will complement and support the City's Main Street/Town Center area. It is the further intent to create a Special Development Option (SDO) to provide greater flexibility for the achievement of the objectives of the GE district.

Future Land Use promotes the Town Center Mixed-Use district for the properties located along Grand River to the west and south, and Industrial, Research, Development, and Technology to the east and north. There are protected Woodlands and Wetlands on-site that are covered by existing conservation easements, and the proposed improvements as presented do not impact these natural features.

Planner Commer stated the site was originally approved for a Hummer Dealership utilizing the Special Development Option (SDO) in the Gateway East District, and the SDO agreement was later amended to change the use to a Cadillac Dealership. If approved this would be the 5th amendment to the SDO agreement.

The proposed 4,174 square-foot building addition includes a service area with twelve bays, and an office area for service writers. The zoning ordinance limits the size of retail buildings to 20,000 square feet in the Gateway East district; however City Council has previously approved an addition that exceeded the maximum permitted square footage. The amended SDO agreement will need to reflect the new floor area, if a deviation for this standard is approved by the City Council. Additionally, the existing parking lot will be removed and replaced with new parking lot islands and expanded to accommodate 20 additional spaces for inventory vehicles. A new parking area at the southeast corner of the property is proposed. The plan proposes 136 parking spaces for employees and visitors and 134 inventory spaces.

An update to the building façade and signage is also proposed. The applicant is requesting a Section 9 Façade Waiver for underage of brick and overage of Flat Metal Panels and for a "Display Frame" that outlines the showroom windows with integrated LED lighting. The applicant has acknowledged in their response letter that they understand that the use of intense exterior accent lighting is prohibited by the ordinance, and what they have proposed is intended to be a constant soft light that produces a glowing effect around the showroom exterior glass. If approved by City Council, it will be included in the amendment to the SDO agreement.

Finally, the applicant is requesting three landscape waivers which are supported by staff as highlighted in the Motion Sheet.

The Planning Commission is asked to recommend approval or denial to the City Council for an amended Special Development Option Concept Plan, Preliminary Site Plan, Section 9 Façade Waiver, and Stormwater Management Plan. Representatives for the applicant are present to discuss the project and answer any questions. Staff is also available for questions.

Chair Pehrson invited the applicant to address the Planning Commission.

Tim Wood with Nowak & Fraus Engineers thanked the Planning Commission for the opportunity to present the Cadillac of Novi project. He stated it is a great opportunity to be involved in the process and see the vision for this property come to fulfillment. Also in attendance were Colin Schiefler with DP Fox representing the owner and architect Andrew Ashbey with Studio Detroit.

Mr. Wood expressed he would like to thank Planner Commer for his presentation summarizing the project. He stated this project represents a significant investment in the property in bringing it up to current standards. He stated the team is excited to be here tonight and is available to answer any questions.

Chair Pehrson opened the public hearing and invited members of the audience who wished to speak to approach the podium. Seeing, no one and confirming there was no correspondence received, Chair Pehrson turned the matter over to the Planning Commission.

Member Lynch stated the findings must be that it fits into the area and he believes it does. He expressed he does not have an issue with the increase in square footage or the waiver of the community impact statement. Furthermore, the landscape looks appropriate. As far as the façade waiver, it was stated the freshening is welcome. Member Lynch stated he is in favor of the project.

Member Dismondy stated he is in favor.

Member Verma stated he had no comment.

Member Roney stated he had nothing further to add.

Member Avdoulos stated he appreciates the design and theme presented. He expressed that the brick coursing of the existing building is not favorable. He stated the freshening is contextual with what is happening on that corner, and this is a great opportunity for refurbishment and utilization of an existing building.

Motion to recommend approval to the City Council for an amended Special Development Option Concept Plan made by Member Avdoulos and seconded by Member Lynch.

In the matter of JSP 25-07 Cadillac of Novi, motion to recommend approval to the City Council for an amended Special Development Option Concept Plan based on and subject to the following:

1. **City Council finding that the proposed use exemplifies the intent of the GE District as stated in Section 3.1.16.A, to allow a use in the GE District listed elsewhere in the Zoning Ordinance provide certain criteria, including those identified below are met:**
    - ***a)*** **The proposed use incorporates a predominant physical component of the development that provides a unique entry feature along Grand River for the GE District, characterized by a distinct, high profile appearance, *given that the architecture of the modified building and additions offers a distinctive presence on this corner.***
    - **b) The proposed use is compatible with, and will promote, the uses permitted with the GE District and SDO, *as this property has demonstrated compatibility with adjacent properties as a vehicle dealership over many years*.**
    - **c) The proposed use is designed in a manner that will result in traffic and pedestrian safety, consistent with the adjoining pedestrian and vehicular thoroughfares, *as there is no significant change to the traffic flow on the site or the surrounding thoroughfares since the original SDO Agreement and Concept Plan, and previously amended SDO Agreement and Concept Plans were approved many years ago.***
2. **That, relative to other feasible uses of the site, the proposed use and concept plan, meets the criteria listed in Section 6.2 of the Zoning Ordinance, including,**
    - ***a)*** **The proposed use will cause any detrimental impact on the capabilities of public services and facilities, including water service, sanitary sewer service, storm water disposal, and police and fire protection to serve existing and planned uses in the area, *as the plan provides relatively minor modifications to the existing building and site.***
    - ***b)*** **The proposed use is compatible with the natural features and characteristics of the land, including existing woodlands, wetlands, watercourses and wildlife habitats, *as identified in the staff and consultant review letters.***

c) **The proposed use is compatible with adjacent uses of land in terms of location, size, character, and impact on adjacent property or the surrounding neighborhood, *as has been demonstrated through many years of use as an automotive dealership.***

3. ***The applicant has demonstrated compliance with the conditions listed in Section 3.12.3.B of the Zoning Ordinance, such as:***
   a) **Based upon proposed uses, layout and design of the overall project, the proposed building facade treatment, the proposed landscaping treatment and the proposed signage, the Special Development Option project will result in a material enhancement to the area of the City in which it is situated, *as identified in the initial approvals of the SDO Concept Plan and Agreement, and as identified in the staff and consultant review letters*.**
   b) **The proposed development shall not have a materially adverse impact upon the Master Plan for Land Use of the City, and shall be consistent with the intent and spirit of this Section, *as identified in the staff and consultant review letters*.**
   c) **Each particular proposed use in the development, as well as the size and location of such use, shall result in and contribute to a reasonable and mutually supportive mix of uses on the site, and a compatibility of uses in harmony with the surrounding area and other downtown areas of the City *as the project has been developed for several years for a similar use, and the expansions proposed for the showroom and service areas have demonstrated compatibility and harmony with the surrounding area*.**
   d) **The proposed development shall be under single ownership and/or control such that there is a single person or entity having responsibility for completing the project in conformity with this Ordinance.**
4. **Applicant providing the amended Special Development Option prior to consideration by the City Council.**
5. **City Council Deviation from Section 3.12.5.G to increase gross floor area to 29,636 sf from 25,452 sf. The Zoning Ordinance limits the size of retail buildings to 20,000 square feet in the Gateway East District. *Supported by staff as The City Council had previously approved an addition that exceeded the maximum permitted square footage.***
6. **Deviation from Section 3.12.7.c.2.d to allow a waiver of a Community Impact Statement. *Supported by staff since this is a minor modification from the initial approval.***
7. **Landscape deviation from Section 5.5.3.B.ii and iii for deficient greenbelt width along Meadowbrook. *Supported by staff as an existing condition.***
8. **Landscape deviation from Section 5.5.3.B.ii and iii for lack of greenbelt berms along both frontages. *Supported by staff as a wall provides screening along Grand River and a hedge is proposed to serve as the original plans' hedge did)***
9. **Landscape deviation from Section 5.5.3.D for deficiency in foundation landscaping for building addition. *Supported as the entire building has sufficient landscaping area.***
10. **City Council consideration of signage as proposed by the applicant.**
11. **The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.**

This motion is made because the plan is otherwise in compliance with Article 3, Article 4, and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance.

ROLL CALL VOICE VOTE TO RECOMMEND APPROVAL TO THE CITY COUNCIL FOR AN AMENDED SPECIAL DEVELOPMENT OPTION CONCEPT PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 6-0.*

Motion to recommend approval to the City Council of the Preliminary Site Plan made by Member Avdoulos and seconded by Member Lynch.

In the matter of JSP 25-07 Cadillac of Novi, motion to recommend approval to the City Council of the Preliminary Site Plan based on and subject to the following:

1. **Deviation from Section 3.12.5.G to increase gross floor area to 29,636 sf from 25,452 sf. The Zoning Ordinance limits the size of retail buildings to 20,000 square feet in the Gateway East District. *Supported by staff as The City Council had previously approved an addition that exceeded the maximum permitted square footage.***
2. **Deviation from Section 3.12.7.c.2.d to allow a waiver of a Community Impact Statement. *Supported by staff since this is a minor modification from the initial approval.***
3. **Landscape deviation from Section 5.5.3.B.ii and iii for deficient greenbelt width along Meadowbrook. *Supported by staff as an existing condition.***
4. **Landscape deviation from Section 5.5.3.B.ii and iii for lack of greenbelt berms along both frontages. *Supported by staff as a wall provides screening along Grand River and a hedge is proposed to serve as the original plans' hedge did)***
5. **Landscape deviation from Section 5.5.3.D for deficiency in foundation landscaping for building addition. *Supported as the entire building has sufficient landscaping area.***
6. **Applicant providing the amended Special Development Option prior to consideration by the City Council.**
7. **City Council consideration of signage as proposed by the applicant.**
8. **The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.**

This motion is made because the plan is otherwise in compliance with Article 3, Article 4, and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance.

ROLL CALL VOICE VOTE TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE PRELIMINARY SITE PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 6-0.*

Motion to recommend approval to the City Council of the Section 9 Façade Waiver made by Member Avdoulos and Seconded by Member Lynch.

In the matter of JSP 25-07 Cadillac of Novi, motion to recommend approval to the City Council of the Section 9 Façade Waiver based on and subject to the following:

a. **Section 9 Façade waiver for an underage of brick on the South (front) facade of the high-visibility buildings (0% proposed, 30% required), and an overage of Flat Metal Panels on South (front) and East facades (100% proposed (South) and 51% proposed (East), 50% Maximum), *because the angled profile of the Flat Metal Panels will provide an interesting architectural effect that would not otherwise be enhanced by strict application of Façade Ordinance requirements.***
b. **Section 9 Façade waiver for the "Display Frame" that outlines the showroom windows will feature integrated LED lighting, subject to the condition that intense colors and/or flashing lights are prohibited, *because it will enhance the nighttime appearance of the building.***
c. **The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.**

This motion is made because the plan is otherwise in compliance Sections 5.15.6 & 7 of the Façade Ordinance and all other applicable provisions of the Ordinance.

ROLL CALL VOICE VOTE TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE SECTON 9 FAÇADE WAIVER MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 6-0.*

Motion to recommend approval to the City Council for the Stormwater Management Plan made by Member Avdoulos and seconded by Member Lynch.

In the matter of JSP 25-07 Cadillac of Novi, motion to recommend approval to the City Council for Stormwater Management Plan based on and subject to the following:

a. **The findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan.**

This motion is made *because the plan is otherwise in compliance with Chapter 11 of the Code of Ordinances and all other applicable provisions of the Ordinance.*

ROLL CALL VOICE VOTE TO RECOMMEND APPROVAL TO THE CITY COUNCIL FOR THE STORMWATER MANAGEMENT PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER LYNCH. *Motion carried 6-0.*

2. **JZ24-43 MARIELLA ESTATES PRO PLAN WITH REZONING 18.750**
   Public hearing at the request of Braciole Brothers, LLC for Planning Commission's recommendation to City Council for a Zoning Map Amendment from Residential Acreage to R-1 One-Family Residential with a Planned Rezoning Overlay. The subject site is approximately 9.4 acres and is located west of Garfield Road, on the north side of Eight Mile Road (Section 31). The applicant is proposing to develop 10 single family lots.

Senior Planner Lindsay Bell stated the applicant is proposing to rezone 9.4 acres north of Eight Mile Road, west of Garfield Road, utilizing the Planned Rezoning Overlay option. The surrounding development to the north, west and east are newer single-family developments. There are also single family lots bordering the southwest, and south of 8 Mile Road is Maybury State Park.

The current zoning of the property is Residential Acreage. The properties to the north, east and west are also zoned RA, but have developed under the Residential Unit Development option, or RUD.

The Future Land Use Map identifies this property and those around it as Single Family. The density map shows a maximum planned density of 0.8 dwellings per acre.

The natural features map does not show any regulated features on the property, however current and historic aerial photos show a pond feature in the southeast corner of the property, which is a City-regulated wetland. The tree survey also indicates a few trees that are greater than 36-inches in diameter, which are regulated by the woodland ordinance.

Planner Bell stated the applicant had wanted to use the RUD option, which is how the adjacent Ballentyne and Parc Vista developments were approved, however that option requires a minimum site size of 20 acres. Therefore, they have proposed to utilize the Planned Rezoning Overlay to rezone the property to R-1 One Family Residential to achieve a similar development. The PRO plan shows 10 single family lots. The development is accessed by a private gated street with one entrance off Eight Mile Road. While not required in the R-1 district, they have proposed a 20-foot landscape buffer around the lots to make the development more consistent with the Ballentyne and Parc Vista developments. The developer has also committed to a contribution of $40,000 to be used on improvements to the nearby ITC Park should the development proceed.

Planner Bell referenced a chart which showed the proposed Mariella Estates would have very similar minimum and average lot sizes to the surrounding developments, with the smallest lots being ½ acre and the largest being almost ¾ acre. No façade elevations have been provided, but the applicant indicates these will be custom-built homes that would need to comply with ordinance standards at the time of plot plan review for individual lots. Underground detention is proposed to manage stormwater.

Rezoning to the R-1 category requested by the applicant would permit the use proposed. Some of the conditions proposed include:

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Consideration of a Change Order to Springline Excavating, LLC, for the Lee BeGole/Crescent Road Extension and Public Safety Headquarters project, for the Clearing and Land Balancing efforts, for $1,150,000.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

KEY HIGHLIGHTS:

- Springline successfully completed the East Lake Drive/Monticello Storm Water Improvements project and subcontracted on the 9 Mile Road (Meadowbrook to Haggerty) and West Park Drive (12 Mile to Pontiac Trail) projects.
- Land clearing and balancing of the Public Safety Building/Campus, including the demolition of an existing 4,600 square foot building and shed, along with the abandonment of the septic and well.
- DTE and Consumers will abandon the electric and gas services on the property.
- Inspection and surveying by OHM Advisors.
- On-site review and testing of variable buried material by G2 Consulting Group.
- Total Project cost for these efforts is $1,252,053.04

	FY 2025/26
EXPENDITURE REQUIRED	**$ 1,150,051.00 Change Order 3 / Construction** **$ 102,002.04 Engineering services** **$ 1,252,053.04 Total**
BUDGET **Public Safety Building Fund** **464-446.00-975.952**	**$ 120,000,000**
APPROPRIATION REQUIRED	**$ 0**
FUND BALANCE IMPACT	
Budget includes the current estimated total project costs for construction (construction engineering, material testing, 10% contingency, etc.), the out-the-door estimated budget is $1,377,258.	

BACKGROUND INFORMATION:
In early November, DPW Engineering staff, OHM Advisors, and currently under contract Springline Excavating, LLC (East Lake Drive/Monticello Storm Water Improvements project) met on the acquired property west of Lee BeGole Drive to discuss the Contractor's interest in providing services to advance the City property to a more "build-ready" status ahead of the upcoming Public Safety Headquarters construction. After compiling a bid sheet and a rough grade-balancing plan for the Contractor, the City received pricing in early December. OHM Advisors reviewed the Contractor's pricing and did not find any of the line items or their exclusions to be out of line. With acceptance of this pricing, the Contractor is ready to begin work quickly, just before the end of the year. For this ideal scheduling and satisfactory pricing, DPW Engineering recommends the award of this work to Springline Excavating LLC, in the amount of $1,150,051, with the additional expenses of variable buried material disposal to be regulated and directed by G2 Consulting Group and additional inspection and surveying work done by OHM Advisors under separate contracts.

Along with the land clearing and balancing is the demolition of an existing 4,600-square-foot, aluminum, brick, and concrete building and 8-foot by 10-foot wooden shed. The building has existing electric, gas, septic tank/field, and well services that also need to be disconnected and abandoned. DTE and Consumers are currently scheduled for abandonment in 6 to 8 weeks. Springline will properly abandon the well and septic.

City engineering consultants, OHM-Advisors, and G2, provided a proposal for the construction administration, inspection, surveying, and material testing services. The contract administration and geotechnical engineering services related to this project addition will be granted to the following pre-qualified firms using the fee percentages in the Agreements for Professional Engineering Services and Geotechnical Engineering Services for Public Projects.

OHM-Advisors		
Contract Administration, Surveying & Inspection	Reduced rate of 4.00% of the Change Order value ($1,150,051.00 x 0.04)	$46,002.04
G2 Consulting Group, Inc. (G2)		
Material testing services	Estimated 40 days of work at the rate of $175 per hour	$56,000.00

TOTAL: $102,002.04

RECOMMENDED ACTION: Approval of Change Order No. 3 to Springline Excavating, LLC, to the East Lake Drive/Monticello Storm Water Improvements project for the Lee BeGole/Crescent Road Extension and Public Safety Headquarters Land Clearing and Balancing effort, in the amount of $1,150,051.

PROPOSED CRESCENT BOULEVARD EXTENSION & POLICE/FIRE CAMPUS
Crescent Boulevard
Approximate Wetland Limits
Lee BeGole Drive
Ex. City DPW Complex
Town Center Drive
Functional Lift Locations
Max. Potential Land Clearing and Balancing = 688,115 SF or 15.8 Ac
11 Mile Road
Mon Sep 29 2025
Imagery © 2025 Nearmap, HERE
200 ft
Nearmap

JOB BENCHMARK #200
SET COTTON SPINDLE ON THE WEST FACE OF A UTILITY POLE LOCATED ON THE SOUTHEAST QUADRANT OF THE INTERSECTION OF LEE BEGOLE DRIVE AND PUBLIC WORKS DRIVE.
ELEV 902.75

JOB BENCHMARK #205
CHISELED + ON MH FROM 2019 DATA.
ELEV 904.71

JOB BENCHMARK #217
USED EX-COTTON SPINDLE ON THE WEST FACE OF WOOD TELEPHONE POLE LOCATED AT THE NORTHEAST INTERSECTION OF PUBLIC WORKS DRIVE.
ELEV 904.46

JOB BENCHMARK #218
USED EX-SPINDLE ON THE WEST FACE OF A WOODEN POWER POLE LOCATED ON THE EAST SIDE OF LEE BEGOLE DRIVE.
ELEV 905.83

JOB BENCHMARK #219
CHISELED "SQUARE" ON THE SOUTH FACE OF A METAL LIGHT POLE WITH A CONCRETE BASE LOCATED ON THE NORTH SIDE OF THE FIREARMS TRAINING CENTER ENTRANCE.
ELEV 907.10

JOB BENCHMARK #220
CHISELED "SQUARE" ON THE OLD METAL LIGHT POLE WITH A CONCRETE BASE LOCATED ON THE WEST SIDE OF THE LEE BEGOLE DRIVE.
ELEV 906.21

JOB BENCHMARK #221
CHISELED ON THE NORTH END OF A CONCRETE HEADWALL LOCATED ON THE EAST SIDE OF LEE BEGOLE DRIVE.
ELEV 902.64

JOB BENCHMARK #222
ARROW ON F.H LOCATED ON THE SOUTHEAST QUADRANT OF THE INTERSECTION OF LEE BEGOLE DRIVE AND GRAVEL ACCESS ROAD.
ELEV 903.43

JOB BENCHMARK #223
ARROW ON HYDRANT LOCATED IN GRASS ON THE NORTH SIDE OF W 11 MILE ROAD, APPROXIMATELY 46 FEET EAST OF LEE BEGOLE DRIVE AND 2 FEET SOUTH OF G VALVE + BOX.
ELEV 902.05

JOB BENCHMARK #224
COTTON SPINDLE LOCATED IN THE NORTH FACE OF A WOODEN UTILITY POLE IN GRASS ON THE NORTH SIDE OF W 11 MILE ROAD, APPROXIMATELY 60 FEET EAST OF SORA CIRCLE 229' SOUTHWEST OF LEE BEGOLE DRIVE.
ELEV 907.93

JOB BENCHMARK #225
COTTON SPINDLE LOCATED IN THE SOUTH FACE OF A WOODEN UTILITY POLE IN GRASS ON THE NORTH SIDE OF W 11 MILE ROAD, APPROXIMATELY 29 FEET WEST OF CP#125 AND 235 FEET EAST OF LEE BEGOLE DRIVE.
ELEV 903.46

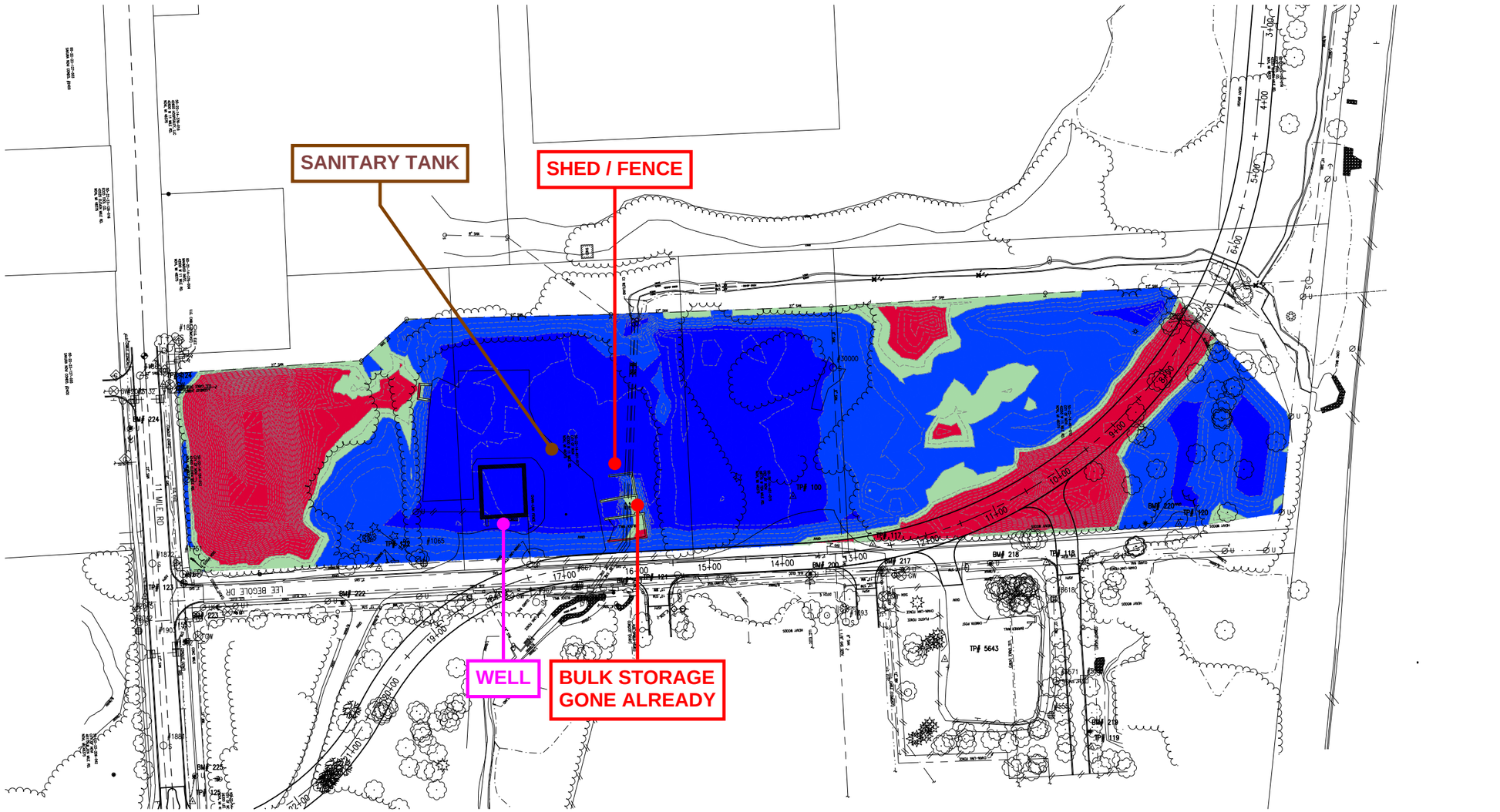
JOB BENCHMARK #226
COTTON SPINDLE SET IN THE SOUTH FACE OF A WOODEN UTILITY POLE ON THE NORTH SIDE OF W 11 MILE ROAD, APPROXIMATELY 167 FEET NORTHEAST OF 41735-41873 W 11 MILE ROAD ENTRANCE.
ELEV 907.16

JOB BENCHMARK #227
COTTON SPINDLE SET IN THE SOUTH FACE OF A WOODEN UTILITY POLE LOCATED IN GRASS ON THE NORTH SIDE OF W 11 MILE ROAD, APPROXIMATELY 60 FEET NORTHWEST OF CP#127.
ELEV 899.40

TRAVERSE POINT #100	N 359796.02	E 13366585.21 ELEV 902.59
TRAVERSE POINT #105	N 360496.97	E 13365578.51 ELEV 904.53
TRAVERSE POINT #106	N 360479.98	E 13365817.02 ELEV 901.02
TRAVERSE POINT #117	N 359905.30	E 13366650.99 ELEV 904.04
TRAVERSE POINT #118	N 360143.11	E 13366675.62 ELEV 905.17
TRAVERSE POINT #119	N 360204.19	E 13366928.52 ELEV 904.68
TRAVERSE POINT #120	N 360323.98	E 13366623.27 ELEV 903.26
TRAVERSE POINT #121	N 359579.92	E 13366712.40 ELEV 901.70
TRAVERSE POINT #122	N 359229.07	E 13366683.97 ELEV 902.01
TRAVERSE POINT #123	N 358908.44	E 13366722.46 ELEV 900.14
TRAVERSE POINT #124	N 358933.76	E 13366431.74 ELEV 909.31
TRAVERSE POINT #125	N 358973.50	E 13367003.41 ELEV 903.00
TRAVERSE POINT #126	N 358985.68	E 13367228.68 ELEV 907.60

CRESCENT BLVD
(100' R.O.W.)

GRAPHIC SCALE: HALF 160 feet / FULL 80 feet
0 40 80 160 240



Elevations Table			
Number	Minimum Elevation	Maximum Elevation	Color
1	-41.055	-2.000	
2	-2.000	0.000	
3	0.000	4.000	
4	4.000	8.000	

Know what's below. Call before you dig.

OHM
ARCHITECTS ENGINEERS PLANNERS
OHM-ADVISORS.COM

ISSUED FOR:
REVISION DESCRIPTION DATE
--- --- ---

PROJECT NUMBER 0163-25-0020
PM APR

CITY OF NOVI
CRESCENT / LEE BEGOLE EXTENSION
CLEARING AND LAND BALANCE

LC -1

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DRAWING PATH: P:\0126_0163\0163250020_Novi_Crescent_Blvd_Prelim_Eng\Drawings\Civil\Design\250021CSD_Land_Balance.dwg November 21, 2025 - 3:28 PM

CHANGE ORDER No. 3

PURCHASE ORDER NO. 97565

NOVI NO.: 25-3101
CIP NO.: N/A

Project:	**East Lake Drive Drainage Improvements at Monticello**

Owner:	City of Novi 26300 Lee BeGole Dr. Novi, Michigan 48375 (248) 735-5632
Engineer:	OHM Advisors 34000 Plymouth Road Livonia, Michigan 48150 (734) 522-6711
Contractor:	Springline Excavating, LLC 32945 Folsom Road Farmington Hills, Michigan 48336 (313) 491-6688

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

Drafted Date:	**December 8, 2025**

Reasoning: Adding the land clearing and land balancing effort of the Lee BeGole/Crescent Extension and Public Safety Building/Campus to this contract, in the amount of $1,146,751. This work will include the demolition of the existing 4,600 SF aluminum, brick, and concrete building and 8-foot by 8-foot wooden shed. Also, adding in the televising and cleaning of the existing and completed storm sewer on East Lake Drive/Monticello, in the amount of $3,300 for a total change order value of $1,150,051.00.

EXISTING CONTRACT ITEMS

Item No.	Division	Item Description	Unit	Unit Price	Quantity	Contract Price Add	Contract Price Deduct
0	1	"Crew Days" - Base Bid	CD	$800.00		☐	☐
0	2	"Crew Days" -	CD	$800.00		☐	☐
0	3	"Crew Days" -	CD	$800.00		☐	☐
0	4	"Crew Days" -	CD	$800.00		☐	☐
0	5	"Crew Days" -	CD	$600.00		☐	☐

NEW CONTRACT ITEMS

Item No.	Division	Item Description	Unit	Unit Price	Quantity	Contract Price Add	Contract Price Deduct
		Lee BeGole/Crescent Extension/Police/Fire Campus - Land Clearing and Balancing - Division 2					
200	2	Mobilization, Max. 10%	LS	$110,000.00	1	$110,000.00	
201	2	Clearing & Grubbing	AC	$19,650.00	10	$196,500.00	
202	2	Asbestos Materials, Rem and Disposal	DLR	$1.00	1	$1.00	
203	2	Fence, Rem	LF	$7.00	400	$2,800.00	
204	2	Masonry and Conc Structure, Rem	CY	$45.00	250	$11,250.00	
205	2	Pavt, Rem	SY	$16.00	100	$1,600.00	
206	2	Utility Pole, Rem	EA	$750.00	2	$1,500.00	
207	2	Building, Demolition and Removal	LS	$42,000.00	1	$42,000.00	
208	2	Shed, Demolition and Removal	LS	$4,000.00	1	$4,000.00	
209	2	Existing Well, Coordinate and Abandon	LS	$3,500.00	1	$3,500.00	
210	2	Ex Electrical Serv, Coord and Abandon	LS	$500.00	1	$500.00	
211	2	Ex Gas Serv, Coord and Abandon	LS	$500.00	1	$500.00	
212	2	Ex Septic Sys, Coord and Abandon	LS	$3,500.00	1	$3,500.00	
213	2	Embankment, CIP	CY	$4.50	40500	$182,250.00	
214	2	Excavation, Earth	CY	$12.00	40500	$486,000.00	
215	2	Non-Haz Contaminated Mat Hand & Dispose	CY	$70.00	200	$14,000.00	
216	2	Haz Contaminated Mat Hand & Disposal	CY	$0.00	20	$0.00	
217	2	Erosion Control, Gravel Access Approach	EA	$2,000.00	1	$2,000.00	
218	2	Erosion Control, Silt Fence	LF	$3.00	2250	$6,750.00	
219	2	Project Cleanup, Incl Dumpsters/Bins	LS	$13,000.00	1	$13,000.00	
220	2	Material Surplus and Unsuitable, Rem, LM	CY	$10.00	870	$8,700.00	
221	2	Salv Crushed Material, LM	CY	$12.00	3450	$41,400.00	
222	2	Minor Traffic Devices	LS	$2,500.00	1	$2,500.00	
223	2	Seed & Mulch Blanket, 20' Strip along SF	SY	$2.50	5000	$12,500.00	
57	1	Televising and Cleaning Storm - East Lake	LS	$3,300.00	1	$3,300.00	
					Subtotals	$1,150,051.00	$0.00
					Total		**$1,150,051.00**

Increase/Decrease in Contract Price	**$1,150,051.00**
Original Contract Amount	**$236,115.00**
Sum of Previous Approved Change Orders	**$76.85**
Revised Contract Amount	**$1,386,242.85**

THE CHANGES ADDRESSED BY THIS CHANGE ORDER HEREBY ADJUSTS THE CONTRACT TIME BY: ____

Accepted By: _____ 12-8-25
Springline Excavating, LLC

Prepared By: Alex Parent
Digitally signed by Alex Parent: DN: C=US, E=Alex.Parent@ohm-advisors.com, O=OHM Advisors, OU=Project Manager, CN=Alex Parent: Date: 2025.12.08 12:32:05-05'00'
OHM Advisors

Reviewed By: _____
Digitally signed by Aaron Staup
Date: 2025.12.08 10:32:56 -05'00'
Aaron J. Staup, Construction Engineer

Approved By: _____
Tracey Marzonie, Purchasing Manager

December 8, 2025

Mr. Aaron Staup
Construction Engineer
City of Novi - Department of Public Works
26300 Lee BeGole Drive
Novi, MI 48375

RE: Scope of Construction Engineering Services
Public Safety Building – Land Clearing

Dear Mr. Staup:

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

PROJECT UNDERSTANDING

The acquired property along Lee BeGole Drive has been identified as the location for the City to construct a new Public Safety Headquarters. On Thursday November 6th a team from DPW, OHM Advisors, and currently under contract Springline Excavating LLC out of Farmington Hills met on the acquired property west of Lee BeGole Drive to discuss the Contractor's interest in providing services to advance the City property to a more "build-ready" status ahead of the upcoming Public Safety Building / Campus. After compiling a bid sheet and rough grade balancing plan for the Contractor, the City received pricing back on Thursday December 4th. OHM Advisors reviewed the Contractor's pricing and did not find any of the line items or their exclusions to be out of line. With acceptance of this pricing, the Contractor is ready to begin work quickly just before the end of the year. To facilitate this work, OHM Advisors will be providing construction inspection and construction staking efforts.

SCOPE OF SERVICES

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

TASK 1: CONSTRUCTION INSPECTION

Under this task, the project team will complete services necessary to administer the contract.. Specific work efforts include:

- Provide requested observation of the project when significant construction work is occurring to verify that materials, installation, and construction methods used are in conformance with items and applicable standards.
- Coordinate with the City selected Geotechnical Consultant to for the material testing needs of the project.
- Produce quantities of contract pay items, reporting to the City on an agreed upon schedule.

TASK 2: CONSTRUCTION ENGINEERING

Under this task, engineering services will be provided as required to address and resolve construction issues when they arise as well as providing project oversight. Specific work efforts include:

- Arrange and attend a pre-construction meeting prior to the start of the project.
- Perform regular site visits as requested for the project engineer to oversee and supervise the observer and to attend to problems if they arise.
- Address Contractor's construction concerns and resolve conflicts with the executed contract specifications.

TASK 3: CONSTRUCTION STAKING

Under this task, survey staking services will be provided. Specific work efforts include:

- Establish on-site survey control to be utilized during the construction of the project.
- Provide required construction staking for mass grading. We have included effort required to provide two complete sets of stakes for the various contract items. Re-staking of items due to displaced or damaged stakes will be provided for an additional hourly fee. These costs should be billed to the Contractor for reimbursement.

SCHEDULE

The work is anticipated to begin late December and last a few months with seasonal limitations observed.

FEE

Per the fee schedule in the Civil Engineering Consulting Services Agreement between the City and OHM Advisors, the fee for this project could be derived from a series of categories, but based on our understanding of the project, we propose using the lowest fee in the $1 million category of 4%. This results in a proposed lump sum fee to perform the work as outlined in this scope of services of forty-five thousand and eight hundred seventy dollars and four cents ($45,870.04). The fee derivation is based on the following breakdown:

Springline Excavating LLC (Bid)	$	1,146,751.00	4.00%	$	45,870.04
Total					**$ 45,870.04**

EXCLUSIONS, ASSUMPTIONS AND CLARIFICATIONS

The following summarizes our assumptions associated with this proposal:

- The City will be responsible for contract administration and OHM's contribution will be quantity sheets compiled on site.
- G2 Consulting Group will handle all material testing and analysis, including disposal determinations.

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 continuing our work with you on this project.

Sincerely,
OHM Advisors

Alex Parent, P.E.
Project Manager

cc: Ben Croy, City
Rebecca Runkel, City
Jeff Herczeg, City
Tim Juidici, OHM

Authorization to Proceed

Signature Date

Printed Name Title

November 17, 2025

City of Novi
Attn: Mr. Aaron Staup
Construction Engineer
26300 Lee BeGole Drive
Novi, Michigan 48375

RE: Proposal for Professional Consulting Services
Proposed Novi Public Safety Campus and Roadway Improvements – Novi, Michigan
G2 Proposal No. 233777

Dear Mr. Staup:

G2 Consulting Group, LLC (G2) is pleased to present the City of Novi (client) with this proposal to provide Professional Consulting Services for the proposed Novi Public Safety Campus and Roadway Improvements project within the City of Novi, Oakland County, Michigan (project site). G2 understands that the project will include the construction of a two-story, approximately 60,000-square foot public safety building, an approximate 17,000-square foot fire station, a maintenance shed, several parking facilities, and public roadway improvements. It is also understood that the primary project site is a site of known soil and groundwater contamination, and a "facility" as defined by Part 201 of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). As such, soils within the designated facility properties may require additional evaluation(s) prior to being relocated on the project site or transported off-site to a licensed disposal facility. Should dewatering activities be required on the facility properties, groundwater shall not be discharged to the sanitary system and can only be discharged to the storm sewer system with proper treatment and effluent sampling that demonstrates the water is no longer contaminated. In addition, groundwater shall not be discharged to the surface without approval by the project Owner.

SCOPE OF SERVICES

Based on client communications, G2 has established the following scope of work for this project:

Task 1 – As Needed Soil and Groundwater Assessments/Testing

As requested by client, G2 will provide soil and/or groundwater assessments to properly evaluate the media in relation to individual construction tasks objectives. Said assessments may include but are not limited to: (1) design of sampling protocol based on the proposed objective or concern identified, means and methods of construction, and in general accordance with Michigan Department of Environment, Great Lakes and energy (EGLE) guidelines; (2) soil and/or groundwater sampling and laboratory analysis, and (3) waste characterization sampling and laboratory analysis.

Task 2 – Response Activity Oversight and Observation

As requested by client, G2 will be on-site to oversee and observe environmental response activities that include but are not limited to: (1) proper soil and/or groundwater management related to the proposed project, (2) proper installation of engineering controls, and (3) mitigation/remediation of unforeseen conditions. G2 will document oversight and observation activities through daily field notes and photographs.

PROJECT UNDERSTANDINGS

- G2 will serve as consultant to client, and all other parties shall maintain responsibility for compliance with environmental and worker safety regulations, as applicable.
- Client and/or project owner shall be responsible for obtaining any required permits and all associated fees.
- Upon initiation of the project, client shall provide G2 with detailed drawings, specifications, surveys, and previous environmental reports (i.e., Phase I ESA, Phase II ESA, Baseline Environmental Assessment, Due Care Compliance Analysis/Plan, etc.) for the project in both hard copy and electronic format (CAD and .pdf, as applicable), and permission to use said documents for developing G2's report(s).
- Prior to the development of the Due Care Compliance Report, client shall provide G2 all information necessary for generating said report, including, but not limited to: (1) as-builts, (2) photographic summaries of response activities completed where G2 was not requested to oversee or observe the activity, (3) waste disposal manifests, (4) disposal load tickets, (5) design specifications for utilized engineering controls, and (6) detailed descriptions of work activities that encountered unforeseen conditions that resulted in environmental response activities.
- Client or their designated representatives shall be responsible to physically define the soil restriction zone, prior to and during subsurface construction activities and ensure materials within the soil restriction zone are not placed on the balance of the project site.
- All field activities will be conducted during regular business hours, Monday through Friday.
- G2 and our subcontractor's equipment (if any) may be driven onto unpaved portions of the project site. Both G2 and our subcontractor will take care to minimize impacts but shall not be responsible for damages to unpaved surfaces, including subsurface utilities and irrigation/sprinkler systems/septic tile.
- In the event of requested drilling activities, soil boring holes will be patched with like materials (i.e., soil, cement, asphalt). G2 shall not be responsible for repairing or replacing floor covering materials (i.e., carpet, tile, sheeting, epoxies, etc.). It should be understood that some settlement of the soil borehole fill may occur and no future maintenance of the soil boreholes is included in our fee.
- It is the responsibility of client to request our services. Also, G2 requests a minimum of 24-hours' notice of work for scheduling purposes. Travel to and from the project site will be from our Troy, Michigan office.
- G2 shall not be responsible for actual means and methods of construction, specification of materials, engineering design and/or approval of engineering controls, or implementing any response activities that may be needed on or off the project site.
- Based on the nature of the project, G2 will only conduct the sampling activities in conditions deemed to be safe (both site and weather) by the G2 project manager.

PROJECT FEES

G2 shall initiate the proposed scope of services detailed above upon receipt of client's written notification to proceed. G2's fees for the Professional Consulting Services proposed herein are detailed in **Table 1** below.

TABLE 1
PROJECT FEES

ACTIVITY	COST
Task 1 – As Needed Soil and Groundwater Assessments/Testing	. Consulting and Labor – per attached Fee Schedule (Project Consultant, Project Manager, Staff Environmental Scientist, and Word Processor) . Waste characterization - $2,500 per sample [includes sample collection via shovel, hand-auger (no deeper than 4-feet below surface grade) or client/site contractor assistance (e.g., excavator)]. . Laboratory analysis (subcontracted, per sample): volatile organic compounds (VOCs) $125; semi-volatile organic compounds (SVOCs) $220; polynuclear aromatic hydrocarbons (PNAs) $110; polychlorinated biphenyls (PCBs) $100; the Ten Michigan Metals (10MMs) $150; hexavalent chromium $80; individual metals $30, and all other parameters (contact G2). . Soil borings and groundwater monitoring wells (variable and dependent on task scope).
Task 2 – Response Activity Oversight and Observation	Half Day Rate (up to 4-hours) - $700 Full Day Rate (up to 8-hours) - $1,400*

* Overtime hours in excess of a typical 8-hour work day will be charged at a rate of **$175 per hour**.

TERMS AND CONDITIONS

General conditions relating to the performance of our services will be in accordance with the City of Novi/G2 Consulting Group, LLC Agreement for Geotechnical Engineering Consultant Services for Public Projects. As authorization to proceed, please have one copy of this proposal executed by an authorized representative of the party responsible for payment of services and return it to G2 Consulting Group, LLC. If there are any questions regarding the proposal, please contact us at 734.390.9330 or pbell@g2consultinggroup.com.

Respectfully,

G2 Consulting Group, LLC

Michele L. Taylor
Senior environmental Scientist

Patrick T. Bell, PG
Group Leader/Project Consultant

MLT/PTB/crs

Encl: Fee and Rate Schedule

ACCEPTED FOR CITY OF NOVI:

BY: _____

DATE: _____

CONSULTING GROUP

FEE AND RATE SCHEDULE
PROFESSIONAL SERVICES

PERSONNEL

Fees for our services will be based upon the time worked on the project by professional, technical, and clerical personnel according to the following schedule:

PER HOUR	
Principal	$280
Project Consultant	$240
Project Manager	$233
Senior Project Engineer	$190
Project Engineer	$180
Senior Environmental Scientist	$182
Senior Staff Engineer	$153
Staff Engineer	$143
Field Coordinator*	$136
Field Engineer	$129
Environmental Staff Scientist	$134
Laboratory Engineer	$127
Senior Technician*	$121
Technician II*	$113
Word Processor*	$100
Technician I*	$ 94

*For these personnel, overtime work will be charged at a rate equal to 1.5 times the Standard Rate.

A premium of 50 percent will be added to hourly rates for expert testimony and depositions.

G2 technicians include Engineering, Environmental, and Construction Materials technical specialists.

G2 operates on a strong project management system, and a Project Manager is appointed for each project.

EXPENSES

The following expenses, when incurred in direct connection with the project, will be charged at the rate shown:

Transportation, Lodging, and Subsistence for Out of Town Travel	Cost + 15%
Printing, Reproduction, Photographs, Long Distance Telephone and Telecopier Charges, Shipping Charges and Material Purchases	Cost + 15%
Vehicle Travel for Projects	$0.96/Mile

SUBCONTRACTORS/SUBCONSULTANTS

On projects requiring subcontractors or subconsultants, we will obtain the services of reputable contractors or consultants to perform such work. The fees of these contractors or consultants plus a 15% service charge will be added to our invoices.

INVOICES

Progress invoices will be submitted to the client monthly and a final bill will be submitted upon completion of our services. Invoices will show charges for different personnel and expense classifications. Each invoice is due on presentation and is past due thirty (30) days from invoice date. Client agrees to pay a finance charge of one and one-half percent (1.5%) per month on past due accounts.

We reserve the right to suspend or terminate work under our agreement upon failure of the client to pay invoices when due.

GENERAL CONDITIONS

PUBLIC LIABILITY INSURANCE

We represent and warrant that we and our agents, staff and consultants employed by us are protected by worker's compensation insurance and that we have coverage under public liability and property damage insurance policies which we deem to be adequate. Certificates for all such policies of insurance can be provided to the client upon request. Within the limits and conditions of such insurance, we agree to indemnify and save clients harmless from and against any loss, damage or liability arising from any negligent acts by us, our agents, staff or consultants employed by us. We shall not be responsible for any loss, damage or liability beyond the amounts, limits and conditions of such insurance. We shall not be responsible for any loss, damage or liability arising from any negligent acts by our client, its agents, staff and other consultants employed by client.

LIMITATION OF PROFESSIONAL LIABILITY

In performing our professional services, we will use that degree of care and skill ordinarily exercised under similar circumstances by members of our profession. No warranty, express or implied, is made or intended by our proposal for consulting services, by our furnishing oral or written reports, or by our observation of work. Client recognizes that actual conditions may vary from those encountered at the location where borings, surveys or explorations are made by us or provided by others, and that our data, interpretations and recommendations are based solely on the information available to the client. We will be responsible for those data, interpretations and recommendations, but shall not be responsible for the interpretation by others of the information developed. Client also recognizes that monitoring of construction by a qualified engineer is essential to verify that designs are appropriate for actual site conditions.

Should we or any of our professional employees be found to have been negligent in the performance of professional services or to have made and breached any expressed or implied warranty, the client agrees that the maximum aggregate amount of our liability and/or that of said professional employees shall be limited to $25,000.00 or the amount of the fee paid us for professional services on this project, whichever amount is greater.

WAIVER OF LIMITATION OF PROFESSIONAL LIABILITY

In the event the client is unwilling or unable to limit liability in accordance with the provisions set forth in the paragraph hereinbefore, we agree to waive this limitation upon written notice from the client received within ten (10) days after date of contract, and client agrees to pay us a sum equivalent to ten (10) percent additional of the total fee to be charged for the professional services, said sum to be called "Waiver of Limitation of Liability Charge". This charge will in no way be construed as being a charge for insurance of any type, but will be increased consideration for the greater risk involved in performing work in which there is no limitation of liability.

RIGHT OF ENTRY

The client will provide for right of our entry and all necessary equipment, in order for us to complete the work. While we will take reasonable precautions to minimize any damage to the property, it is understood by client that in the normal course of work some damage may occur, the correction of which in not part of this agreement.

DISCOVERY OF UNANTICIPATED HAZARDOUS MATERIALS

Client represents that client has made a reasonable effort to evaluate if hazardous materials including gases are on or near the project site, and that client has informed us of client's findings relative to the possible presence of such materials.

Hazardous materials may exist at a site where there is no reason to believe they could or should be present. We and client agree that the discovery of unanticipated hazardous materials constitutes a changed condition mandating a renegotiation of the scope of work or termination of services. We and client also agree that the discovery of unanticipated hazardous materials may make it necessary for us to take immediate measures to protect health and safety. Client agrees to compensate us for any equipment decontamination or other costs incident to the discovery of unanticipated hazardous materials.

We agree to notify client when unanticipated hazardous materials or suspected hazardous materials are encountered. Client agrees to make any disclosures required by law to the appropriate governing agencies. Client also agrees to hold us harmless for any and all consequences of disclosures made by us which are required by governing law. In the event the project site is not owned by client,

client recognizes that it is client's responsibility to inform the property owner of the discovery of unanticipated hazardous materials or suspected hazardous materials.

Notwithstanding any other provisions of the agreement, client waives any claim against us and, to the maximum extent permitted by law, agrees to defend, indemnify, and save us harmless from any claim, liability, and/or defense costs for injury or loss arising from our discovery of unanticipated hazardous materials or suspected hazardous materials, including, but not limited to, any costs created by delays of the project and any cost associated with possible reduction of the property's value. Client will be responsible for ultimate disposal of any samples secured by us which are found to be contaminated.

UTILITIES

In the prosecution of the work, we will take reasonable precaution to avoid damage or injury to subterranean structures or utilities. The client agrees to hold us harmless for any damages to subterranean structures which are not called to our attention and correctly shown or described on the documents furnished.

OWNERSHIP OF DOCUMENTS

All reports, drawings, plans, specifications, field data, field notes, calculations, estimates and other documents we prepare, as instruments of service, shall remain our property. Client agrees that all reports and other work furnished to the client or his agents, which is not paid for, will be returned upon demand and will not be used by the client for any purpose whatever. We will retain pertinent records relating to the services performed for a period of five (5) years following submission of the report, during which period the records will be made available to the client at reasonable times for a reasonable fee.

RESOLUTION OF DISPUTES

All claims, disputes and other matters in controversy arising out of or in any way related to this agreement will be submitted to Alternative Dispute Resolution (ADR) before and as a condition precedent to other remedies provided by law. If and to the extent we have agreed on methods for resolving such disputes, then such methods will be set forth in the "Alternate Dispute Resolution Agreement" which, if attached, is incorporated into and made a part of this agreement. If no specific ADR procedures are set forth in the agreement, then it shall be understood that the parties shall submit disputes to mediation as a condition precedent to litigation.

If a dispute at law arises from matters related to the services provided under this agreement and that dispute requires litigation instead of ADR as provided above, then:

(1) the claim will be brought and tried in the judicial jurisdiction of the court where our principal place of business is located and the client waives the right to remove the action to any other judicial jurisdiction, and

(2) the prevailing party will be entitled to recovery of all reasonable costs incurred, including staff time, court costs, attorney's fees, and other claim-related expenses.

TERMINATION

This agreement may be terminated by either party upon seven (7) days written notice in the event of substantial failure by the other party in accordance with the terms hereof. Such termination shall not be effective if that substantial failure has been remedied before expiration of the period specified in the written notice. In the event of termination, we shall be paid for services performed to the termination notice date plus reasonable termination expenses.

In the event of termination, or suspension for more than three (3) months, prior to completion of all reports contemplated by this agreement, we may complete such analyses and records as are necessary to complete our files and may also complete a report on the services performed to the date of notice of termination or suspension. The expenses of termination or suspension shall include all our direct costs in completing such analyses, records and reports.

ASSIGNS

Neither the client nor our firm may delegate, assign, sublet or transfer its duties or interest in this agreement without the written consent of the party.

Representative Client Services

Geotechnical Engineering

- Soil investigations, including soil borings and test pits
- Design recommendations for foundations, pavements, underground construction and earthwork
- Design of dewatering systems
- Soil dynamic studies, vibrations monitoring and evaluation
- Pile load tests, static and dynamic pile analyses
- Investigation of soil related failures
- Soil and foundation instrumentation
- Laboratory testing of soils

Environmental Consulting

- Phase I/II Environmental Site Assessment (ESA)
- Baseline Environmental Assessments (BEA)
- National Environmental Policy Act (NEPA) compliance
- Due Care Plan
- Wetland determination/delineation
- Floodplain and wetland permitting
- Hazardous materials evaluations
- Comprehensive asbestos surveys
- Lead based paint evaluations
- Brownfield studies
- Environmental drilling and sampling
- Groundwater monitoring
- Indoor air quality studies
- Water Intrusion/mold evaluations

Construction Engineering

- Field observation and testing
- Earthwork operations
- Foundation construction
- Concrete materials and placement
- Bituminous paving materials and placement
- Masonry
- Laboratory testing of aggregates, concrete, bituminous and masonry
- Construction material evaluation
- AASHTO Accredited Laboratory
- AASHTO R18
- ASTM C1077

REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, DECEMBER 1, 2025, AT 7:00 P.M.

Mayor Fischer called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Fischer, Council Members Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt

ALSO PRESENT: Victor Cardenas, City Manager
Danielle Mahoney, Assistant City Manager
Tom Schultz, City Attorney

APPROVAL OF AGENDA:

CM 25-12-148 **Moved by Casey, seconded by Smith; MOTION CARRIED: 7-0**

To approve the agenda as presented.

Roll call vote on CM 25-12-148 **Yeas: Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer**
Nays: None

PUBLIC HEARINGS:

1. **Program Year 2026 Community Development Block Grant (CDBG) Application**

Mayor Fischer opened the public hearing at 7:01pm and closed it at 7:02pm with no public comment.

PRESENTATIONS:

Annual Comprehensive Financial Audit for year-end June 30, 2025 – Rehmann

City Manager Cardenas said every year we go through this exercise where we audit our books and bring in an outside auditor. Rehmann has been under contract for several years now. Mr. Nate Baldermann, our engagement principal, will bring everyone up to speed for our fiscal year 2024-2025.

Mr. Baldermann said he usually talks about the Independent Auditors' Report that's included in the 200+ page document that's included the Councils' packets. He said they issued an unmodified, or clean, opinion. That is what you're looking for when you get an audit. It means you can rely on the information that's in the document to make management decisions. He said the second report is on internal controls and is a two-page document that is sometimes referred to as a Yellow Book report. It's a report that's done on government auditing standards. In that report, they are required to report any material weaknesses or significant deficiencies that come to their attention as a result of

their procedures. It's not an opinion on your internal controls, but it is that level in their procedures. They come across things and would have to report them. He was happy to report that there were no material weaknesses or significant deficiencies. Also in that report, if they had had any issues or material non-compliance to the city as a whole that relates to laws, regulations, charters, , they would have to report them. He said he was happy to report that they didn't have any of those items. The other part of their report is one that they refer to as the Independent Auditors' Communication with Those Charged with Governance. It's the last letter included in the packet. It highlights things for the year and different things they are required to communicate with the City. One of the things that's highlighted this year is a change in accounting pronouncements. They had one, which was the standard on compensated absences. They changed how those items were reported and calculated. It did not have a material impact to the City, although it was a lot of work. Like most standards, you have to go through a lot of work to get to the point to say no, it doesn't have a material impact. That's the one standard. There's also some discussion about upcoming standards. There are a couple of new standards that will be coming into effect next year. It will mainly impact where things are reported, but not the numbers that are reported which is good for a change.

Mr. Baldermann continued by saying the other item that is included there is a management letter comment related to a capital improvement fund that's a planned deficit, but, technically, it's considered to be a violation by the state. There is reporting related to that that they highlight in that report. It has been there for years. Overall, when you're looking at the financial statements, there are two separate types of financial statements that are presented. The first financial statements are the government-wide financial statements. This reports items on the full accrual basis. It's on a different basis than the general fund, capital projects fund, those types of things that are reported on a modified accrual. This is a full accrual, more like a business. In that, you have two different types of activities. You have governmental activities which would all be all of your general fund and all your special revenue funds. They get rolled up into that and converted into that full accrual. He said the City's net position for that is $228,000,000 which is an increase of about $13,000,000. He said the City's business-type activities for the year that include the activities that are reported as enterprise funds such as the water and sewer funds, the ice arena, and so on totaled $198,100,000—a decrease of about $7,900,000. Mr. Baldermann said there are two separate component units. They are legally separate entities that are a part of the City's reporting unit under accounting standards. You can see the information on those for the Economic Development Corporation and the Corridor Improvement Authority. There are three major government funds this year. He said there was a change this year that moved the major street fund into the major fund category based on the calculations. There is the general fund that had an ending fund balance of just over $13,000,000 which is an increase of about $941,000. The major street fund came in about $5,100,000. The Capital Improvement Program fund came in with a deficit of $5,300,000. There is a separate slide for that one. All the other special revenue funds combine into that non-major category. There's about $35,000,000 in total which was an increase of $3,200,000.

Mr. Baldermann said when you're looking at the general fund, there's a statement for budget to actual. With that budget to actual comparison, you can see the change in fund balance that was originally budgeted, the final amended budget after all budget amendments up through the end of the year, and then what the actual results were. So you can see that in the first column, the city was originally planning on an increase of fund balance of about $745,000. The final budget came in at $562,000. The actual results were at about $941,000, if he remembered correctly, when they were discussing that. That has to do with the timing of capital projects, those types of things and the money getting spent on those. You can see there the increase of $941,000 for the general fund that brought the total to just over $13,000,000 at the end of the year. He said there had been a discussion about the Capital Improvement Program Fund where the City had made the decision not to borrow, but instead to borrow internally because of accounting rules. When you borrow internally, you can't recognize that the same way as you would an external borrowing. It creates a deficit in those funds. That has been going down over the years. It was spread over the course of the property tax collections that are going to be coming in. He believes there are two or three years left. That deficit has been coming down as expected. The City files a Deficit Elimination Plan. It's been accepted by the State for the last several years. The City will just have to update with the final numbers that came in at the end of this year.

Mr. Baldermann said that for long-term debt, there are only two outstanding bonds. The 2006 library refunding will come due and be paid in-full in October 2026 which will be fiscal year 2027. The senior complex and recreational facility bonds have been paid off at this point in fiscal year 2026. You'll see that in next year's act for those amounts being completely paid off. The last thing to highlight is related to the Pension and the OPEB. For the pension plan, the unfunded liability on that is sitting at 63.4% which is about where it's been hovering the last several years. Then OPEB, as stated, in previous years continues to be overfunded.

Mayor Fischer thanked Mr. Baldermann and asked a question for staff. He said Mr. Baldermann had alluded to the Deficit Reduction Plan. The Mayor said the Council usually approves that around this time. He asked if they would see it at the end of December. City Manager Cardenas responded saying yes, the Mayor is correct. They will get it queued up for the December 15th meeting.

Mayor Fischer thanked Mr. Baldermann for their time and the work that goes into this. He said the staff has a lot of input and he asked Mr. Baldermann about the relationship between the staff and the auditors. Mr. Baldermann said the relationship continues to be very good this year. He said even with the interim situation, the staff did a great job, they were very well prepared. The timing was a little bit different, but overall, considering the circumstances, things went very well. He said they were issued in plenty of time for this meeting as usual. Mayor Fischer thanked the staff that went through the audit and well as Mr. Baldermann.

Interviews for Boards and Commissions

Mayor Fischer reminded applicants that they have two minutes to speak. He said that Council has the information that was provided in their applications and they'll make decisions based on the applications and what they say during their presentations. The decisions will be made at Council's next meeting, December 15, 2025.

1. **Blair Bowman - Corridor Improvement Authority**

Mr. Bowman has withdrawn his application.

2. **Toby Brazwell - Cultural Arts Commission, Beautification Commission**

Mr. Brazwell greeted the Council and thanked them for hearing his presentation. He said he was there to apply for one of two boards, the Culture and Arts Committee and the Beautification Committee. When he thought about culture, he thought it could be created, shared and lost in one generation. That's why it's so important. It's more than just where you were formed, where you were born or your ethnic ties to the community. It has a lot more to do with music and the art and food. Those all work together as threads in what we call community. It creates a tapestry. The more engaged the community is in that culture, the tighter the community is and the better the community can be when it comes to beautification. He feels that this city is wonderful and he feels like the aesthetics and the optics that the city have should reflect the beauty we see in our neighbors and in the community at large. He would like to be part of either of those teams. He believes he can be an asset, especially with his experience as an insurance professional and motivational speaker.

3. **Lori Burke - Library Board**

Ms. Burke greeted everyone. She stated her name and said she has been a resident in Novi for over 32 years. She has raised five children in Novi and is currently on the Novi Public Library Board. She would like to be reappointed. She said the current board has great chemistry and they all work together to support the fantastic gem that the library is. She's retired and she has plenty of time to devote. She has found the library to be a good fit. She has a finance background, and she currently serves on the Library Finance Committee, the Events, Marketing and Fundraising Committee and she is the chair of the Policy Committee. She was recently involved in requesting a reserve study for the library to identify future expenses. She said the building bond is coming up and the building is getting older. As with any building, as they age, things start to break. They've identified future expenses and they feel like they can anticipate anything that comes down. They have a 20-year timeline, and she'd like to continue that work. During her current appointment, they have successfully implemented two open houses and they've celebrated the 65th anniversary of the library. Each of these events were attended by well over 250-300 people. These events showcased our library and all it has to offer. She said she's proud to report that they are at 90% of their fundraising goal of $65,000. She thanked Council for their time and for considering her reappointment.

4. **Cheryl Champion - Election Commission, Library Board**

Cheryl Champion was not in attendance.

5. Jonathan Gold - Public Utilities and Technology Committee

Mr. Gold thanked the Mayor and Council for hearing his presentation. He said we recently ran an election and would like to continue to serve our community in some way, shape or form. He has been involved in telecommunications and public utilities for three decades as his career. He thinks that his dedication to community and to his craft would be a great asset to the City. He'd like to continue to serve in any way he can.

6. Marc Jappaya - Zoning Board of Appeals

Mr. Jappaya said he is applying for the Zoning Board of Appeals. He has been a resident of the city for the past four years. He is a small business owner, and he does his best to be involved in the community as much as possible. He and his wife have three children who are in the school district. They have a vested interest in the growth, health and stability of our community. Professionally, he is the founder and principal of Lincoln Capital Funding, a local mortgage brokerage that he operates in Novi. In his work, he regularly reviews site plans, zoning class classifications, land use restrictions, variances, and property requirements as they relate to residential properties. He feels like this gives him firsthand experience with how zoning decisions directly affect residents, neighborhoods and quality of life. Outside of his work, he is actively involved with the Novi Chamber of Commerce and he regularly supports and sponsors local events, schools and nonprofit organizations. He said community involvement is extremely important to him and he enjoys giving back to the city his family calls home. If he were to be appointed to the Zoning Board of Appeals, he said he will bring a fair, detail-oriented, objective approach, listening carefully to all parties and considering the broader impact of each decision on the community as a whole. He said it would be an honor to serve the City of Novi.

7. Linda Krieger - Zoning Board of Appeals

Ms. Krieger said she has been a resident of Novi since 1981. She has seen a lot of change in the city. It has been a good year for the Zoning Board. She is back to reapply for a position on the Zoning Board again. In terms of experience, she has been able to lead as the chair twice in the last 20 years. She said she got it going smoothly and conducted it. She said you leave the bike on and talk your way through. Regarding motions, the other big thing, she has gone to class yearly with the City's Attorney. She said that helps a ton. She said to give back again would be great.

8. Yogesh Kumar - Election Commission, Zoning Board of Appeals

Mr. Kumar said he has been a proud resident of Novi for the last 11 years. He has been a commissioner on the Beautification Commission in Novi since July 2024. His wife serves in the community with her small business as an art teacher. She is also a guest teacher in

Novi schools. They have two daughters who are both graduates of Novi High School. Beyond that, he has 26 years of global experience in engineering leadership, program management and community focus work, alongside his role as a licensed realtor. He presented himself to the Election Commission and Zoning Board of Appeals. Regarding the Election Commission, he offered his skills for structured planning, compliance, accuracy and timely decision-making processes--skills that are quite essential for organized and trustworthy election processes. For the Zoning Board of Appeals, his background as both an engineer and a realtor, give him a balanced perspective on land usage, housing needs and community growth. He is motivated to serve Novi because it has been the home for him and his family since they came to the United States.

9. Kim Nice - Historical Commission

Ms. Nice thanked Council for the honor of reapplying for the Historical Commission. This year concludes her 10th year with the Commission. She started as a volunteer and then worked for three terms as treasurer. She has been the chair for the last three years. She'd like to continue the work she has done. They have many projects going on with the Commission like honoring our veterans at our local, historic cemeteries, continuing the development of more programs and traveling. They just did a big presentation at Fox Run last week on their miniature project on the Four Corners a hundred years ago. They've been looking at some other opportunities to continue with some of the city events and educating our youth about Novi history. They're looking into expanding that into other programs. She said working with the library has been wonderful as they've been their liaison for the Commission. They're very honored to have a beautiful history room at the library and she would like to continue that work and those projects if she were to be reappointed again. She thanked Council for their time.

10. Sophia Rusk - Beatification Commission

Ms. Rusk said she doesn't have any history of doing any work with the City of Novi. She moved here with her husband nine years ago. They retired a year ago, so now they have more time to volunteer. They both retired from engineering jobs. She worked at Ford Motor Company for 32 years as a project manager, so she has a lot of budgeting deadline experience in her history there. She did a lot of volunteer work with Ford. She did Habitat for Humanity, food drives, and their version of Toys for Tots. Now, she'd like to give back to her community here. She started by volunteering at Hospitality House in Commerce Township. She's really enjoying her time there. She would like to volunteer for the Beautification Commission. Part of that comes from her interest in looking around Novi. They're relatively new here, but she and her husband are both pretty active. They walk a lot. She is an avid runner and a biker. They bike and walk all around Novi and surrounding communities. She gets to see beautiful areas of Novi and areas that really could use some improvement. That's what brought her to thinking she'd like to be a part of the Beautification Commission.

11. Tracy Wick - Beautification Commission, Cultural Arts Commission

Ms. Wick said she has lived in Barclay Estates in Novi for the last 14 years. She is retired now. She is an art instructor at Assarian Cancer Center at the hospital in healing arts. She is volunteering to be on the Beautification Commission because it's a way she can give back to the community using her education, interest and skills. She completed her undergraduate and graduate degrees at the University of Michigan Ann Arbor. Her master's degree is in Urban Planning and Community Development. She has experience working on a capstone project in southeastern Detroit to make use of community development block grants for home repairs. Current residents could continue to live in their homes but receive grants so their roofs or siding could be repaired and it would be a habitable and warm residence for them. She worked with a big team and community stakeholders to bring a plan together there. That was when she was in school. When she graduated, she put her skills to use in working on new developments where they surveyed community residents to find out what things were missing in the community and how a new development could enhance their lives. Through that, they added things like tot lots to new developments that she would call "beige subdivisions." They also added soft amenities to mixed-use projects life loft buildings. For example, they would work with a local dry cleaner. She hopes her skills can be put to good use for Novi.

12. Peter Winter - Board of Review

Mr. Winter said he has lived in the City of Novi for about 49 years. He has been a member of the Board of Review for which he is applying to be reappointed. This means he has been through three or four assessors. He believes they have done a reasonable job during that time. He believes his background as a practicing attorney for about 50 years warrants his continuation on the Board. He has also been licensed as a real estate broker since 1998. He thinks the work at the Board of Review is one of the more important roles played in the city because they deal face-to-face with residents who are sometimes dissatisfied. He said, obviously they appeal from their assessment. Through the years, he has been a part of a number of Boards of Review with differing individuals. He has been able to work with different individuals and staff. He thinks staff does an excellent job. He requested that Council consider his reappointment.

13. Ezra Zimbler - Economic Development Corporation

Mr. Zimbler said he is a new resident of Novi. He is eager and excited to contribute and get involved locally. He has applied to be part of the Ambassador Academy for 2026 and he's looking for different ways to give back to the community and get involved. He moved to Novi in June. Over the last 10 years, he has been working for LinkedIn, bringing economic opportunity to people around the globe working from New York and Dublin, Ireland. He is most interested in the Economic Development Corporation. The first thing he'd like to do is learn about what has been done so far. His career has been within consulting and customer success where it's all about discovery, understanding complex systems, identifying opportunities and helping organizations move from data to action. He believes that is where he can add real value—by bringing a data-informed lens to Novi's economic story. He looked a bit at some of what the LinkedIn data says about

Novi. There are roughly 50,000 adults with 40,000 of them being on LinkedIn. This is a strong indicator of professional engagement in the community. The average compensation for Novi professionals is around $85,000. Most are white collar workers with about 5,000 in the automotive industry. As expected, Ford and GM are two of Novi's largest employers, each with around 600 local employees. 8/10 of our top employers fall within automotive or healthcare which means we have some strength, but we also have some concentrated risk. His goal with this committee would be to help Novi maintain its strong relationships with these anchor employers while diversifying some of our local economy such as Miracle Software Systems. It is a Novi-based IT solutions firm and Novi's fourth-largest employer. It shows how technology-driven companies can thrive here. He'd love to learn from their story and see how Novi can use that to attract other similar firms to the area. Finally, he thinks there's a great opportunity to continue building strong bridges with our local universities—Michigan State, University of Michigan, Wayne State and Eastern Michigan all have strong alumni and student ties here in Novi. They can continue to play in great ways and continue to keep people in Novi as kids go to these colleges. In short, he is approaching this role with curiosity, data and a collaborative mindset.

CITY MANAGER REPORT: None

ATTORNEY REPORT: None

AUDIENCE COMMENTS:

The head coach of a Novi Middle School Robotics Team, FTC Team RapidRobots (#10477) introduced himself. He was proud to share that this team qualified for the Michigan State Championship, a recognition the students earned through their hard work, innovation and strong teamwork. These students have designed, built and programmed a competition robot while also developing real world, STEM-minded leadership skills. The students are excited to present their work today and showcase the impact that robotics education is having on our youth and community. Team 10477 introduced themselves and said they have been designing robots, driving innovation and making a real difference in our community through hands-on outreach for the past 10 years. Their vision is to be a bold team, driven by core values, uplifting others, embracing challenges and leaving a lasting impact. Their mission is to grow as a socially-responsible team, pushing engineering boundaries and creating meaningful change on and off the field. This season, they took the initiative to reach out to the Richmond International Park School in Bosnia. After a tremendous amount of effort, this initiative led to the creation of Bosnia's first robotics team. They have also worked with multiple robotics teams in India and Japan. The students then explained how their team is divided into different groups that all work together to make a successful robot. They highlighted the various community out-reach work that they do. They thanked the Novi community for their support.

John McKenzie, an attorney with the Warner Norcross law firm, said he has been retained by the Villas of Stonebrook Condominium Association to place an objection to the site plan proposal for the development of Camelot Parc. He said Stonebrook Road is a

private road that is owned by the association. Camelot Parc is proposing to take an easement from the developer for ingress and egress into their new development. On the law, there are only three ways to have an easement. One is by prescription, two is by necessity and the third is by express grant. Express grant is what the township is dealing with in this proposal. He said the developer tried to reserve the right and the master deed. The issue is that it's not properly reserved. The grant is not correct. Under the Michigan Condominium Act, a developer may reserve a right to grant a future easement so long as the right is clearly reserved and defined in the master deed. He said in this master deed, we are dealing with Section 6.2 or 6.9. If you read Section 6.9, the developer reserved a right to grant a future easement to benefit the land. That's specifically defined in Article 2. If you look at the definition of land in the master deed, it's specifically the Villas of Stonebrook—not Camelot. The purpose of a future easement is for access roads to the units of the Villas of Stonebrook—not Camelot. The importance of this is that you can't expand the easement rights. They are strictly governed by the document, and the document did not properly reserve the right for the developer to provide an easement that benefits a separate development that is not the Villas of Stonebrook. He said he is aware of the PSLR agreement. He has reviewed that and he does not believe that it suffices under the Condominium Act to reserve the right to grant the future easement. He said the second issue is that Camelot Parc intends to tap into a utility easement that is in Stonebrook that benefits the township. He believes that is improper for the same reasons. He said the third issue is that, hypothetically, even if the developer did properly reserve the right to grant a future easement to a separate development, it would be problematic because Stonebrook is a private road owned by the Stonebrook Village Association. There are issues with maintenance and safety concerns. He said it is for all of these reasons that they are asking Council to reject the proposal from the developer to grant any easement rights off of Stonebrook for the benefit of Camelot Parc.

Venkat Thalla said that he has been a resident of Michigan for 27 years. He has spoken to Council a few times. He said Council is now made up of 11 members. These members came and finished the work. Whatever the task, whatever the transaction I wanted to do, they had already done it. He has learned in the last few days that our state is the 26th state. He has spoken here about 26 keywords and 26 milestones. He saw our previous two years' back runner up mayoral candidate. If he had used the write-in feature then, he would have already been a Council member. He mentioned that Mr. Martinez is an attorney. He said that Mr. Martinez obviously wanted to be a Council member or Mayor. He said he wants everyone to be educated about what is already within.

Deborah Domke 48801 Windfall Road, said she would like to speak against the possible approval of Camelot Parc. She spoke about an existing alternative access point for Camelot Parc in the northwest corner of their property. She said it shows in some of the diagrams and not in others, but it does exist. She pointed to a yellow semi-circle on a map of the City of Novi, Oakland County, Michigan, PSLR Overlay Preliminary Plan. She said there are two curb cuts into Wixom Road. The one is north of Camelot property and the other is in the northwest corner of it. She said on the newest submission from Camelot Parcs, it shows no curb cut at all. It's totally missing as though there is no egress available from their area. The next picture is dated December 1, 2025 and shows that existing

ability to egress onto Wixom Road. The third one shows where they have crossed out that egress point. She said she doesn't know why. It is available to them to exit onto Wixom Road. She then presented a picture of what she would suggest as an egress for Camelot Parc. She suggested that they build a road going up that would intersect with that existing curb out. She said there is no need for an exit onto Stonebrook Drive that would cut a 40' x 60' long chunk out of the existing 10' high berm that they all love and that protects animals behind it. She said she and the other residents at Stonebrook believe that there is no valid easement from Stonebrook Drive to the Camelot Parc property. She said the easement they refer to is invalid. She said it was signed after the HOA turnover and that Pulte had no legal right to sign it. She asked that the City pause approval until legal, safety and infrastructure issues are resolved.

Pat McLaughlin, 48667 Windfall Road, thanked Council for turning the Camelot apartment complex back to the developer so they could change the whole concept. She said they have been told more than once by the Planning staff and the Building Commission that this project is much like theirs at Villa of Stonebrook. She said she disagrees. She said even though they both have deviations; their development turned a blighted area into a beautiful community. Their development is a rare and desirable ranch-style condo neighborhood. There aren't very many children in the community, so it's a win for the City. Also, comparing the project proposal, she said they're going to make a one-time $30,000 investment in Wildlife Woods Park. She said they would be maintaining a road forever. It would require care and maintenance every year. She said the City is in a sweet spot. Stonebrook Drive is private to the advantage of the public when it suits the City. It's also private when it's an advantage for the City. Public when the City increased wear and tear on the road when it established a trail head for ITC trail, brought in huge construction equipment to double the pickleball courts and triple the parking lot size. It increased the rentals there and the play field capacity at the park. Now, it wants curb cuts. She said all of this is on the back of 84 people to pay for the care and maintenance of this road. There is no need for the City to support any City services such as police protection, road care and maintenance, landscapes, snow removal, the removal of graffiti on benches at the park entrance. She said it's 84 people. Breaking the berm in the wetland could expose us to water issues and accepting a document from Pulte behind our backs when we own the property and they don't. She said she thinks they're being abused and that the City needs to pay attention to the 84 people.

Bashim Ayoub, 48648 Rockview Road, said he came for two things. One of them is about Stonebrook Road. He said it seems like the developer of this new project went around the residents and somehow worked it out with Pulte, but Pulte has no control over that road. The road is owned by the Association of Stonebrook. For something to go around the residents, that would be illegal and we should look at the legal ramifications of that. The second item he wanted to bring up is if and when they start construction, maybe the City can grant them a side road to Wixom Road during construction. Otherwise, he believes it will be a total mess. He said he's worried about the safety of the kids coming out of school and how the city handles that. If there could be an access road from that particular development to Wixom Road, that might ease some of the safety concerns they have. He thanked Council before he took his seat.

Steve Petocsky, 48849 Rockview Road, said he is the current president of the Villas at Stonebrook Association. He said it's been a lot of fun being an owner there over the last five years and seeing the ups and downs with this project and some other things that have gone on. Regarding the issue of the easement, he said the attorney said it best. He wanted to highlight that all the owners had master deeds and bylaws that may or may not have reflected a potential easement, but the establishment of the easement after the fact really destroyed their property values in many regards. He said he just doesn't think it's a fair and positive way of doing business. He still questions how they could do that along with the developer, the City Attorney and Pulte Homes when the ones that are most affected are the 84 residents and they didn't get a seat at that table. He believes this is wrong. He said his other thought is that when the apartment project was rejected, there was a comment on the entirety that said the city was going to find something that would be homogenous with the community, more in standing with what's going on. He questions what is in it for people a little bit older that might need first-floor compensated space as far as master suites or space for bedrooms. He said that Council approved a complex a couple of weeks ago where the developer was very proud to say that they would be providing 50% first-floor suites. He appreciated that question being brought up in that meeting so he could understand that. He would like to see something like that around them, too, something that would be more homogenous with their situation.

Ann Nelke, 48646 Windfall Road, said she concurs with all of the formal obligations stated by the Villas at Stonebrook HOA Board of Directors. After attending the September 10, 2025 Planning Commission meeting and voicing her objections, she noted that the Commissioners cited data from the City of Novi's Master Plan. She subsequently spent hours reading more than 160 pages of the Master Plan as it is available on the City's website. She said between the years 2020 and 2025, 1% of developments in Novi consist of ranch condos or homes, in spite of the fact that 40% of the population is over the age of 45 and are considered mature, experienced working professionals who feel stuck in their homes as they want to downsize in their community. Unlike many Michigan communities, over 40% of housing stock in Novi is in multi-unit townhouses or apartments. Among every age demographic, in Novi, a mean percentage of 82 desire detached single-family homes with 22% favoring townhouses even 10 years from now. A table on page 94 shows the current build-out status for Novi. 91% is already built out. 5% is property which could be redeveloped or repurposed and 4% remains undeveloped. The Villas at Stonebrook provides an example of redevelopment which also meets the desires and needs of the majority of residents. Here was an area of former industrial blight which checked all of the boxes for single-level living with age in place being met as well as smaller footprint homes, 1700-2100 sq ft. A search on realtor.com this afternoon had five listings that were ranch units. Conversely, there were 31 townhouses. Of the proposed future developments, the vast majority are townhouses, apartments and large- footprint homes. Perhaps it is time to heed what the residents wish to see. She thanked Council and took her seat.

Pete Winter, 21999 Bedford Drive, commended the Council, staff and people who work for the City of Novi on three things. He said DPW does a great job. He has been a resident of Novi for close to 50 years during which time he has seen a few changes. The DPW has consistently done a great job. He believes Council should recognize that. He appreciates Council for supporting DPW building a new building and giving the equipment that they needed to do the job. His second point was that the Friends of the Library should get some recognition. His wife is a member of this group. This group raised $14,000 for the library and he believes they should get some recognition for that. His third point was to say that he is a member of CERT. He appreciates Council's support of CERT. He believes that CERT is a very important component of the city. He said they are second responders for police and fire and they work really hard. He believes they do an excellent job and they couldn't do it without the support of the Mayor and Council. Mr. Winter then voiced his support for his wife for the Board of Elections. He said she has done a lot for the City of Novi. She has served in many ways. He believes she has been an election worker for 10-12 years and he believes she is well qualified and would do an excellent job.

CONSENT AGENDA REMOVALS AND APPROVALS:

CM 25-12-149 Moved by Casey, seconded by Gurumurthy; MOTION CARRIED: 7-0

To approve the Consent Agenda as presented.

A. Approve Minutes of:
November 17, 2025 - Regular Meeting

B. Approval of a Storm Drainage Facility Maintenance Easement Agreement for Primrose Daycare located on the south side of Ten Mile Road, west of Novi Road (parcels 50-22-27-200-089 and 50-22-27-200-088).

C. Acceptance of a highway easement and a temporary construction easement from the property owner of 26900 Beck Road (parcels 50-22-16-151-012 and 50-2216-151-010) for the reconstruction and widening of Beck Road between 11 Mile Road and Grand River Avenue, in the amount of $181,000.

D. Approval to award the Heating, Ventilation, and Air Conditioning (HVAC) Services contract to Lyon Mechanical Inc. for one year with the option of two additional one-year renewals at $54,333 annually.

E. Approval of claims and warrants – Warrant 1192

Roll call vote on CM 25-12-149 **Yeas: Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer, Casey**
Nays: None

MATTERS FOR COUNCIL ACTION:

1. Consideration of approval of Labor Agreement between the City of Novi and the Police Officers Labor Council (POLC) for a term of July 1, 2025 through June 30, 2028.

City Manager Cardenas said they're excited to bring this agreement before Council for their consideration. He thanked the City Negotiation Team led by Tia Fox and Chief Zinser as well as their counterparts with the labor union. He said our fine officers represent our patrol officers. He believes one of the officers, the president, was negotiating for votes before the meeting. He said that was well done.

CM 25-12-150 Moved by Casey, seconded by Smith: MOTION CARRIED: 7-0

Approval of Labor Agreement between the City of Novi and the Police Officers Labor Council (POLC) for a term of July 1, 2025 through June 30, 2028.

Mayor Fischer said he wanted to echo Mr. Cardenas's comments and recognize the hard work that went into this contract from our staff: Human Resources, the administration, and the POLC leadership. This is a very valued and dedicated group of employees who work very hard every day to keep our residents and visitors safe. He believes Council has an obligation to ensure that we remain a competitive employer and attract and retain the best that we can. We do that in the vein of balancing and ensuring that we have long-term sustainability in the city and that they are good stewards of the taxpayer dollars. He believes a lot of good people came together on this contract and showed what's possible when both sides continue to negotiate collaboratively and in good faith.

Roll call vote on CM 25-12-150 Yeas: Heintz, Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy
Nays: None

2. Consideration to approve the Program Year 2026 Community Development Block Grant (CDBG) Application in the approximate amount of $140,000.

City Manager Cardenas said the CDBG is the responsibility of the Beautification Committee. Last year, the County allocated $123,000 to Novi. This year, they got $17,000 more. As a reminder, the entities that receive this funding are the Minor Home Repair for Novi, Haven, an organization that supports victims of sexual assault, the Hospitality House for Oakland County which provides a food pantry for those in need and the Novi Youth Assistance.

CM 25-12-151 Moved by Casey, seconded by Smith: MOTION CARRIED 7-0

Approval of the Program Year 2026 Community Development Block Grant (CDBG) Application in the approximate amount of $140,000 and authorizing the Mayor to sign the application.

Roll call vote on CM 25-12-151 **Yeas: Martinez, Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz**
Nays: None

3. Consideration tentative approval of the Camelot Parc Townhomes Planned Suburban Low-Rise (PSLR) Overlay Development Agreement Application and Concept Plan.

City Manager Cardenas said that what they have before them is an updated plan for Camelot Parc Townhomes which has been submitted for a vacant parcel totaling 8.24 acres south of Novi Promenade Shopping Center east of Wixom Road. The previous 2023 plan was denied for a previous PSLR request on the site with 46 apartment units. This new plan is the development of 22 townhomes and five two-story buildings. The units would be for sale, and each would have a two-car garage. Such property is zoned R1 One-family Residential with a PSRL overlay. This is just a tentative approval. This will come back to City Council for final approval of the actual PSLR agreement.

City Manager Cardenas said much has been discussed regarding the maintenance of the road that is a part of the Villas at Stonebrook's PSL agreement. Back in 2018, based on representation of the developer of this proposed development, the developer is willing to pay some amount toward the maintenance of the road. He said Council would see in the packet that the proposed motion, if Council decides to move forward with this tonight, includes a condition that the Camelot Parc developer will pursue in good faith a reasonable maintenance agreement for the maintenance of Stonebrook Drive. He said that arrangement would be between the two private parties and would not directly involve the city outside of the city reviewing any draft document that may be presented. He said the developers and staff including Ms. Macbeth and Ms. Bell were in the audience and could answer any questions.

Mayor Fischer asked the developers if they wanted to make a presentation or if they preferred to answer questions. The developers stood, thanked the Mayor and said some of the Council may have remembered their previous endeavor when they were denied. They highlighted a few points for any new members attending. They said the City was not looking for a renal component, but instead something that was more uniform with the adjacent Villas at Stonebrook projects that has private garages rather than parking on the streets for everyone. They listened to Council, went back and reworked the layout. They reduced the number of units to fit a townhome product-for-sale unit. These are typically two-stories. The developers showed an updated version of the plan dated December 1, 2025 which they believe met the requests of the Council at that time. They showed the location of the site south of Target, west of the Villas at Stonebrook and north of Deerfield Elementary School. The existing site has a fair amount of woodlands and wetlands occupying the property. The layout is very similar to what they've seen before. There is a different orientation of the buildings with the drives with the intent to minimize the impacts to the existing natural features on the property. This will make it so they can preserve those when they provide a preservation easement over top of the woodlands and the wetlands on the property.

The developers said the project density is only 2.7 dwelling units per acre which is well below the allotable density on the property. They highlighted a couple of points. They said they talked about the two-story for sale townhome units with private garages. There is a lot of open space. It's natural features, so it's not active open space, but they are providing a walking trail that meanders back through the wooded area with some benches to create a private active recreation within the development itself. It'll also be in close proximity to Wildlife Woods Park which presents a great opportunity for Novi residents to use the park and the pickleball courts and enjoy the facilities that the city offers here. They said this leads to the public benefit donation to improve those facilities—redo the bathrooms, repaint the structures, make it all nice for our residents and the residents of Novi who visit the park.

In terms of other public benefits, traffic and the intersections will be less congested by utilizing the shared access to Stonebrook Drive. Reducing the number of access points to Wixom Road improves safety. The type of housing provides an alternative type to serve the middle market for those people who aren't in the position where they want to be in a full, single-family home. This type of housing can serve those that are just starting out or those who are interested in downsizing. This development will enhance the habitat on the property by removing the invasive species that are currently there and planting native seeding to promote new growth within the wetland areas. As part of the construction process, they will build their own on-site wetland mitigation for all of the wetlands that are impacted. They will also enhance the emergent wetlands by placing other habitat structures within that wetland. These would include places for birds to perch, places for snakes to crawl under and developing new wetlands to try to promote the habitat within the existing wetlands on site.

Regarding the traffic, the developers said there are very few units on the development site, meaning it is a relatively low traffic generator—especially relative to the adjacent Villas at Stonebrook. They have four times the amount of units as this proposed development which means they produce four times the traffic. The thresholds on the studies are well below any of the city requirements to perform a formal study. With the recent improvements along Wixom Road (adding in the left turn lane into Stonebrook Drive), there is no longer a need to add additional improvements along that corridor. As City Manager Cardenas discussed, this development will be utilizing Stonebrook Drive. It is only fair that they contribute to a maintenance responsibility for the shared component based on the volume of traffic this development will generate and the length of the drive their residents would be using. Those numbers boil down to 7%. That's their position on the shared maintenance they are proposing to the HOA. That agreement needs to be finalized between the developers and the HOA.

The developers showed a slide of some architectural elevations. They highlighted some of the features such as using mixed-use façade materials to create some architectural diversity. They compared their designs with the existing architecture at Stonebrook Villas to show how they would look similar. They showed their proposed landscaping including supplemental tree plantings and retaining the existing trees within the woodlands. They

showed some street-view renderings along Stonebrook Drive where their development had been superimposed. They demonstrated that, with the large, mature evergreens along the existing berm, you can barely see the new development. They finished their presentation by showing a slide highlighting the proximity to Wildlife Park. They thanked City Council and offered to answer any questions.

Member Heintz asked the developers what the size of a potential conservation easement would be. The developers said it would cover all of the existing areas that have been designated as actual woodlands as well as the existing and proposed wetland mitigation areas. The exact boundary of that mitigation area needs to be delineated with a written description, but the intent is that it will cover all of those existing features that will remain and be preserved on the property in perpetuity. Member Heintz asked if there is a size the developers can share, saying that it is hard to vote on something without having all the information. The developers said they don't have specifics on how much acreage that is on the woodlands, but they'll preserve basically the entire north area of the property, the existing wetland you see up on the north, all those open green space areas and all those trees there. Basically, the north half of the property with the exception of the detention pond that's in there. Member Heintz asked for a range. The developers said the acreage on the property is about 8 acres. They guesstimated that this is in the range of four acres or so, or half the property. The developer said they'll have exact numbers in the site plan process.

Member Heintz said there were different wetland categories in the packet they were given by the developers. He asked if all the category types were factored into the .37 acres of wetlands that are impacted. The developers said yes, when wetlands are impacted, the mitigation they have to recreate is "in kind," meaning that if they impact wooded wetlands, they must recreate wooded wetlands at a specific ratio. All of those are accounted for in the proposed mitigation design. They need to put the detail into that mitigation design, but the area has been allotted for the recreation of those wetlands. Member Heintz asked what the total amount of wetlands that's impacted. The developers said .37 acres and that the mitigation provided is .61 acres mitigating out of that. This means it's an increase of overall wetland acreage on the property because of the mitigation ratio. Member Heintz asked if that's roughly 1 acre of wetlands that is impacted or if it's different because of the ratio. The developers said there is only an impact of .37 acres of wetland. That is all that is impacted. .37 acres is what is impacted and because of that, the developers will create .61 acres. The developers said they worked very hard to fit this layout into the available upland area and minimize the impacts to wetlands because the City requires that any impacted natural features, the wetlands, be mitigated on site. They worked with the township staff to figure out how they can fit it all together, making sure they had the available space to provide the required mitigation on site.

Member Heintz then asked about the deviation request for the 25' buffer. The developers then clarified and said when you're creating a wetland impact, you don't want to create an additional 25' of impact of actual wetland and then just call it a buffer. The buffer is an imaginary line around an existing wetland that you try to stay out of. When you're

creating this impact, you are inevitably within the buffer because you're impacting the wetland itself. To mitigate that, they will provide additional plantings, signage and delineation around where the impact limit would be in those wetlands to recreate that visual barrier that would make it clear where you can go to maintain the finite yard space adjacent to it.

Member Heintz said he appreciated that clarification because it is a concern of his. The developers reassured him by saying they have signage in the package that specifically addresses the mowing and fertilizer. The city staff has requested that they include additional plantings to create that perimeter border of the wetlands there to help further buffer anything from migrating into the actual wetland itself. Member Heintz thanked them for their responses.

Member Staudt asked the developers to explain what their roles are. The first developer spoke and said he is Jared Kime, the project engineer with Atwell. The second person introduced himself as Jim Polyzios, the property owner and developer. Member Staudt asked them if either of them had been at the last meeting when Council rejected this proposal. They said yes. Member Staudt said that, at that time, they told the developers that Council wanted to see something similar to what was there. He said apartments were completely out of line at that time. Member Staudt said this is not really something that is like what is there.

Member Staudt said the trade-off always is are we going to use the wetlands, mitigate and expand the footprint to have the single-floor condos like the ones that are in the Villas. Member Staudt he was there eight years ago when Council went through this whole thing that was a very controversial development for many, many reasons. He said a lot of people pushed back. There was a lot of contamination on the property. It was a hard sell, but they ended up doing it because they thought it was the right thing to do at the time. Now, here is this property. Member Staudt asked Mr. Polyzios how long he has owned the property. Mr. Polyzios said he has been affiliated with this property for five years. Member Staudt asked who had owned it prior to that. He also asked if it had ever been an option for Pulte to develop further onto that property and they chose not to or if it had been owned by someone who didn't want to sell it at that time. Mr. Polyzios said Pulte owned it at the time and they were interested in a development scenario with them. It never materialized in the way that they wanted with the apartments, so he phased out and they continued on to develop this site. Mr. Kime said he doesn't believe they can speak to what Pulte wanted to do with the property. Member Staudt said he was just wondering because he thought they made it fairly clear when they were here the last time that they wanted to see something similar, something homogenous to what the Villas is. Member Staudt said this new proposal really isn't and that when you look at the crowd here, the Villas filled a very important void that Novi had at the time and they are looking to expand that. They would like single-floor units where someone can go after they're ready to sell their 3,000 square-foot house. The Villas has worked out extraordinarily well. They have a very organized community. He would have liked to have seen a proposal more in line with that.

Member Staudt said he was just being honest. He asked the developers if they had ever had an opportunity to meet with them. That was something Council had asked the developers to do in 2023 when they were here last. Council has heard that they didn't. He asked the developers if they had had an opportunity to sit down and talk with them. Mr. Polyzios said he had reached out to Steve, the HOA president. He had someone from the HOA board reach out to him after the Planning Commission meeting who wanted to meet with him to get a better understanding of the shared contribution of the road maintenance scenario that he was proposing. They set up a date and time to meet. The member from the HOA board called a couple of days later to say the HOA was going to retain an attorney and explore their options.

Member Staudt asked Mr. Polyzios if he considers 7% a good faith offer. Mr. Polyzios said it was a formula, a starting to point to discuss. Member Staudt told him to forget formulas and he raised the question if Mr. Polyzios considers it a good faith offer. Mr. Polyzios says it's proportionate to the number of units that Camelot Parc with have versus what the Villas at Stonebrook have. Member Staudt said he believes Mr. Polyzios is low-balling considerably. Member Staudt said they talked about this road at length when they approved the Villas. He said they all knew exactly what they were doing at the time. None of the residents were there at those meetings. He said he was there, Laura was, Justin probably wasn't, the rest of Council wasn't. He said they were very clear that that property was owned by somebody and needed access and that they didn't want a curb cut onto Wixom Road. Before anybody else was affected by this, they made the decision about the easement. They also made the easement decision as it related to our property and our park property. He said this isn't a case of trying to dump a bunch of burden on the Villas owners. This was all decided well in advance. He said they could have plenty of "dueling lawyers" talk about the intricacies of this, but he is not really interested in that; he knew their intention and he believes it was recorded very clearly. He believes any judge is going to be in very much support of them. He said they don't have a dog in the hunt. What they want is fairness. In this case, he said the developers have to think a little bit more about what they're going to do working with this homeowners' association, which, he said, unfortunately for them, is very organized and has a vision of what they're looking for. On the flip side, they have every right to develop the property, and he would love to see something that is more in line with what is in the Villas currently. He said this is what the developers brought forward and Council doesn't get to make decisions about how they develop things and what projects they bring forward. Some people in the social media world think the City Council is making these decisions, that they want townhouses all over Novi. Member Staudt said that is not the way it works. He said they take on what comes to them and then they try to act fairly with both the developer who has an investment and the property owners that are around it. He said this isn't a terrible proposal, but it is not consistent with what he thinks they made clear that they are looking for.

Member Staudt said there is always a trade-off between green space and density. He said the developer wants to put things together tighter and have more green space. The options are limited. You don't have single-family buildings when you have green space. He said the developers brought a proposal that is preserving green space like nothing

else he has seen in a long time. He applauded the developers for that. He said he really thinks the developer needs to go back and reconsider something that is in good faith—forgetting percentages, quotas and ratios. He said he will not support this proposal if it comes back in two or three months. He said that if Council pushes it forward, it will need to have a better and more fair understanding between them and the existing homeowners' association.

Mr. Polyzios said he'll sit down with the HOA board and discuss an increase in the proposed contribution for the maintenance of that road. He said he has no problem meeting with the HOA. He has been wanting to do that. He thought he had it in place and they rejected it saying they were going to hire an attorney. Last time he was here, he proposed apartments. He listened to everyone. Council said they needed to reduce the density and that they wanted for sale products. He builds detached condos and attached condos in Rochester Hills, Oakland County. When he looks at this map, he sees an elementary school and a middle school which makes him think this is an ideal place for families getting started. You're close to those schools. You're close to a park. He said this proposal is for 22 units—not 200.

Member Staudt said he appreciates that they came back with half the density. He said the garages absolutely dropped dead. He said nothing says a rotten development more than carports. He was pleased that the developer came back with garages. He said this was a vast improvement over what they proposed the first time. He said he would not support a curb cut or a road going through the wetlands to get to Wixom Road because that doesn't make sense. He said what makes sense is a good faith negotiation between the developers and the HOA. He said overall, it's not perfect, it's not exactly what he wanted, but it is something he could support because he does see a tremendous effort to preserve a big area of green space and that's one of the things that is important to Council right now.

Mr. Kime said somebody had mentioned construction access. He said it would be their intent that the emergency access drive location that they have that comes off Wixom Road would be used as construction access. They would not be pulling construction equipment in through Stonebrook Drive. It would be coming directly off Wixom Road. Member Staudt asked how they would get through the wetlands. Looking at the map, Member Staudt said it's off the stub right there. Mr. Kime said yes, it's right off of here in this area. Mr. Kime said there is a new pathway that is right up to the curb as it is. They would simply drop the curb there. It's an emergency access drive. During construction, it'll just be stone behind there. Then, they'll replace all of that with pavers or gravel or whatever the city specifications are for that fire truck emergency access.

Member Smith said he agrees with the earlier comments about making sure the developers are working closely with the HOA. He compared it to sharing a driveway with a neighbor, saying they would have to work pretty closely to make sure it all worked out well. He asked City Manager Cardenas what the current density for R1 is. City Manager Cardenas asked if Ms. Macbeth or Ms. Bell could help answer that. They turned back to a slide in the presentation called "Plan Features." Mr. Kime answered that the allowable

density on the property is 6.5 dwelling units per acre. They said that is based on the PSLR overlay allowance within. Member Smith said he was wondering what the current zoning would be without the overlay would allow there. City Manager Cardenas said about two units per acre, so about four units. Member Smith said two units per acre, 8 acres, that would mean 16 units.

Member Smith said it seemed like every deviation of this proposal had something to do with not enough space on the site. To him, that is saying that there's too much stuff trying to be put onto the site. He would like to see a little more open space. The area where they are up tight against the wetlands, maybe give that a little more room. He said, as was previously stated, the run-off from fertilizer, lawn chemicals, salt from the roads, things like that are a concern going in there.

Member Martinez said the phrase he keeps coming back to is a "recognizable and substantial benefit" to the community. That's the factor he is looking at most closely, especially when he sees the deviations that Member Smith brought up. He said City Council are not the developers, but they are tasked with the residents of enforcing the city ordinance as it is written. The ordinance provides that they can look for that "recognizable and substantial benefit." He said to Member Smith's point, the natural feature impacts and the open space, the fact that there's mitigation, and tree fund payments, all those things strike him as baseline compliance. That's what the city ordinance says. He doesn't see that as a benefit in and of itself. As to the density point, whether this is less dense than a prior concept that didn't come about, he doesn't view that as a public benefit. Council looks at the ordinance, the foreseeable feasible uses under the zoning—not a comparison to a prior plan that didn't come to fruition.

Regarding the Stonebrook Drive contribution, Member Martinez said he would have really, really liked to have seen a draft of some agreement, even if the agreement had not been signed, sealed and delivered. That would have made him feel a lot better to say that they're moving in the desired direction and that those conversations with the HOA have happened. He said the fact that they have nothing yet makes it indefinite. It's not really designed into the project. Council has to go off the lawyer battles to determine what a good faith effort means in this case. He said he doesn't believe 7% is good faith, but he is going to leave that to their negotiations.

Member Martinez said the missing private open space, the lack of enhancements, that's all stuff where you could find a "recognizable and substantial benefit" in. The missing middle housing, the walkability are also benefits to the community, not just those that use it—but to the community. He'd really like to see that before he gives his vote to this development.

Member Martinez said, on the other hand, he does give the developers credit. Traffic and utilities go pretty well in their favor. He said the daily trips, the not meeting the threshold for the traffic study, that minimal impact on public services all work in the developers' favor. As of now, when he weighs the compatibility and the character of this area, that's one of the factors they have to consider is the compatibility with that

surrounding area, from how he is reviewing it, that's not yet visible. He weighs that against the magnitude and the number of deviations requested, the shortfalls in the open space and the private outdoor areas, and in the absence of any even partially defined enforceable commitments to Stonebrook and their HOA and enhanced common amenities and he's not comfortable yet making a finding that this particular plan meets the high bar of a PSLR overlay in terms of the "recognizable and substantial benefit" that the city ordinance requires them to do.

Member Martinez said he would like to see this plan have some level of a path forward. He doesn't want to be a wet blanket on this proposal. He said they have a right to have use of that land. He thinks there are plenty of possibilities for them to do that. He would like to see a revised submittal that reduces the number and magnitude of the deviations, provides a stronger, more clearly defined public benefit package, including meeting or exceeding that 10% open space requirement, and providing a superior open space program with active amenities. He believes that would up the ante and meet what they have to look at under the ordinance. He said providing the additional open space and enhancing those common areas are those kinds of things he is looking for when Council makes these changes from a zoning perspective before they put anything out there and change what they've already zoned this area for. It needs to be comfortable under their ordinance. Right now, he does not feel that this proposal is there, but he welcomes a future opportunity to look at something the developers can bring before them.

Mayor Pro Tem Casey said she had a couple of questions for the developers. She appreciated them answering one of her questions early which was about the access for construction. She said she tends to focus a lot on the screening around developments coming in. She asked the developers to confirm that the only impact that will be made to the existing berm, that wonderful line of trees that runs along Stonebrook right now is the entrance into the development. She asked them if they talking about taking any other trees down. They said that is correct. They will not be taking any trees down. She asked them if they are intending to do any planting in that area to supplement what they are taking out. Mr. Kime said they would be supplementing in any thin areas or replacing any dead trees in there. The dead trees would be removed and replaced with new trees. The trees will not be 40', but they will grow.

Mayor Pro Tem Casey asked if the developers have plans to fill in a gap in the screening on the east side, just around the curve, so there is no visibility from Stonebrook to this development. Looking at a slide called "Proposed Landscaping," Mr. Kime said it was an extension of the existing berm. They did not do a tree survey offsite of the property. It is an extension of the existing berm that carries through over here. Mr. Kime used his cursor to point to an area along the right and said it is a wooded strip along the property. There is a little storm drainage ravine in there. There are existing trees occupying the space there. Showing a new slide called "Site Surroundings," Mr. Kime showed how they are 353' away from the nearest unit. You can see the existing trees in this space right now just before you get to the storm water access drive. Mayor Pro Tem Casey asked if there is the ability to supplement in that area, to do additional screening. She said she realizes they are a distance away. Mr. Kime said they would have to have a conversation

about that with the Stonebrook HOA because it is on their property. Mayor Pro Tem Casey asked if there is space on their property to add additional screening. Mr. Kime said no. He said they have provided the landscape up along the side of the building. They are not able to push the trees closer to the building due to the growth of the trees. Mayor Pro Tem Casey asked if they could put more trees further north on that side. Mr. Kime said they have proposed trees in the space further north and the rest is all open wetlands. There is nothing to view in there other than the open meadow right now. Mayor Pro Tem Casey said there is nothing between the two sets of trees that are displayed. Mr. Kime agreed and said there are some storm sewer utilities that have to outlet through that area, so they can't plant trees on top of that. She thanked them for clarifying.

Mayor Pro Tem Casey said moving to the west, there's a deviation requested to not put a berm up towards the north side of that property because that's where all the nice woodlands are. Mr. Kime agreed. Mayor Pro Tem Casey said south of the emergency access point, Mr. Kime filled in that they have a proposed berm to meet the city standards as much as possible. He said it's kind of short, so it can't undulate. It'll all be the same standard height in there and landscaped. Mayor Pro Tem Casey confirmed that yes, there will be a berm. She said that helps greatly.

Mayor Pro Tem Casey there had been a resident before them earlier who referenced the property in the drive to the far northwest corner of the property. Mr. Kime showed that drive on the slide called "Proposed Landscaping." He said it is a private residential drive that encroaches on their property. He said they have two curb cuts on Wixom Road, one of which will be removed, so they will have one access point now. There will not be an encroachment onto the property there. Mr. Kime said it is a 12' little standard drive that does not meet the city's requirements for a road, so even if they could route something up there, it's too narrow. They would have to substantially increase that. Mayor Pro Tem Casey thanked him for the clarification and said that she was seeking to understand if the developers had had a conversation with the owners of that property to see if the developers were going to grant them an easement to continue to use that driveway or if the developers were going to ask the property owners to remove it.

Moving onto the wetland, when Mayor Pro Tem Casey read the packet, units 19-22 on the north side, the standalone building butts up to a wetland. She said she is not savvy enough to know emergent versus forest scrub versus which of the three types it is. That is what's encroaching on the wetlands existing. Mr. Kime that encroaches some. He said the wetland is not a straight line, it has ins and outs. Some of the roadway itself and the grading that comes down from that roadway clips off some little corners and nooks of that. The turnaround over at the west end for the fire trucks encroaches into some of the wooded wetland which is why they need to mitigate that area. They also need to have a turnaround space.

Mayor Pro Tem Casey asked how close the four units are to the existing wetland. Mr. Kime says he believes they set that at either a 15' or 20' offset. He said they set them as a minimal offset from those buildings, assuming they would need minimal rear yard space

10', 15' to minimize the encroachment into that wetland. Mayor Pro Tem Casey asked if there are any specific efforts planned, any additional mitigation or action that they might be doing within the building to protect the basement from water sewage. Mr. Kime said the basement would be lined to prevent water migration in there. They see a lot of clay soil in this area hence the water accumulation creation of the wetland on the surface. They're not seeing a lot of water migration in the soils themselves, but certainly building in proximity to the wetland, there will be treatment on the outside of the structure to prevent water migration.

Mayor Pro Tem Casey said that it was helpful and thanked them. She said hearing the feedback they already heard and paying attention to what her colleagues are saying, she thinks there is still work ahead of the developers. She said she knows they are asking for a lot. They are asking them to increase open space and to continue to protect wetlands and woodlands. She says that's a balancing act. She looks forward to the developers figuring out how they can solve that to be able to carry this project forward.

Mayor Pro Tem Casey put a motion on the table to postpone. This gives the developers a chance to go back to have some conversation with the HOA and meet in the middle in terms of a solution for the road. She noted to the members of the HOA in the audience that she knows they have hired an attorney, but she encouraged both parties to meet somewhere in the middle. When Council approved the development initially for the Villas at Stonebrook in 2018, they were intentional about the road for Stonebrook. They were intentional about access, not just for Wildlife Woods Park which exists today, but also for this particular lot, however it got developed. She encouraged the dialogue between both groups. She'd like to see a draft form of whatever kind of agreement between the two entities before this comes back in front of Council. In the meantime, she made a motion to postpone to a future meeting so the developer can have those conversations with the HOA and come up with a version of an agreement that Council can see in advance. The second thing is for the developer to hear the feedback from Council and then come back with changes to your development.

CM 25-12-152 **Moved by Casey, seconded by Staudt: MOTION CARRIED 7-0**

To postpone tentative approval of the request of Avalon Investment Group, LLC, JSP25-02, for a Planned Suburban Low-Rise (PSLR) Overlay Development Agreement Application and Concept Plan for the Camelot Parc Townhomes.

Member Gurumurthy said she appreciated how the developer reduced the number of units from 46 apartments to 22 townhouses. The missing communication part was very hard for her as she read through the packet. For her, she would have absolutely tabled this proposal until the developers had met with the HOA and come to an understanding with each other. Council does not want curb cuts from Wixom Road at all. She told the developers that it is very important for the current residents, the new residents and the Novi community that the developers and the HOA align.

Member Gurumurthy asked about the buffering the developers had mentioned. She asked if they would elaborate on that because she does not think they are doing the 25' that is required, especially around the buildings. Looking at the "Proposed Landscaping" slide, Mr. Kime said there are enhanced shrub plantings along the wetlands that delineate the boundary of the wetland and enhance the buffering from the adjacent uses like residents' activities or snowplowing the roads. They are there to buffer against anything that might get thrown in the direction of the wetlands. There will be signs placed along the wetland perimeter indicating that this is a preservation area where mowing and fertilizers are prohibited. In the plans, there is a detail of what these signs will look like. It has been reviewed by the city's consultants and incorporates the features they asked for.

Member Gurumurthy asked if there will be enough of a buffer between the buildings and the wetlands. Mr. Kime said only the buildings on the north side are in proximity. They are impacting some wetlands already. It would create more wetland impact to put a 25-foot buffer in there. The developers are proposing less buffer there because they don't want to push further into the wetlands. They want to preserve the existing wetlands and deal with a smaller buffer space rather than create more impact to fictitiously create buffer space. Member Gurumurthy asked them if they are confident that that is going to protect the wetlands. The developers said yes.

Member Gurumurthy asked about the 20 trees that are going to be impacted. She asked the developers to work with the city team to plant those trees within the site instead of somewhere else or the tree fund. Mr. Kime said they have to create a wooded wetland area. They haven't accounted for those trees in their calculation yet because they haven't designed the wooded wetland mitigation area. Their intention is that some of those trees that are currently listed as being paid into the fund would be planted onsite within the wetland mitigation areas. Member Gurumurthy questioned the word "some." She encouraged the developer to plant as many trees as possible. Mr. Kime said they will get as many trees as possible there. They are not supposed to plant trees in the emergent wetlands, but they're going to place some habitat structures to enhance that environment.

Member Gurumurthy thanked the developers for answering questions regarding the extra drive and the issues with aligning with the residents next door about the construction. She said it is very important for Council to see at least a draft form of an agreement between the developers and the HOA.

Mayor Fischer said there has been a lot of discussion about the road. He said there is an offer of 7%. He asked City Attorney Schultz if there had been any discussion on cost sharing this parcel beck when this was contemplated. City Attorney Schultz said no, there was not. Mayor Fischer asked if there had ever been any intent to have a conversation or was the intent for the owners of the private road to have that road and grant that easement. City Attorney Schultz said as far as the City was concerned, the promise was that the adjacent property would be given an easement. The City did not require anything more than that. Mayor Fischer asked City Attorney Schultz if that easement was

granted not just for Wildlife Woods, but for some development on the parcel on the north side as well. City Attorney Schultz said that was correct.

Mayor Fischer asked if a public benefit is required under a PSLR zoning ordinance. City Attorney Schultz said yes, one of the factors is a recognizable public benefit. Mayor Fischer asked what the public benefit was from Stonebrook to the City of Novi. City Attorney Schultz said the Stonebrook property was zoned I2 not R1 like this property is. The idea was to get that area cleaned up. The developer put on the table a few identifiable things. The main one was probably this parcel having access because it removed that curb cut onto Wixom Road. The other more minor one was access to Wildlife Woods. Mayor Fischer said that was not the only access to Wildlife Woods. City Attorney Schultz agreed with that. He said it also confirmed that the oil company had access to them.

City Attorney Schultz said every development is different, but the list of conditions that the city puts in the development agreement has four items. Those are three of them. The use of this private road was a prominent part of the Stonebrook proposal.

Mayor Fischer said when the developers first came to Council, he told them he would like to see something similar to Stonebrook's floor plans. It would be hard for him not to support something like that. He was not looking for apartments, and it sounds like there is consensus on the Council about that. He told the developers they have done what they can and that he feels like they are almost getting penalized for trying to keep the mitigation of the wetlands to a minimum. He asked the developers if they had tried to scheme out putting the same type of unit as Stonebrook on this property. Mr. Kime said they have not looked at putting the specific Stonebrook duplex unit on this property. He showed Council the slides of their four- and five-unit buildings. He said they are approximately 60' deep from the front of the garage to the rear of the buildings. The Stonebrook duplex units are 62' deep. They are 72' deep if you include the sunroom projections on the rear of those buildings. The propsed units have a notched-out patio deck area that is internal to the building footprint. Adding outdoor space would make them 72' deep. If they were to take that same depth and apply it to their site layout, it would push the road further towards the wetlands. Then, the building on the north would also push further into the wetlands there.

Mayor Fischer asked how many units that would be. He said he was asking the developers to do some "schematic math" on the fly. Mr. Kime said their 4-unit building is 107 feet wide. The Stonebrook duplex units are 81 feet wide. There is a 26-foot difference between the two styles. There would not be enough land to create an additional building there. One of their fourplex buildings would become a single duplex building. If they were to do that, 10 units could reasonably fit there. That's the horizontal direction. That does not account for the vertical shifts due to the extra depth those units require. Mayor Fischer asked if this plan would be attainable or if they would need to add additional units and create more wetland impact. Mr. Polyzios said you get to a point where it's not economically viable. Mayor Fischer guessed if the developers chose to do duplexes, they'd be coming back to Council to ask for more units and to mitigate a lot

more wetland. Mr. Kime added that the challenge would be they wouldn't have any additional space on the property to create additional wetland mitigation. Mayor Fischer said they would then have to ask Council for offsite mitigation which Council doesn't favor. The developers agreed.

Mayor Fischer said he asked those questions because sometimes the Council gives comments that create a utopia, a beautiful, perfect world that probably doesn't exist. He said that Council needs to be cognizant of that when the developers come back. He said that Council has to either care less about the wetlands and where it is mitigated or they have to look at different housing stocks because eventually, the developer has the right to develop this land in an economically viable way. That is your right. He said he will support the motion for the developers to go back and communicate with the HOA about the road. He said the developers have some work to do as they contemplate open space versus the density versus the type of unit. He also believes Council has to be realistic with their expectations.

Member Heintz said he had been mulling over their proposal and how it compares to a different development that has recently come before them. Overall, he believes these developers are close. There are a lot of similarities between the two proposals such as percentage of open space. He said they have done a good job with many of the different factors including the public path they offer in the public benefit piece. He wishes first-floor living was an option, but he understands that they need to do what works for them. He asked if it would be possible for the path that they are proposing to connect to Wixom Road for the public to use. Mr. Kime said they had recently discussed that with the Parks Department and the Planning Department, and they did not look favorably on that option. That can be seen as an invitation into the property. The associations typically frown on that because they are the ones who maintain that space and they like being able to somewhat control who is going into it. Their recommendation was to not have a connection directly to Wixom Road as an alternative pedestrian pathway into the back side of the units.

Member Heintz said that's disappointing because he looks for opportunities to connect people with nature and he believes that would be a nice public benefit for people to explore that space. He said if there are additional opportunities to discuss that, that would be a good thing.

Member Staudt he is not opposed to the location of the buildings and the buildings themselves. He would like to see better interaction with the HOA. He said 7% isn't even close for him. He also said he has walked the wetlands four or five times and it has never been wet. He said it says "wetlands" by legal description, but it's pretty dry most of the time. He said if they could move away a little bit from the four houses and make it a little bit bigger buffer there, that would be a real plus. He thinks the developers are a lot closer than they think. He hopes they can work it out with the HOA. Mr. Kime asked if the trade-off Member Staudt would like to see is more of a buffer but a bigger impact to the emergent wetland area. Member Staudt said they always fight this battle of more wetlands versus some of the things Council is looking for. In this case, this isn't a super

serious wetland. Mr. Kime said it's emergent and it looks like an open field. Member Staudt agreed with that. He said he has walked it in the spring, the fall, and the summer and he has never seen it wet. He would give up a little bit more for a better buffer around the property. He thanked the developers and told them he thinks they are a lot closer than they think.

Roll call vote on CM 25-12-152 **Yeas: Smith, Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez**
Nays: None

4. **Consider approval of the final payment to M-K Construction Company, Inc. for the Middle Rouge Streambank Stabilization and Meadowbrook Lake Dredging project, in the amount of $136,724.49, plus interest earned on retainage.**

CM 25-12-153 **Moved by Smith, seconded by Casey: MOTION CARRIED 7-0**

Approval of the final payment to M-K Construction Company, Inc., for the Middle Rouge Streambank Stabilization and Meadowbrook Lake Dredging project, in the amount of $136,724.49, plus interest earned on retainage.

Roll call vote on CM 25-12-153 **Yeas: Staudt, Fischer, Casey, Gurumurthy, Heintz, Martinez, Smith**
Nays: None

5. **Consideration of awarding a contract to Anglin Civil, LLC, the qualified low bidder, for the Orchard Hill Place and Leavenworth Basin Improvements project in the amount of $768,417.**

CM 25-12-154 **Moved by Martinez, seconded by Casey: MOTION CARRIED 7-0**

Approval to award the Orchard Hill Place and Leavenworth Basin Improvements project contract to Anglin Civil, LLC, the qualified low bidder, in the amount of $768,417.

Roll call vote on CM 25-12-154 **Yeas: Fischer, Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt**
Nays: None

6. **Consideration of awarding engineering design services to OHM Advisors for the 2026 and 2027 Neighborhood Road Program (NRP) in the amount of $318,500.**

CM 25-12-155 **Moved by Casey, seconded by Smith: MOTION CARRIED 7-0**

Approval to award engineering design services to OHM Advisors for the 2026 and 2027 Neighborhood Road Program (NRP) in the amount of $318,500.

Roll call vote on CM 25-12-155 **Yeas: Casey, Gurumurthy, Heintz, Martinez, Smith, Staudt, Fischer**
Nays: None

CONSENT AGENDA REMOVALS: None

AUDIENCE COMMENT: None

COMMITTEE REPORTS:

1. **Finance and Administration Committee – Mayor Fischer**

Mayor Fischer said they recently met. The City Council and the City of Novi have had the opportunity in the past and has a policy on the books for PA 198 and PA 210 abatements. He said they have done a little bit of work with brownfield at Sakura and well as some other abatement programs, but there is a lot of stuff going on at the state level. He said PMR, our building reps for the police and fire buildings, offered to come in and share a little bit of a primer on those different programs. They made a presentation. The committee asked the staff to add that to our admin packet this upcoming Thursday. There is a lot of good information if you want to get caught up to the incentive landscape in the State of Michigan. He said he also requested that there is an abridged minutes or an executive summary of the meeting so Council can see the dialogue they had that gets shared with the full board this Thursday.

2. **Mobility Committee – Member Staudt**

Member Staudt said it was like the old days going back to the committee he served on for 10 years and had been off for five. He said there are a lot of good things coming down the pike. He said they just started planning the sidewalk prioritization which is always the highlight of his life. They are looking forward to moving forward with that. He asked Member Smith if he had anything to add. Member Smith mentioned the 9 Line and Member Staudt asked him to explain it. Member Smith said the 9 Line is a plan to connect Oakland County east to west along the Nine Mile corridor. It is for non-motorized transit. In Novi, it'll probably be more like the "9.5 – 8.5 Line" because there are some hard places to get through. He said Ms. Bell created an excellent comparison of the 9 Line project with our active mobility plan in that area. He encouraged people to review their packet from last week. He said this will be coming to Council. He said they did recommend bringing it forward, the Council to join the consortium for the 9 Line. It doesn't place any requirements on Council to do anything beyond what they currently have planned. He said they will be bringing it forward for Council approval.

MAYOR AND COUNCIL ISSUES: None

COMMUNICATIONS: None

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 9:17 P.M.

_____
Cortney Hanson, City Clerk

_____
Justin Fischer, Mayor

_____
Transcribed by Diana Charles
Customer Service Representative

Date approved: December 15, 2025

CITY OF NOVI CITY COUNCIL
December 15, 2025

SUBJECT: Acceptance of a Conservation Easement associated with Community Financial Credit Union, for property located at the northeast corner of Crescent Boulevard and Grand River Avenue.

SUBMITTING DEPARTMENT: Community Development, Planning

KEY HIGHLIGHTS:

- The Planning Commission approved a Woodland Permit as part of a site plan to allow the construction of the Community Financial Credit Union.
- The City Council is asked to accept a conservation easement to protect woodland replacement trees.

BACKGROUND INFORMATION:

The applicant, Level 5 Construction, received site plan approval to construct the Community Financial Credit Union at the northeast corner of Grand River and Crescent Boulevard. The Planning Commission approved the Preliminary Site Plan, Woodland Permit and Stormwater Management Plan at their September 11, 2024 meeting.

The applicant is offering a Conservation Easement for the purpose of protecting the eight woodland replacement trees. The easement states the subject area shall be perpetually preserved and maintained in its natural and undeveloped condition, unless authorized by permit from the City, and, if applicable, the Michigan Department of Environment, Great Lakes & Energy. The proposed conservation area, shown in Exhibit B of the easement document, illustrates the easement area at the northwest corner of the property totaling approximately 2,300 square feet.

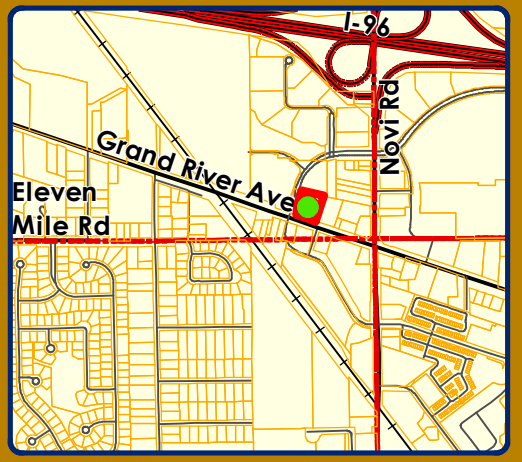
The easement has been reviewed by the City's professional staff and consultants. The easement is in a form acceptable to the City Attorney's office for acceptance by the City Council.

RECOMMENDED ACTION: Acceptance of a Conservation Easement associated with PWD25-0002 Community Financial Credit Union, for property located at the northeast corner of Crescent Boulevard and Grand River Avenue.

MAP
Conservation
Easement
Location Map

Community Financial Credit Union Conservation Easement

LOCATION



Legend

Subject Area

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

Map Author: Dan Commer
Date: 11/20/25
Project: Community Financial Credit Union Conservation Easement
Version #: 1

Feet
0 35 70 140 210

1 inch = 167 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.

CONSERVATION EASEMENT

WOODLAND CONSERVATION EASEMENT

THIS CONSERVATION EASEMENT made this_____day of_____, 2025, by and between COMMUNITY FINANCIAL CREDIT UNION, a Michigan state-chartered credit union whose address is 500 S Harvey Street Plymouth, MI 48170 (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 15 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 Credit Union development on the Property, subject to provision of an appropriate easement to permanently protect the remaining 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 Areas (the "Easement Areas") situated on the Property are more particularly described on Exhibits B and C, 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 remaining 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 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/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, 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 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.

GRANTOR:

COMMUNITY FINANCIAL CREDIT UNION,
a Michigan state-chartered credit union

WITNESS:

_____

_____ By: Tansley Stearns

Its: _____ Its: President & CEO

STATE OF MICHIGAN)
) ss.
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _th day of_____, 2025 by _____, as the_____of_____a _____limited liability company, on its behalf.

_____
Notary Public
Acting in_____County
My Commission Expires: _____

GRANTEE

CITY OF NOVI
A Municipal Corporation

By: _____

Its:

STATE OF MICHIGAN)
) ss.
COUNTY OF OAKLAND)

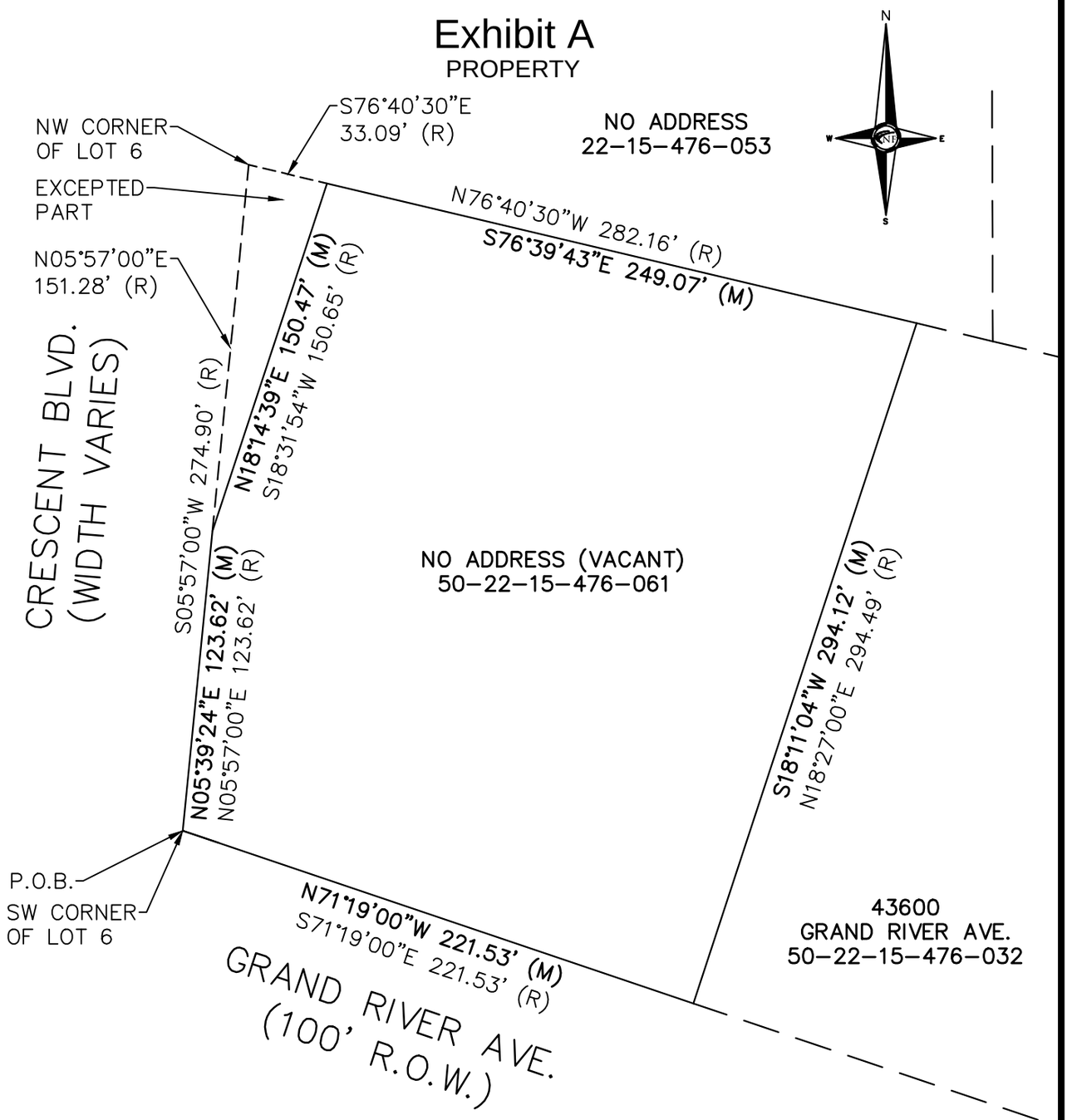
The foregoing instrument was acknowledged before me this_____day of_____, 2025_, by _____, on behalf of the City of Novi, a Municipal Corporation.

_____
Notary Public
Acting in Oakland County, Michigan
My Commission Expires: _____

Drafted By:
Kacy J. Whitehead
115 Permiter Center Place NE
Suite 850
Atlanta, GA 30346

After Recording, Return to:
Maryanne Cornelius, Clerk
City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

Exhibit A
PROPERTY



LEGAL DESCRIPTION - PROPERTY (PER RECORD)

LAND SITUATED IN THE STATE OF MICHIGAN, COUNTY OF OAKLAND, CITY OF NOVI.

PART OF LOT 6, SUPERVISOR'S PLAT NO. 4, AS RECORDED IN LIBER 54A, PAGE 83 OF PLATS, OAKLAND COUNTY RECORDS, DESCRIBED AS: BEGINNING AT THE SOUTHWEST CORNER OF LOT 6; THENCE SOUTH 71° 19' 00" EAST 221.53 FEET; THENCE NORTH 18° 27' 00" EAST 294.49 FEET; THENCE NORTH 76° 40' 30" WEST 282.16 FEET ALONG THE NORTH LOT LINE TO THE NORTHWEST LOT CORNER; THENCE SOUTH 05° 57' 00" WEST 274.90 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT, SOUTHEAST QUARTER OF SECTION 15, T1N, R8E, BEGINNING AT A POINT ON THE WEST LINE OF LOT 6, LOCATED DISTANT N05°57'00"E 123.62 FEET FROM THE SOUTHWEST CORNER OF SAID LOT 6; THENCE CONTINUING N05°57'00"E 151.28 FEET TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE S76°40'30"E, ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 33.09 FEET; THENCE S18°31'54"W 150.65 FEET TO THE POINT OF BEGINNING, AS RECORDED IN LIBER 18891, PAGE 665.

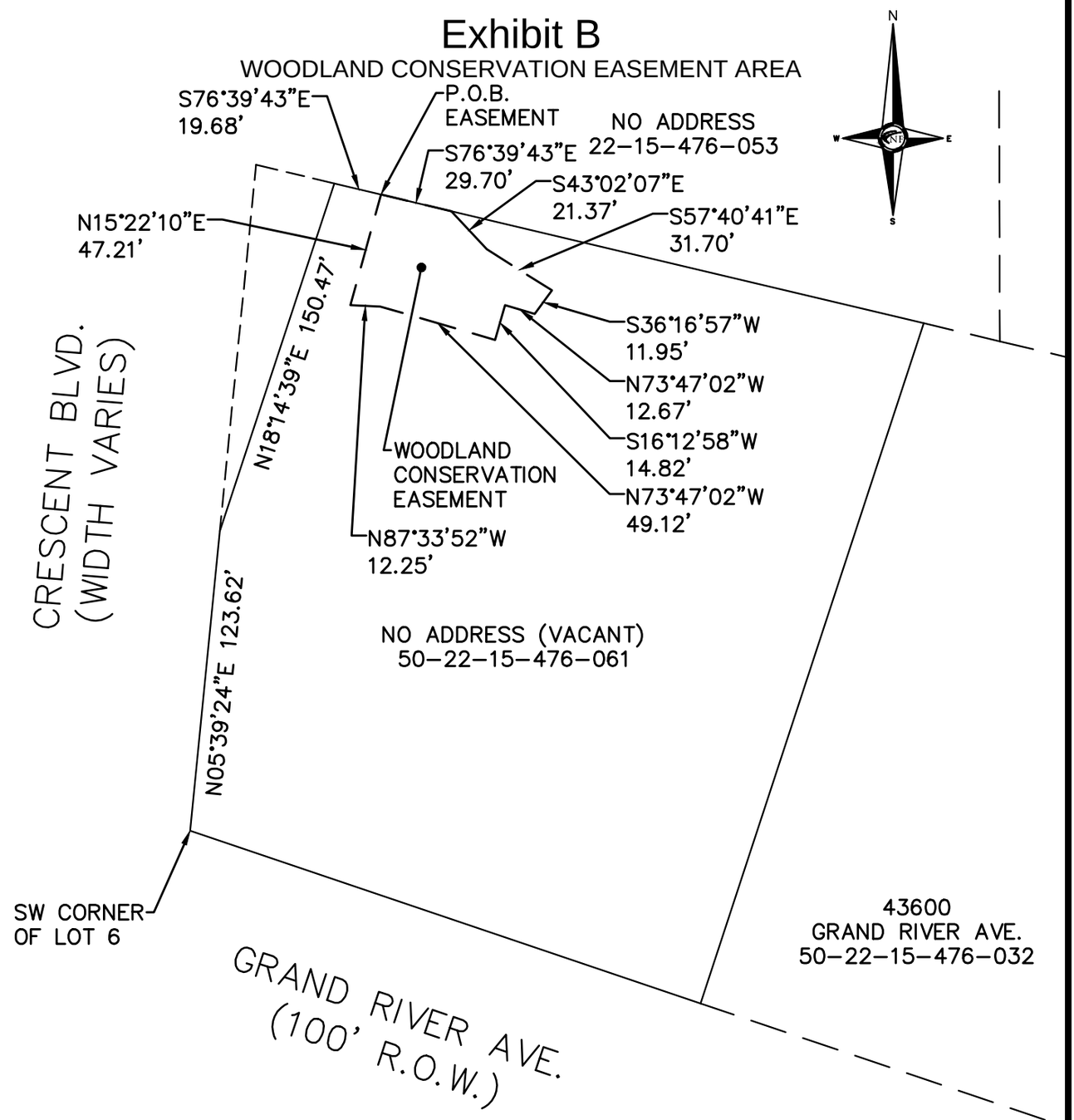
CONTAINING 68,531 SQUARE FEET OR 1.575 ACRES OF LAND
TAX PARCEL IDENTIFICATION NUMBER: 50-22-15-476-061

NF ENGINEERS
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

SCALE	DATE	DRAWN	JOB NO.	SHEET
1"=60'	06-11-2025	B.G.	N877	1 of 1

Exhibit B

WOODLAND CONSERVATION EASEMENT AREA



NF ENGINEERS
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

SCALE	DATE	DRAWN	JOB NO.	SHEET
1"=60'	06-11-2025	B.G.	N877	1 of 1

Exhibit C

WOODLAND CONSERVATION EASEMENT DESCRIPTION

LEGAL DESCRIPTION - WOODLAND CONSERVATION EASEMENT

A WOODLAND CONSERVATION EASEMENT BEING PART OF LOT 6, SUPERVISOR'S PLAT NO 4, AS RECORDED IN LIBER 54A, PAGE 83 OF PLATS, OAKLAND COUNTY RECORDS, ALSO BEING PART OF THE SOUTHEAST 1/4 OF SECTION 15, T.1N., R.8E. CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, BEING MORE PARTICULARLY DESCRIBED AS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 6; THENCE NORTH 05° 39' 24" EAST 123.62 FEET; THENCE NORTH 18° 14' 39" EAST 150.47 FEET; THENCE SOUTH 76° 39' 43" EAST 19.68 FEET TO THE EASEMENT POINT OF BEGINNING; THENCE CONTINUING SOUTH 76° 39' 43" EAST 29.70 FEET; THENCE SOUTH 43° 02' 07" EAST 21.37 FEET; THENCE SOUTH 57° 40' 41" EAST 31.70 FEET; THENCE SOUTH 36° 16' 57" WEST 11.95 FEET; THENCE NORTH 73° 47' 02" WEST 12.67 FEET; THENCE SOUTH 16° 12' 58" WEST 14.82 FEET; THENCE NORTH 73° 47' 02" WEST 49.12 FEET; THENCE NORTH 87° 33' 52" WEST 12.25 FEET; THENCE NORTH 15° 22' 10" EAST 47.21 FEET TO THE EASEMENT POINT OF BEGINNING.

NF ENGINEERS
NOWAK & FRAUS ENGINEERS
46777 WOODWARD AVE.
PONTIAC, MI 48342-5032
TEL. (248) 332-7931
FAX. (248) 332-8257

SCALE	DATE	DRAWN	JOB NO.	SHEET
NTS	06-11-2025	B.G.	N877	1 of 1

CITY ATTORNEY 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

November 25, 2025

Barb McBeth, City Planner
City of Novi
45175 Ten Mile Road
Novi, MI 48375-3024

RE: Community Financial Credit Union
Woodland Conservation Easement

Dear Ms. McBeth:

We have received and reviewed the revised draft Woodland Conservation Easement for woodland replacement trees on the CFCU Development Property. The Woodland Conservation Easement is in the City's standard format for a Woodland Conservation Easement. The Conservation Easement may be executed. We note that the following language may be removed from paragraph 5 since there is only one parcel:

- Pro rata basis as to all of the lots
- Pro rata as to each lot

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
Dan Commer, Planner
Diana Shanahan, Planner
Stacey Choi, Planning Assistant
Sarah Marchioni, Community Development Building Project Coordinator
Angie Sosnowski, Community Development Bond Coordinator
Ben Croy, City Engineer
Humna Anjum, Project Engineer
Millad Alesmail, Project Engineer
Kate Purpura, Project Engineer
Holly Demers, Taylor Reynolds & Ted Meadows, Spalding DeDecker
Alyssa Craigie, Administrative Assistant
Timothy Wood, Nowak and Fraus
Thomas R. Schultz, Esquire

ENGINEERING CONSULTANT APPROVAL LETTER

SPALDING DEDECKER
Engineering & Surveying Excellence since 1954

November 19, 2025

Barb McBeth, City Planner
City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

Re: Community Financial Credit Union - Planning Document Review #2
Novi # JSP25-08
SDA Job No. NV25-209
APPROVED

Dear Ms. McBeth,

We have reviewed the following document(s) received by our office on 11-19-2025 against the current submitted plan set. We offer the following comments:

Submitted Documents:

1. Woodland Conservation Easement – (unexecuted: exhibit dated 11-19-2025)
   Exhibit A – Approved.
   Exhibit B – Approved.
   Exhibit C – 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

Taylor E. Reynolds, PE
Senior Project Manager

Cc (via Email): Milad Alesmail, City of Novi
Humna Anjum, City of Novi
Lindsay Bell, City of Novi
Stacey Choi, City of Novi
Dan Commer, City of Novi
Alyssa Craigie, City of Novi
Ben Croy, City of Novi
Cortney Hanson, City of Novi
Sarah Marchioni, City of Novi
Barb McBeth, City of Novi
Melissa Morris, City of Novi

Kate Purpura, City of Novi
Rebecca Runkel, City of Novi
Diana Shanahan, City of Novi
Angie Sosnowski, City of Novi
Beth Saarela, Rosati, Schultz, Joppich, Amtsbuechler
Sydney Waynick, SDA
Timothy Wood, Applicant

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Approval of a Memorandum of Understanding (MOU) related to the Nine Mile Pathway Phase II Feasibility Report as recommended by the Mobility Committee.

SUBMITTING DEPARTMENT: Community Development Department - Planning

KEY HIGHLIGHTS:

- The Memorandum of Understanding (MOU) is between the Phase II Pathway Communities (Novi, Northville, South Lyon, Lyon Township and Oakland County).
- The MOU is non-binding and voluntary, but signifies the intent to work together to plan, design, construct and promote the "9 Line" pathway.
- No funding is committed.
- The Mobility Committee reviewed the Phase II Nine Line Plan at its meeting on November 20, 2025, and recommended approval to the City Council of the MOU.

BACKGROUND INFORMATION:

The Nine Mile Corridor project started a couple of years ago as Oakland County Parks (OCP) was having discussions with some of the communities in southeastern Oakland County. The concept of an interconnected pathway along Nine Mile kept coming up as something that people were very interested in -- as a recreational corridor, as a transportational corridor, and just a nice east-west connection in the southern portion of the county. OCP applied for and received a SEMCOG planning grant and OCP provided the matching funds to do a feasibility study project on the eastern portion, the eastern six communities of Nine Mile (Phase I – Hazel Park, Ferndale, Oak Park, Southfield, Farmington Hills and Farmington).

The Phase I Nine Mile Corridor Feasibility Study, released in July 2023, looked at the corridor through those six communities to try to determine what type of pathway treatment might make sense in each area. It also looks at the community amenities that people might want to connect to, such as community centers, parks, libraries, civic centers, commercial districts, etc. The study provides a framework for future

coordination of building out that pathway over the over the long term, and to help direct future funding opportunities to that effort.

Phase I of the plan received media attention in 2022: Multiple Oakland County communities explore connection via nonmotorized pathway. Since the initiation of Phase I, several projects have been planned or implemented in communities to the east of Novi and along Nine Nile Road, and have been awarded grants and awards for certain improvements:

- Oak Park received MML Community Excellence Awards as a result of the investments: City of Oak Park Nine Mile Redesign Project – Community Excellence Awards
- Southfield received a SEMCOG grant to implement the plans for a 1 mile project: Southfield Gets $1M Grant for Nine Mile Road Trail Project - 94.7 WCSX

Phase II of the project continued the study to the west, incorporating Novi, Northville (via desired linkages through Novi), Lyon Township and South Lyon, to extend the feasibility study all the way to the western boundary of Oakland County. The final report for Phase II has been released – see attached. For the Novi portion of the trail, the pathway recommendations, depending on location and current conditions, include 8- to 10-foot shared use paths, enhanced 6-foot sidewalks, 5-foot advisory shoulders, boardwalk, or signed bike routes. The study also details segment characteristics, challenges, and implementation details for each segment.

The studies note the following:

> *The project study area predominantly focuses on the horizontal ~12 mile stretch along with the mile north and south of Nine Mile Road. In addition, it also considers the assets located outside of this mile buffer zone in Novi, Northville, Lyon Township, and South Lyon. As Nine Mile Road passes through different communities, the landscape changes significantly — from commercial shopping centers with big box retailers to downtown districts, to predominantly residential areas, and agricultural and natural areas.*

Naming the Pathway

Concurrent with the Phase 2 portion of the study, OCP contracted with Crimson Group to come up with a name and brand to create a unified identity for the pathway/trail. Examples of other "branded" trails include the High Line in New York City, The 606 in Chicago, the Monon Trail in the Indianapolis area, the BeltLine in Atlanta, and the Joe Louis Greenway in Detroit. Each of these examples adopted cohesive brands and style guides that help users recognize when they are on the trail and establish placemaking with signage. In the case of the 9 Mile corridor, a clear connection was needed to be consistent across 10 separate communities. The branding will provide a unifying theme to the trail that can be incorporated into wayfinding signage, a website, printed materials, etc.

Ultimately, after several meetings with representatives of each of the communities, the final name of the project is "9 Line," with the logo design shown below:

The most recent publication of the Michigan Municipal League Review Magazine included an article titled "The 9Line: A Community Corridor Collaboration." A copy of that article is included in this packet.

City Council Action

Oakland County Parks would like each of the Phase II communities to sign a Memorandum of Understanding (MOU). The MOU will serve as a non-binding agreement between the Nine Mile Communities that indicates that they intend to continue to work together on implementing the vision for Nine Mile outlined in the Feasibility Study. It was modeled after the Clinton River Trail MOU between those communities. As noted in the MOU, it acknowledges a voluntary, cooperative association between the communities and the county – it outlines our intent to work together to plan, design, construct and promote the 9Line. By signing the MOU no funds are committed.

The City Attorney's office has reviewed the proposed Memorandum of Understanding (MOU) sharing that the document's intent is to confirm *whether the listed communities intend to participate to plan, coordinate and develop the trail through each one's community as proposed in the Nine Mile Pathway Phase II Feasibility Study. The MOU is not binding on the communities, and there is no set timeline to complete the tasks identified in the MOU and the corresponding Feasibility Study.*

RECOMMENDED ACTION: Approval of a Memorandum of Understanding (MOU) related to the Nine Mile Pathway Phase II Feasibility Report as recommended by the Mobility Committee.

STAFF MEMO COMPARING

9LINE FEASIBILITY STUDY TO THE

CITY OF NOVI ACTIVE MOBILITY PLAN

MEMORANDUM

TO: MOBILITY COMMITTEE

FROM: LINDSAY BELL, *AICP,* SENIOR PLANNER

SUBJECT: ACTIVE MOBILITY AND 9LINE RECOMMENDATIONS

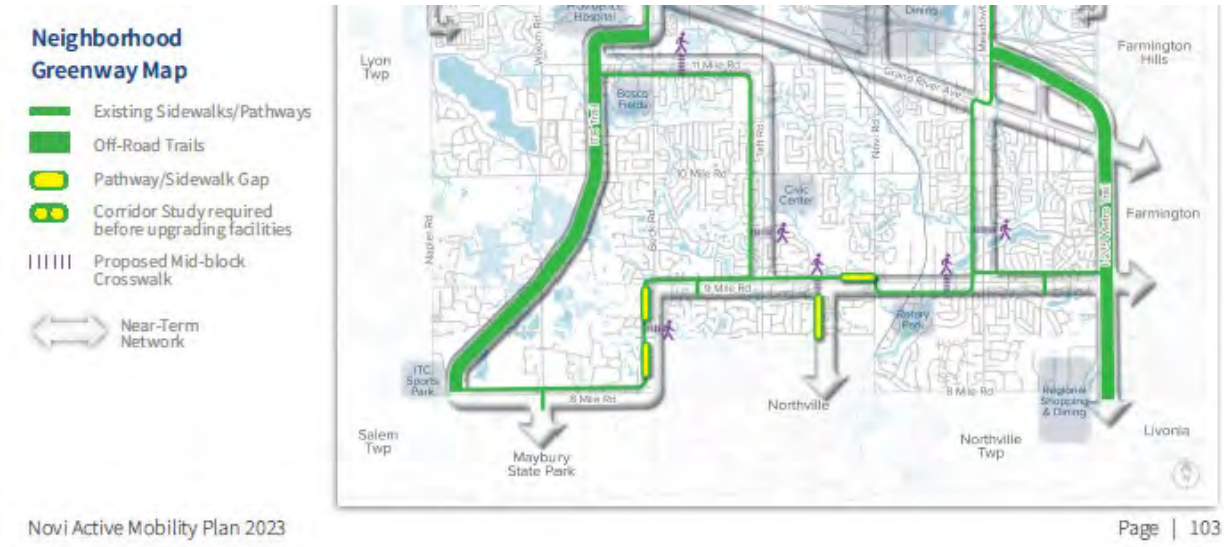
DATE: OCTOBER 3, 2025

The Nine Mile Corridor project, branded the 9Line, was discussed at the August 2025 Mobility Committee meeting. The Committee asked how the recommendations of the 9Line report compared to the City's 2023 Active Mobility Plan. This memo will summarize the recommendations of both documents by 1-Mile segment.

Each plan presents a possible vision for making desired connections over time, possibly 10 years or more. Once an area is targeted for improvement, it would be evaluated in much more detail by the planners and engineers, along with careful evaluations of the feasibility concerns and likely refinements to the planned recommendations. A budget would need to be identified when the plans are developed. Having a plan(s) in place that supports the project would make it eligible for grant funding, and potentially supported since the plans both provide recommendations for making connections to places of interest and adjacent communities.

In general, the 9Line Plan attempts to provide a non-motorized route on at least one side of the road that would connect all the member communities, therefore the recommendations for each segment typically only address one side of Nine Mile, and where possible utilize existing infrastructure. Alternative treatments that meet the goal to provide a continuous route would not be discouraged.

The City's Active Mobility Plan (AMP) is a much more comprehensive document that envisions a longer time frame to work toward implementation of a complete non-motorized network in the future. Therefore, the AMP includes recommendations for both sides of all the major roads in the City in the long term, with more specific near-term priorities for high-impact projects that would further the goal of completing a continuous user-friendly network to access key destinations in the City. The Nine Mile corridor features prominently in the Near-Term recommendations for providing a Neighborhood Greenway Network (see map on next page), with the goal of connecting neighborhoods to essential destinations throughout the City with safe and inviting routes.



Haggerty to Meadowbrook

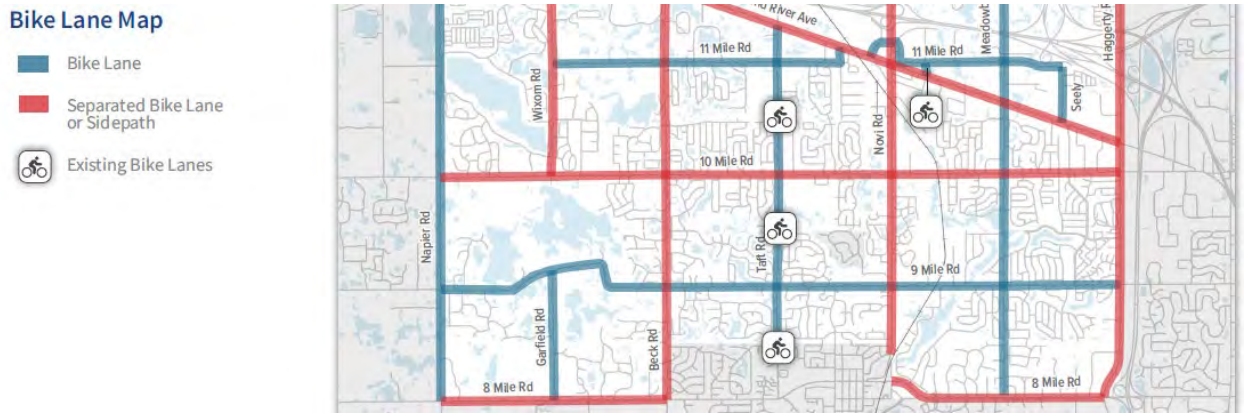
9Line Plan:

Recommendation for a 10-foot wide shared use pathway on the north side of the road. This would be consistent with the Phase 1 shared use pathway between Halsted Road and the I-275 Trail, and the recommended pathway west of I-275 to Haggerty Road. Implementation is recommended when there is a need to re-surface the existing 6-foot sidewalk.

Active Mobility Plan:

In the Near Term, there are no recommendations for changes to this segment as there are no gaps in the existing 6-foot sidewalk, and there is an existing mid-block crossing. Another mid-block crossing was added with the newly-completed improvements to Nine Mile. As for the long-term network, the AMP proposes an 8-foot sidepath on the south side of the road for this segment. The two mid-block crossings are recommended to have Rectangular Rapid Flash Beacons to improve safety. On-road bike lanes with physical

buffers, either painted pavement or flexible posts, are recommended for the entire length of Nine Mile.



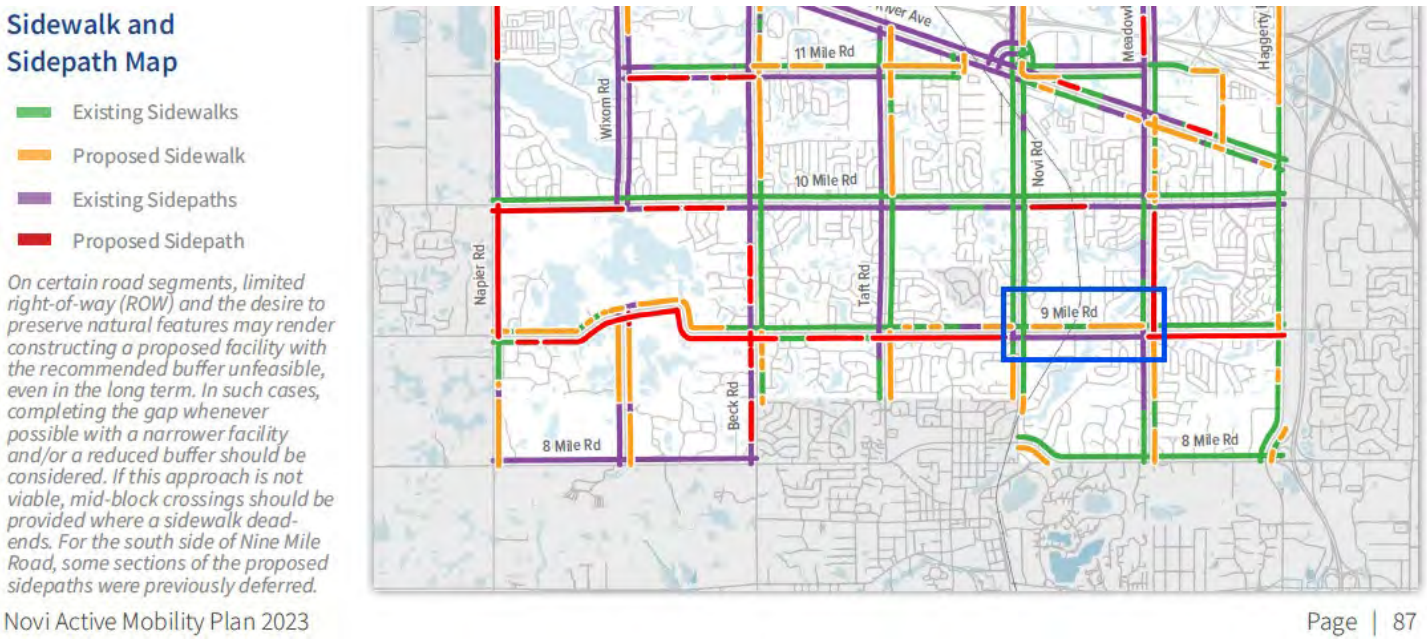
Meadowbrook to Novi

9Line Plan:

The pathway crosses to the south side of Nine Mile Road to use the existing infrastructure, which is a combination of 8-foot shared use paths, 6-foot sidewalks, and a boardwalk railroad crossing. The recommendation is to convert 6-foot segments to 8-foot to maintain a consistent treatment.

Active Mobility Plan:

In the Near Term, the only recommended improvement is to add a mid-block High-Visibility crosswalk between the existing pathway on the south side and the north side, somewhere between Chase Drive and Ennishore Drive. In the longer term, sidewalks are recommended to be added to the north side of Nine Mile where they currently do not exist, and on the south side the plan would support widening any 6-foot sidewalks.



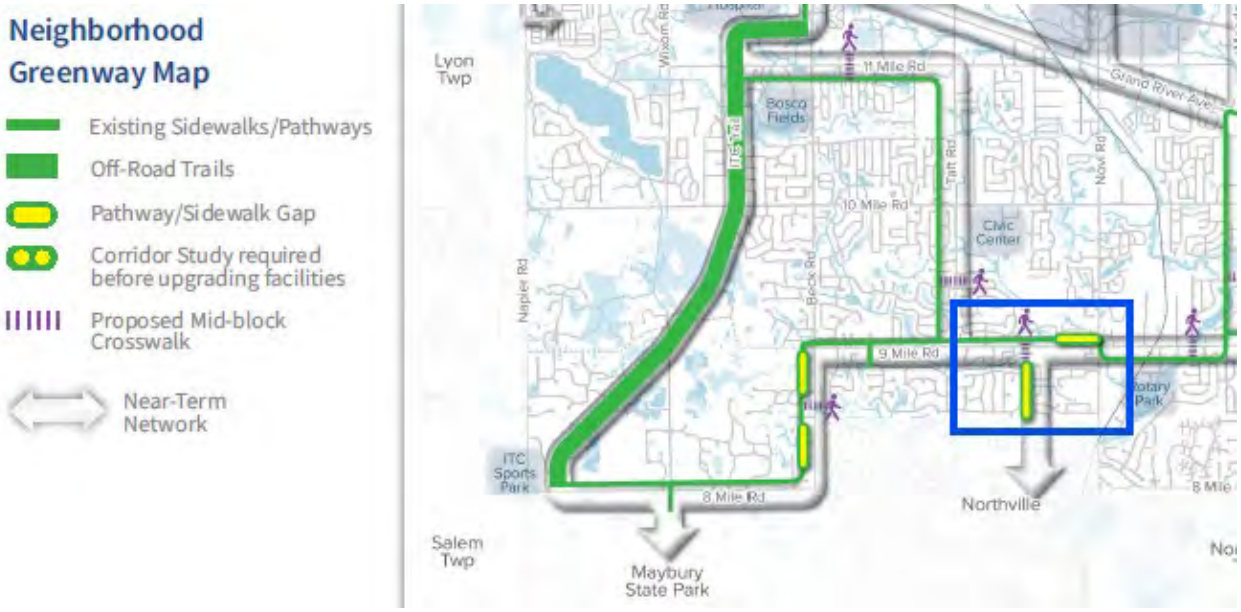
Novi to Taft

9Line Plan:

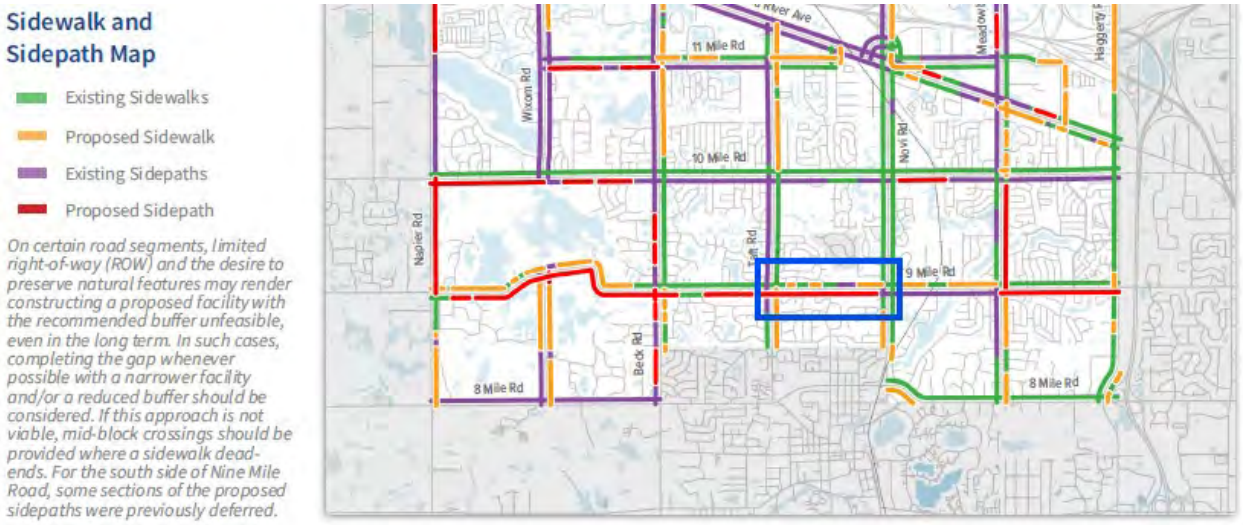
Given the challenging conditions in this segment of the corridor, multiple recommendations are proposed. The long-term plan (2C) shows a 6-foot sidewalk on the north side of Nine Mile. However, it is known that the current gaps in the sidewalk will require coordination with property owners as there are topography and ROW challenges to overcome. As an interim solution, signed bike routes through residential areas are recommended for either the north (2D) or south (2E) side on the local public streets. Either route would end at Taft Road, where users could use existing pathways to reconnect to Nine Mile.

Active Mobility Plan:

In the Near Term, the AMP recommends filling the three sidewalk gaps on the north side of the road (total length ~ 1,600 feet) and installing a crosswalk with a Rectangular Rapid Flash Beacon near the intersection with Center Street. A sidewalk on the west side of Center Street is also recommended to connect to Northville's sidewalk.



In the longer term, the AMP also recommends a sidepath (8+ feet) for the south side of the roadway where the is virtually no infrastructure currently for walkers and bikers.



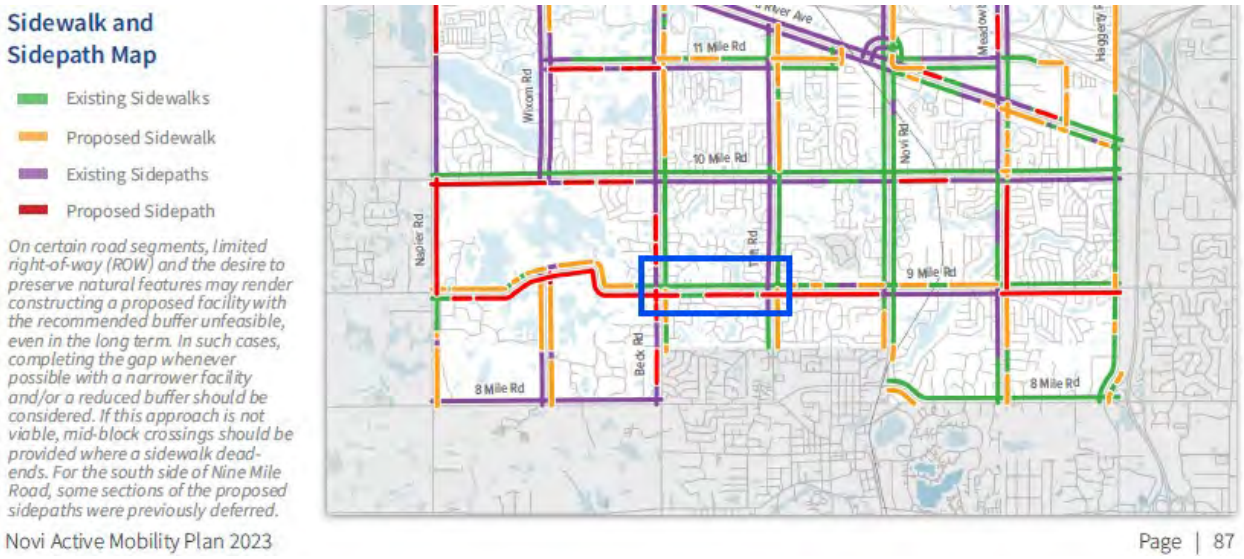
Taft to Beck

9Line Plan:

The existing 6-foot sidewalk is recommended to eventually be an 8-foot shared-use pathway, or 10-foot if right-of-way allows, if there is a need to re-surface the sidewalk in the future.

Active Mobility Plan:

In the Near Term, the AMP does not have any projects for this segment of the corridor because there is continuous 6-foot sidewalk on the north side of the roadway. In the longer term, gaps in the sidepath (8+ feet) are recommended to be constructed on the south side of the roadway.

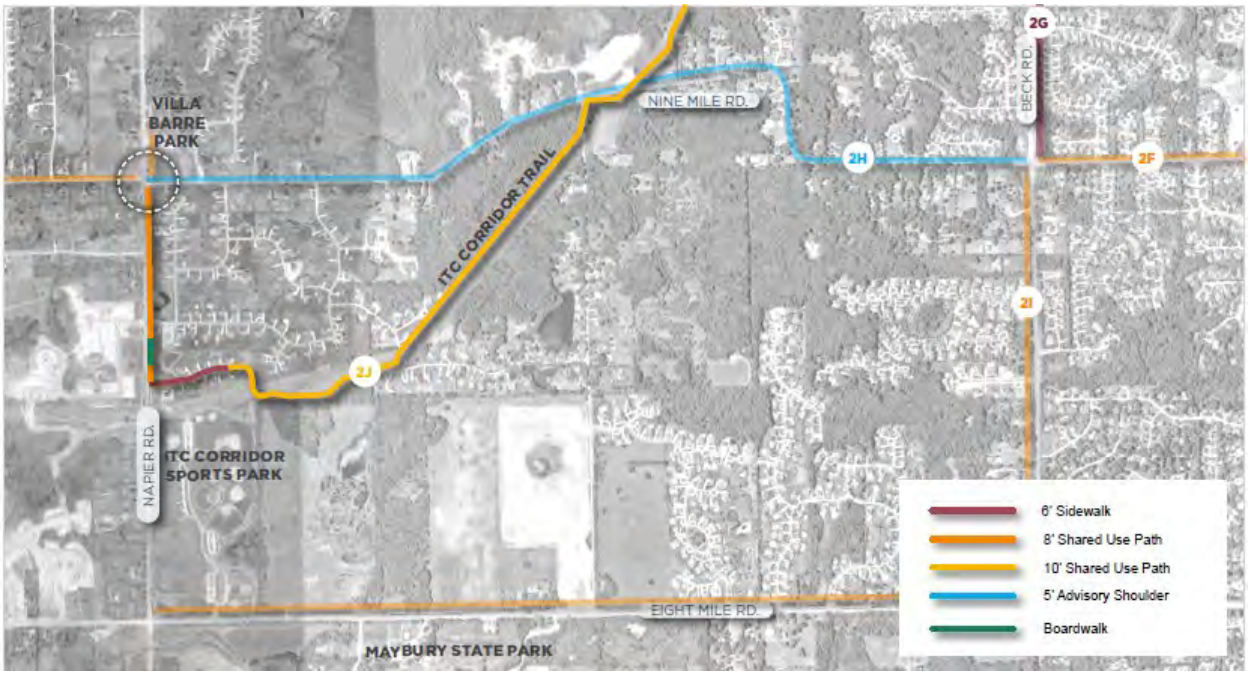


Beck to Napier

9Line Plan:

West of Beck Road, Nine Mile transitions to a gravel surface with intermittent sidewalks. The 9Line Plan shows a few alternatives to consider to reach the western boundary of the City. Segment 2G would route users north on Beck Road via an existing 6-foot sidewalk on the east side, and then west on Ten Mile where a gap in the 8-foot sidepath would need to be completed to get to the ITC Trail (Segment 2J). From there, users could ride on the ITC Trail through ITC Park, and then north on Napier Road on the recommended 8-foot shared use path to get back to Nine Mile and also to Villa Barr Park.

The most direct route along Nine Mile, Segment 2H, recommends a 5-foot "advisory shoulder." As described on page 30: "On Nine Mile Road signage could be added advising that the outside five-foot shoulder may be used by pedestrians and cyclists. This treatment offers a practical, near-term alternative to sidewalks and shared-use paths in areas where physical or environmental constraints or landowner agreements limit other options."

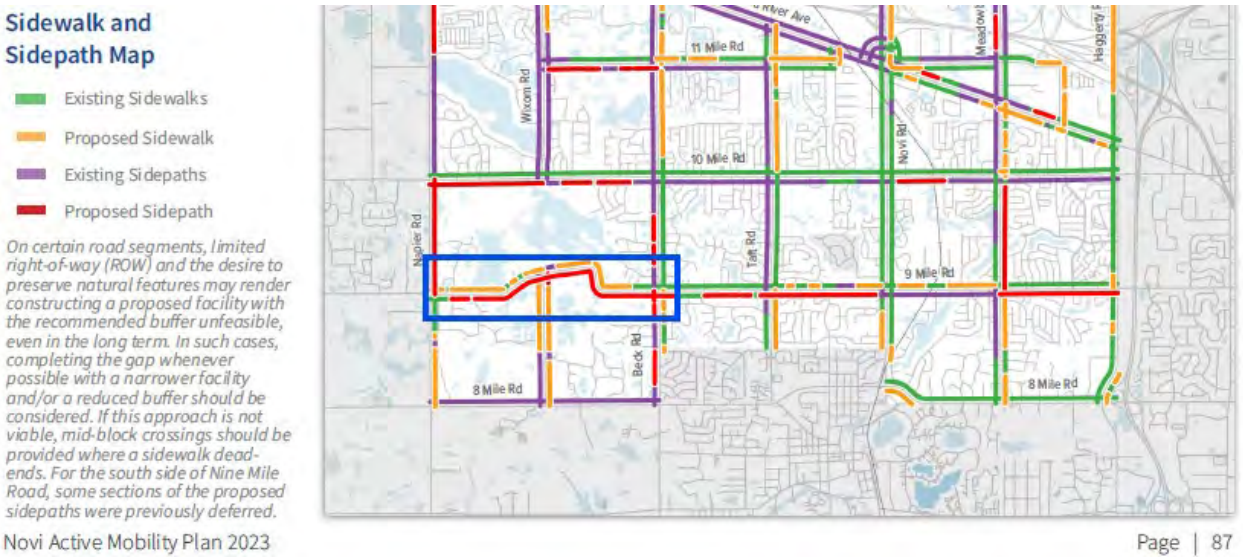


Active Mobility Plan:

This segment of the corridor represents the largest departure between the two plans for the Near term. Rather than continuing along Nine Mile over the gravel road, the AMP recommends completing sidewalk gaps along the west side of Beck Road to get users to Eight Mile to continue westward. There are four gaps in this area totaling about 2,500

linear feet. A mid-block crosswalk with a Rectangular Rapid Flash Beacon with Island is also recommended north of Casa Loma Court.

Ultimately, the AMP recommends continuous sidewalk for the north side of Nine Mile and sidepath for the south side.



While both the 9Line vision and the AMP may differ somewhat on the specific recommendations, the goal of both plans is to provide greater connectivity and safe routes for non-motorized users of all ages in Novi and the larger Oakland County area. Please feel free to contact staff if you have any questions on this matter.

MEMORANDUM OF UNDERSTANDING

Oakland County Nine Mile Pathway Phase II Task Force
Memorandum of Understanding

By and Among the Communities of Novi, Northville, Lyon Township, South Lyon, and Oakland County.

This Memorandum of Understanding between these 5 communities is for the purpose of clarification of the planning and development of the Nine Mile Pathway. This Memorandum is intended to acknowledge a voluntary, cooperative association among the participating communities and shall not be construed to create or establish binding or enforceable commitments, responsibilities, burdens, obligations or liabilities on the part of any participating community. Any participating community may terminate its participation upon notice to other communities.

Pathway Development
Each community agrees to plan, coordinate and develop the trail through their community as proposed in the Nine Mile Pathway Phase II Feasibility Study as they are able. The Nine Mile Pathway Phase II Feasibility Study will serve as a guide for pathway development and may be adjusted as necessary for the success of the pathway.

Management and Maintenance
All issues of pathway development, management and maintenance of each community's section of the pathway will remain the sole responsibility and be under the total control of each community.

Quarterly Meetings
Quarterly Nine Mile Pathway Task Force will be scheduled for representatives of each local unit of government for the purpose of cooperation in areas of mutual benefit.

Concurrence
The communities of Novi, Northville, Lyon Township, South Lyon, and Oakland County concur with the intent of this Memorandum of Understanding.

_____	_____
City of Novi	Date
_____	_____
City of Novi	Date
_____	_____
City of Northville	Date
_____	_____
City of Northville	Date

_____ Charter Township of Lyon	_____ Date
_____ Charter Township of Lyon	_____ Date
_____ City of South Lyon	_____ Date
_____ City of South Lyon	_____ Date
_____ Oakland County	_____ Date

City of Northville

CITY OF NOVI
cityofnovi.org

CITY OF SOUTH LYON MICHIGAN

LYON TOWNSHIP

OAKLAND COUNTY MICHIGAN

ATTORNEY REVIEW 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

July 2, 2025

Barb McBeth, City Planner
City of Novi
45175 Ten Mile Road
Novi, MI 48375-3024

RE: Nine Line Task Force MOU

Dear Ms. McBeth:

We have received and reviewed the Oakland County Nine Mile Pathway Phase II Task Force Memorandum of Understanding (MOU) between the City of Novi, the City of Northville, the City of South Lyon, Lyon Township, and Oakland County. The MOU was prepared by Oakland County for the purpose of confirming whether the listed communities intend to participate to plan, coordinate and develop the trail through each one's community as proposed in the Nine Mile Pathway Phase II Feasibility Study. The MOU is not binding on the communities, and there is no set time line to complete the tasks identified in the MOU and the corresponding Feasibility Study. Because the MOU is just an indicator of intent to participate in the Task Force, we see no legal impediment to approving and executing the MOU.

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
Thomas R. Schultz, Esquire

9 MILE FEASIBILITY STUDY: PHASE 2

NINE MILE CORRIDOR WEST PHASE 2 FEASIBILITY STUDY

December 2024

ACKNOWLEDGMENTS

TASK FORCE

Oakland County Parks and Recreation
Chris Ward, Director
Melissa Prowse, Manager, Planning & Development

City of Novi
Lindsay Bell, AICP, Senior Planner

City of Northville
Wendy Longpre, Director of Strategic Planning and Special Initiatives

Lyon Township
Brian Keesey, Township Planner

City of South Lyon
Paul Zelenak, City Manager

Thank you to the community residents who participated in surveys and public meetings to express their support and concerns throughout the development of this plan.

Prepared for:

OAKLAND COUNTY PARKS
Great Parks for Great People

Prepared by:

OHM Advancing Communities®

CONTENTS

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INTRODUCTION

EXECUTIVE SUMMARY

The Nine Mile Corridor West study envisions 12 miles of non-motorized facilities that connect the communities of Novi, Northville, Lyon Township, and South Lyon. This segment would provide a safe and enjoyable path to amenities in four communities, including schools, parks, trail systems, and downtown commercial districts. Further, there is opportunity to investigate connecting the facilities in Southwest Oakland County to trail systems in neighboring Livingston County, as well as providing non-motorized access to two Metroparks and Maybury State Park.

The Phase 1 plan, completed in 2023, explored the opportunity to create 17 miles of continuous non-motorized facilities along Nine Mile Road in Southeast Oakland County. The study area is predominantly suburban with compact downtown districts at either end in Farmington and Ferndale. This phase seeks to extend the path from I-275 and the I-275 Metro Trail in Novi to Dixboro Road in South Lyon, creating a cross-county active transportation corridor.

The project study area primarily focuses on the mile north and south of Nine Mile Road, but also considers the assets located outside of this one-mile buffer zone in Novi, Northville, Lyon Township, and South Lyon.

Source: Michigan Trails Magazine

The Nine Mile Corridor West project presents an opportunity to connect Oakland County residents with regional trails such as the I-275 Metro Trail and the Huron Valley Trail.

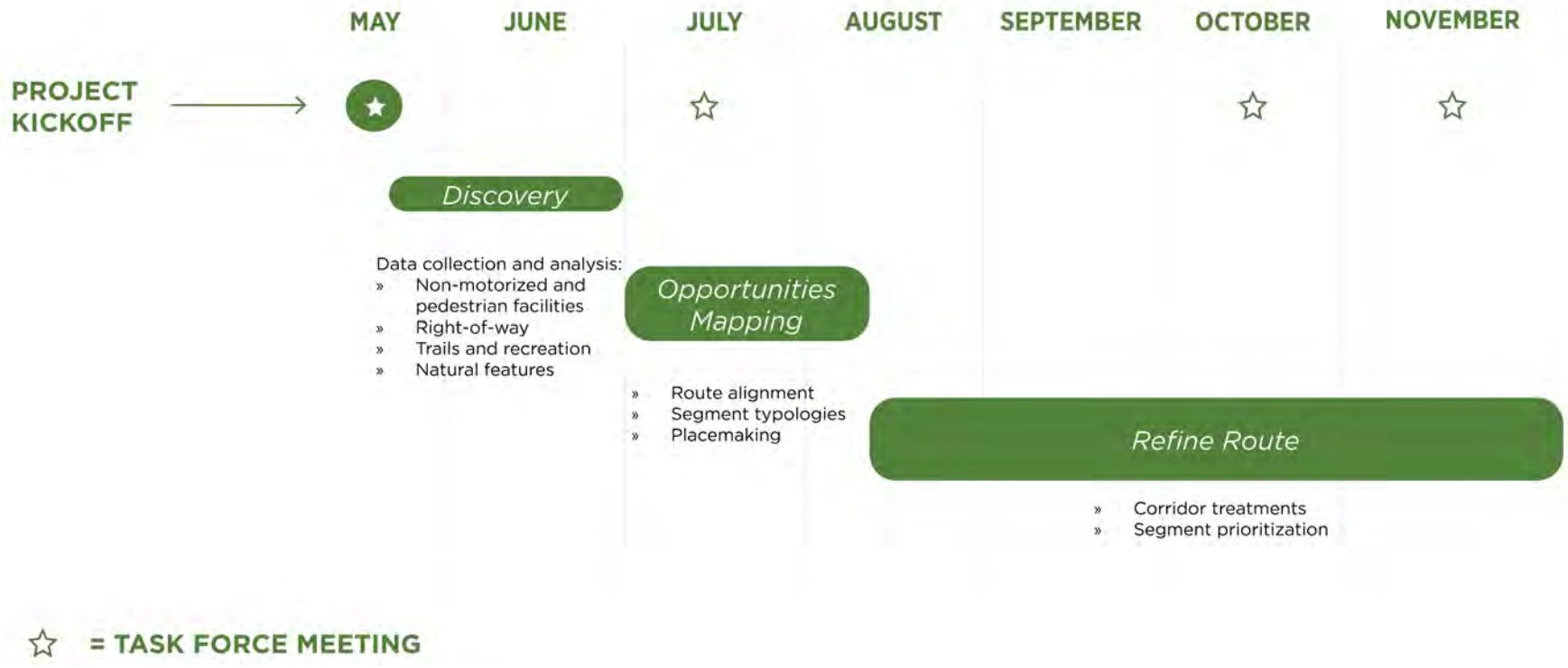
Source: Michigan Trails Magazine

PROJECT PROCESS

The first step in developing the Plan included a comprehensive review of all relevant documentation, such as master plans and trail plans, and an analysis of the existing conditions within the project Study Area. This analysis identified challenges and opportunities along Nine Mile Road, including road ownership, right of way, surface materials, gaps in sidewalks and shared use paths, future developments, and trail crossings.

A Task Force with representatives from each community was formed to guide the development of the Plan's recommendations. They provided valuable insight into the opportunities and issues along Nine Mile Road in their respective communities. Using the input from the Task Force, the existing conditions analysis, and a corridor tour, pathway treatment recommendations were developed.

To engage the broader community, a survey was circulated to raise awareness of the project and gather feedback on the design standards for the Corridor. The Task Force played a key role in refining the pathway treatment recommendations proposed in the Plan. A prioritization exercise identified the most critical segments for construction. Cost estimates were then developed to estimate the approximate level of funding that will be required for each segment of the Nine Mile Corridor West extension. The total project costs are expected to fall within the range of $11 to $13 million, with the final amount depending on the extent of utility, wetland, and grading work found necessary during a detailed engineering review. The project is eligible for various funding sources, including grants, philanthropy, and other funds beyond general budget allocations.



WHY IT MATTERS

ACTIVE LIFESTYLES

By offering residents and visitors a safe, accessible route for walking, running, and cycling, the Nine Mile Corridor pathway encourages outdoor activity and provides a recreational resource that is inclusive for people of all ages and abilities. While parks and trails are typically destinations reached by car, the Nine Mile Corridor project aims to connect these recreational assets, enabling locals to walk or bike directly to them.

ECONOMIC IMPACT

Trails often act as catalysts for economic growth. By connecting communities, the multi-jurisdictional Nine Mile Corridor pathway can increase foot traffic to local businesses and support jobs in areas like hospitality, retail, and outdoor recreation services. Trail systems are proven to attract visitors and generate revenue through tourism-related spending.

SAFETY

Dedicated trail systems create a safer environment for non-motorized users by providing separated spaces for walking and cycling, reducing the risk of accidents along busy roads. Trail networks can also improve connectivity, offering safer routes to schools, parks, and other key destinations within and between communities.

PROPERTY VALUES

Proximity to trails can enhance property values, as homebuyers often prioritize access to recreational amenities. A well-maintained trail network adds to the overall appeal of neighborhoods, making them more attractive to potential residents and increasing demand for properties near the trail.

ENVIRONMENTAL BENEFITS

Trails offer significant environmental benefits by promoting sustainable transportation options, such as walking and cycling, which help reduce reliance on cars and decrease greenhouse gas emissions. They also preserve green spaces, support wildlife habitats, and improve air and water quality by maintaining natural landscapes within urban and suburban settings.

Nine Mile Road intersects with the ITC Corridor Trail. Source: City of Novi

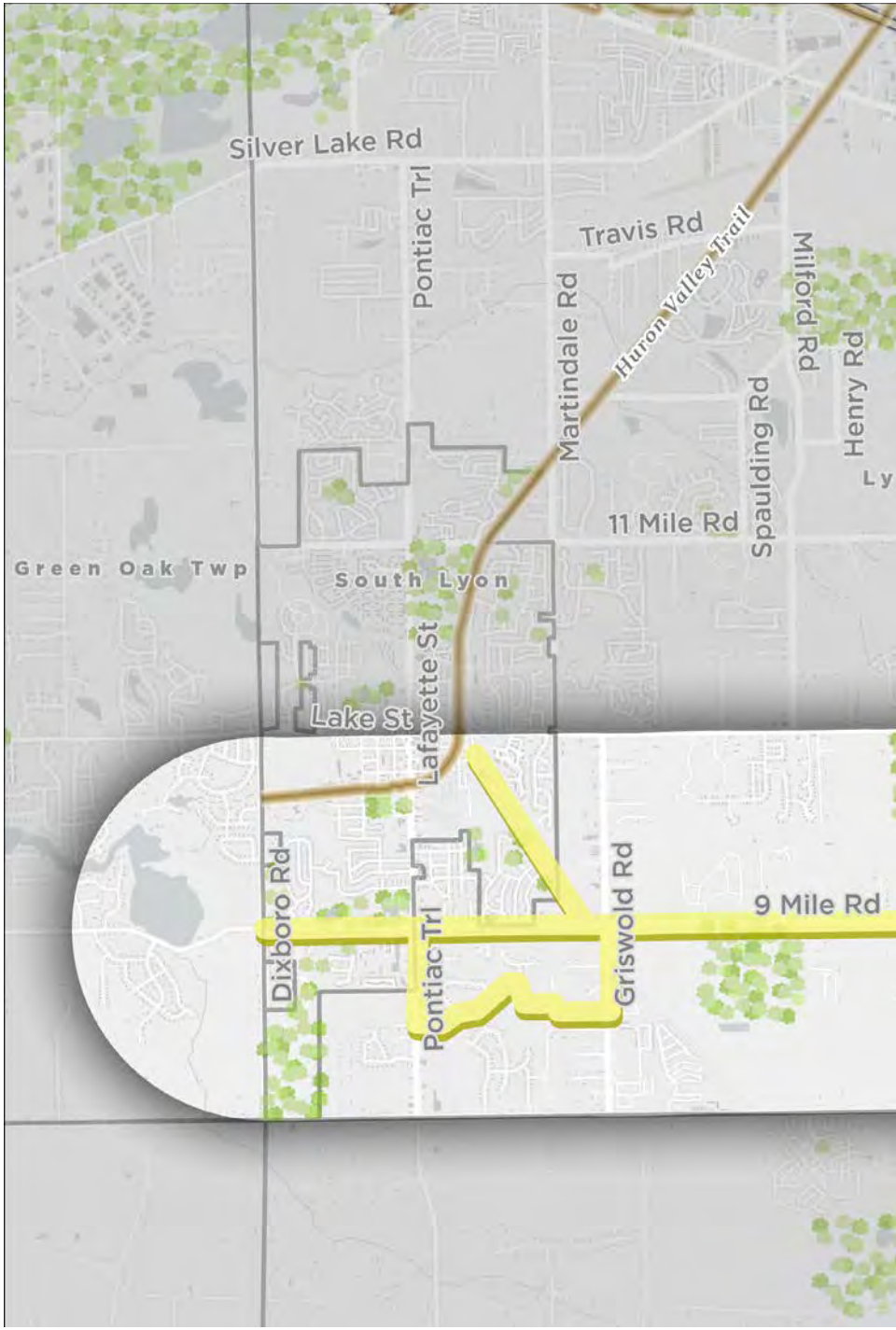
EXISTING CONDITIONS

STUDY AREA

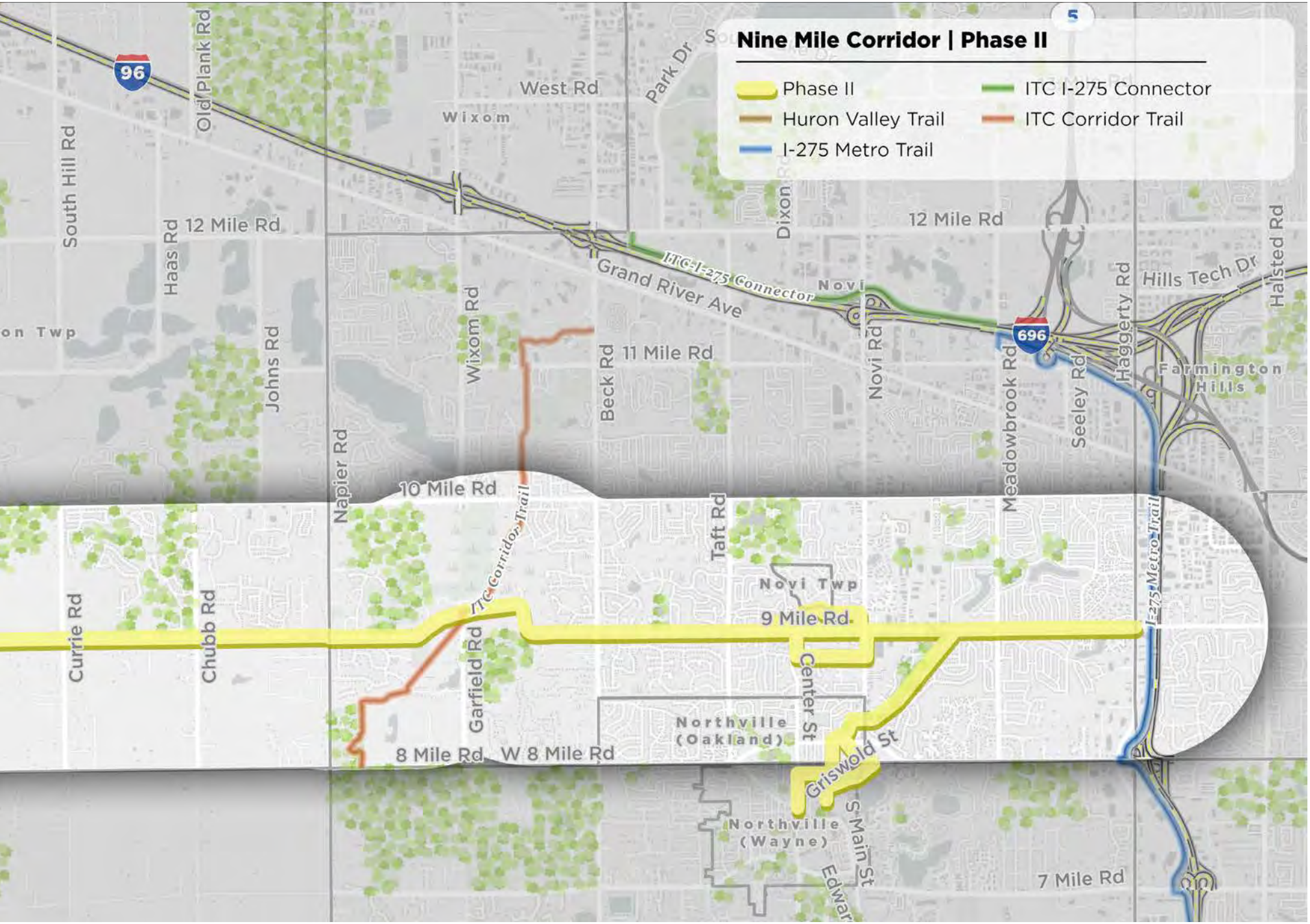
The project study area predominantly focuses on the horizontal ~12 mile stretch along with the mile north and south of Nine Mile Road. In addition, it also considers the assets located outside of this mile buffer zone in Novi, Northville, Lyon Township, and South Lyon. As Nine Mile Road passes through different communities, the landscape changes significantly — from commercial shopping centers with big box retailers to downtown districts, to predominantly residential areas, and agricultural and natural areas. Ensuring physical safety for residents, especially in rural areas, is crucial through dedicated infrastructure for biking and walking, such as off-road pathways and high-visibility crosswalks. Bicycle fatalities and injuries from vehicle collisions tend to be higher in rural areas than in urban settings. [1]

Nine Mile Road is a relatively low-traffic corridor, with Average Annual Daily Traffic (AADT) ranging from 600 to 10,800 vehicles per day, and an overall average of 4,714 vehicles per day. Given these moderate traffic levels, there is potential to reallocate space along Nine Mile, both on-road and off-road for non-motorized users. However, intersections with higher-traffic cross streets may require enhanced crossing infrastructure to ensure a safer, more comfortable experience for pedestrians and cyclists. The topography of the area is generally flat, which makes Nine Mile Road well-suited for a gentle trail experience serving a wide range of abilities.

The corridor's blend of residential, agricultural, and commercial destinations—such as schools, parks, trails, and business districts—provides a strong foundation for improving connectivity through safe and comfortable non-motorized infrastructure.



1 U.S. Department of Transportation Federal Highway Administration (FHWA). https://www.fhwa.dot.gov/publications/research/safety/10052/10052.pdf

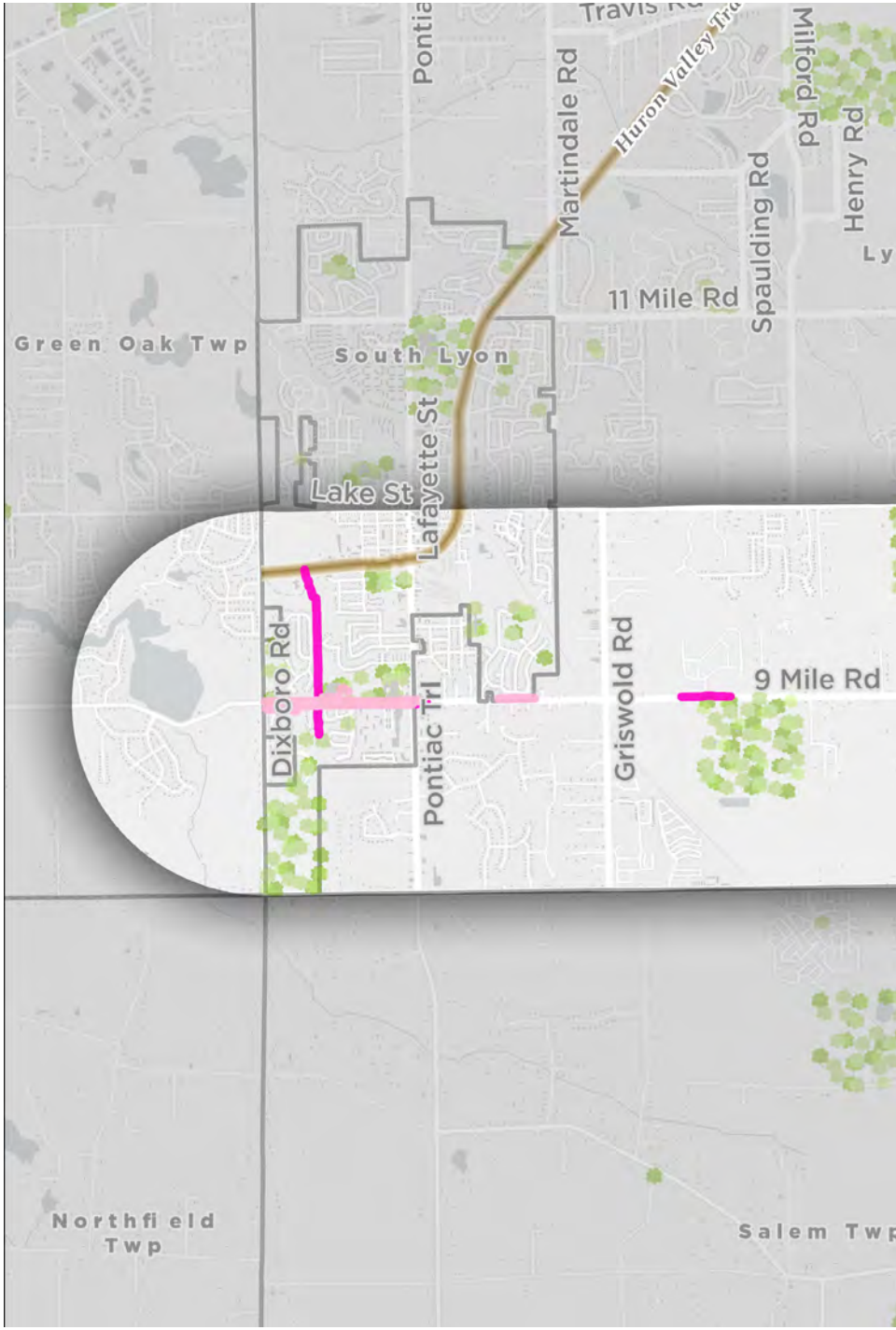

Nine Mile Corridor | Phase II
Phase II
Huron Valley Trail
I-275 Metro Trail
ITC I-275 Connector
ITC Corridor Trail
96
696
Old Plank Rd
West Rd
Wixom
South Hill Rd
Haas Rd
12 Mile Rd
Johns Rd
Wixom Rd
Grand River Ave
ITC I-275 Connector
Novi
Dixon
Park Dr
Beck Rd
11 Mile Rd
Novi Rd
Meadowbrook Rd
Seeley Rd
Haggerty Rd
Hills Tech Dr
Halsted Rd
Farmington Hills
Napier Rd
10 Mile Rd
ITC Corridor Trail
Taft Rd
Novi Twp
9 Mile Rd
I-275 Metro Trail
Currie Rd
Chubb Rd
Garfield Rd
Center St
Northville (Oakland)
8 Mile Rd
W 8 Mile Rd
Griswold St
S Main St
Northville (Wayne)
7 Mile Rd

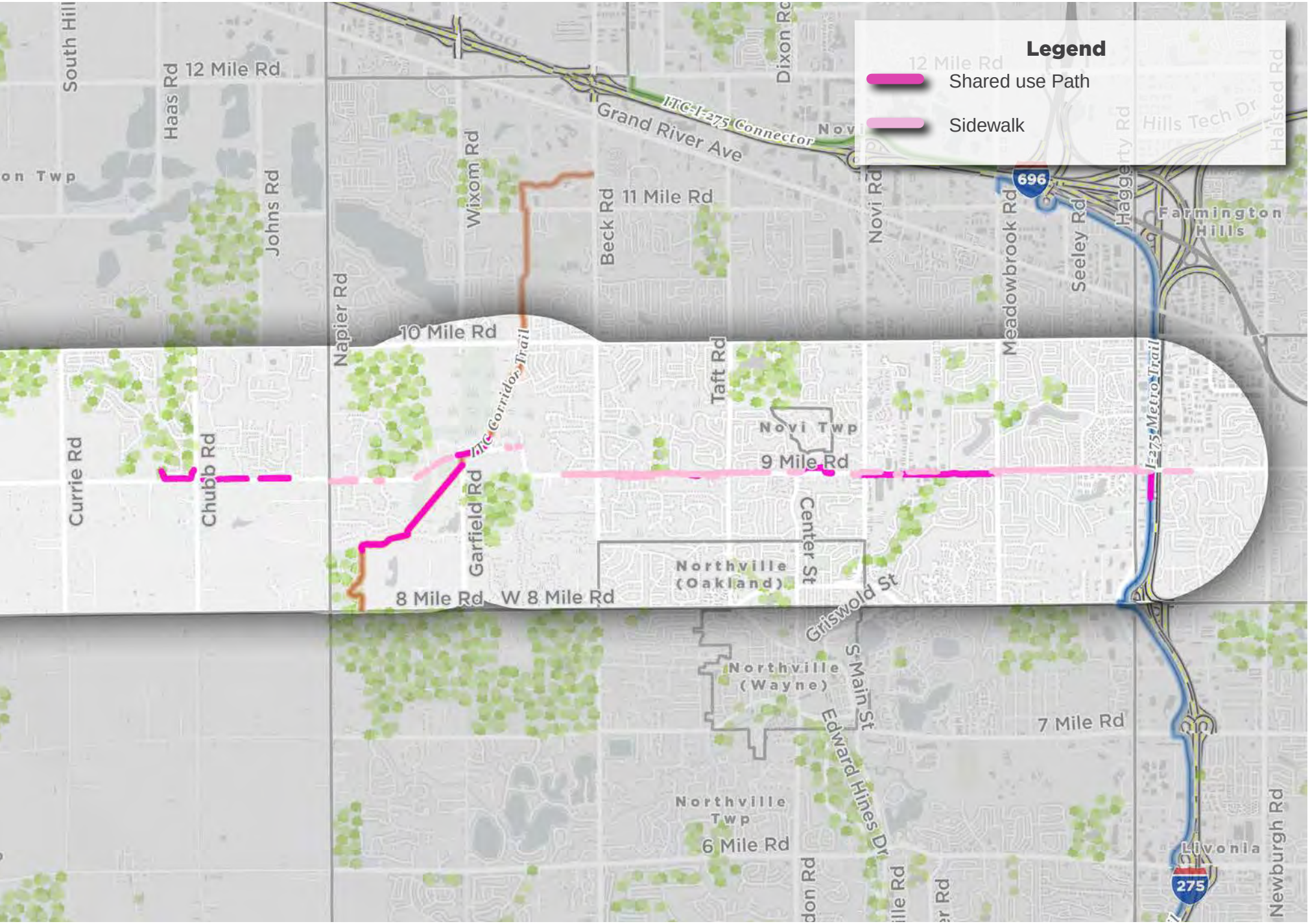
EXISTING PEDESTRIAN AND BICYCLE NETWORK

Much of the corridor has yet to build non-motorized facilities along Nine Mile Road, presenting an opportunity to fill these gaps with off-road facilities such as shared use paths that meet the needs of both pedestrians and bicyclists. The study area is home to several connections to the regional trail network. At the east end of the corridor is a connection to the I-275 Metro Trail, a 40-mile pathway running from Farmington Hills in Oakland County to Huron Charter Township in Wayne County, near the Monroe County border. The pathway runs parallel to I-275 and connects users to the Hines Drive parkway near its center and the Lower Huron Metropark and Willow Metropark at its southern end. The trail touches three counties and multiple jurisdictions, with collaborative efforts from the Friends of the I-275 Metro Trail volunteer group to improve access, connectivity, and trail conditions.

The ITC Trail in Novi is a 4.7-mile pathway that spans the city, connecting the Ascension Providence Hospital campus to ITC Community Sports Park. Ultimately, this trail links regional facilities, such as Maybury Park, the I-275 Corridor, and Hines Park in neighboring Northville, Livonia, and Westland with parks in Novi.

The Huron Valley Trail, developed by the Western Oakland County Trailway Management Council, spans the jurisdictions of South Lyon, Lyon Township, and Milford Township, and extends to the Wixom boundary. It provides connections to over 25 miles of adjoining trails, and direct access to several South Lyon parks including Lyon Oaks County Park, Kensington Metropark, and Island Lake State Recreation Area. Additionally, the Huron Valley Trail connects to the Great Lake-to-Lake Trail Route, which will connect South Haven to Port Huron, with segments overlapping the statewide Iron Belle Trail that will connect the Lower Peninsula and Upper Peninsula.




Legend
Shared use Path
Sidewalk
12 Mile Rd
Haas Rd
Johns Rd
Wixom Rd
Beck Rd
11 Mile Rd
Grand River Ave
I-96/I-275 Connector
Dixon Rd
Novi Rd
Meadowbrook Rd
Seeley Rd
Halsted Rd
Hills Tech Dr
Farmington Hills
696
Napier Rd
10 Mile Rd
Taft Rd
Currie Rd
Chubb Rd
Garfield Rd
GTC Corridor Trail
Novi Twp
9 Mile Rd
I-275 Metro Trail
Center St
Northville (Oakland)
8 Mile Rd
W 8 Mile Rd
Griswold St
S Main St
Northville (Wayne)
Edward Hines Dr
7 Mile Rd
Northville Twp
6 Mile Rd
Livonia
275
Newburgh Rd

PLANNING FOUNDATIONS FOR THE NINE MILE CORRIDOR

In the context of Western Oakland County, the Nine Mile Phase 2 Feasibility Study is supported by a number of strategic plans and related directives. Once adopted, this study will be a supporting document and resource to guide decisions related to non-motorized mobility projects along Nine Mile Road. The foundation for developing design recommendations includes previous planning documents, local conditions, and demographics. The following section introduces the background documents that form the baseline for regional trail planning and the rationale as to why this is the ideal time to transform Nine Mile Road into a multi-modal corridor.

The following plans were reviewed to better understand each community's goals and needs and translate existing street design guidance so that various multi-modal design types can be applied that align with these goals. The following materials were reviewed:

Regional

- SEMCOG Southeast Michigan Transportation Safety Plan (2023)
- SEMCOG 2045 Regional Transportation Plan (2019)
- SEMCOG Bicycle and Pedestrian Mobility Plan for Southeast Michigan (2020)
- Huron-Clinton Metroparks Huron Meadows Metropark Master Plan (2022)
- Huron-Clinton Metroparks Kensington Metropark Master Plan (2022)
- Nine Mile Phase I Plan (2023)

County

- Livingston County Trails Plan (2020)
- Oakland County Trails Plan (2008)
- RCOC Master Right-of-Way Plan (2022)
- RCOC Permit Rules, Specifications, and Guidelines (2021)

Local

- Green Oak Township Parks, Recreation, and Trails Master Plan 2021 – 2025 (2021)
- City of South Lyon Master Plan (2016)
- Lyon Charter Township Master Plan (2024)
- Northville Non-Motorized Master Plan (2013)
- City of Novi Active Mobility Plan (2024)
- City of Novi Thoroughfare Master Plan (2016)
- City of Novi Complete Streets Policy (2010)
- City of Novi Non-Motorized Master Plan (2011)

The Nine Mile Phase 2 project would not only connect communities across the entirety of Oakland County but also serve as a link to other regional non-motorized facilities, including the Mike Levine Lakelands Trail (MLLT) in Livingston County, the Huron Valley Trail, and the Pinckney to St. Clair Shores corridor envisioned by SEMCOG. Completing the segments in Oakland County would build momentum for Livingston County and Macomb County to cooperatively plan non-motorized facilities to destinations like Pinckney Recreation Area and Lake St. Clair Metropark.

CORRIDOR TOUR

In June 2024, the project team toured the study area to better understand the existing conditions and true nature of the corridor. The tour began at the I-275 Metro Trail and moved west to Nine Mile Road and Dixboro Road. At the time, the I-275 Metro Trail was under construction. Along the way, the team stopped at the ITC Corridor Trail and the Huron Valley Trail crossings. At each intersection, the project team observed the changing character of the corridor, pedestrian features like crosswalks, signage, and pushbuttons, and the overall feeling of safety and comfort from the distance between the road and the pedestrian path. Other observations included the location of mid-block crossings, flooded areas, overgrown brush, locations where pathways ended abruptly, and newly constructed pathways. Several cyclists were also seen along the corridor, regardless of whether there were bike or pedestrian facilities, demonstrating the need for safe and comfortable non-motorized infrastructure.

Width and condition of pathways along Nine Mile Road vary considerably. Often, paths end abruptly without signage. Image source: OHM Advisors

COMMUNITY ENGAGEMENT

OVERVIEW

The community engagement process for the Nine Mile Corridor West Plan commenced with the first Task Force meeting on May 23, 2024, and continued until the online public survey closed on September 23, 2024. During the first Task Force meeting Phase 2 of the project was introduced and a summary of Phase 1 work was provided. A second Task Force meeting was held on July 10, 2024 to discuss corridor alignment opportunities and challenges, and the final Task Force meeting took place on October 15, 2024 where participants reviewed and refined the pathway recommendations. Simultaneously, a corridor-wide branding effort was underway. Oakland County Parks promoted the opening of the Nine Mile Corridor West online survey on its Facebook page. The project team also directly engaged with residents about Phase 2 at the South Lyon Saturday Farmers Market on September 7, 2024. Key takeaways gathered from the survey are highlighted below.

4 **Steering Committee Members**

engaged throughout this process. Completed 3 total meetings.

72% **Of Survey Respondents live within the Study Area**

The survey respondents represent 47 unique zip codes. 94% of respondents live in Oakland County.

592 **Survey Responses**

via online survey, which was conducted over the course of 2 weeks.

If there was a dedicated pedestrian and bicycle space added along Nine Mile Road, would you be interested in using it to reach destinations in your community?

86.5% **Very Interested or Interested**

What would encourage you to walk and bike more on Nine Mile Road?

- **WIDER SIDEWALKS AND PATHWAYS** — 87%
- **SAFER INTERSECTIONS** — 63%
- **STRIPED, HIGH VISIBILITY CROSSWALKS** — 48%
- **INCREASED DRIVER AWARENESS OF PEDESTRIAN SAFETY** — 48%

How comfortable would you feel walking or riding on the following surfaces along the corridor?

Decomposed granite shared road with safety treatments

Source: Bikepacking.com

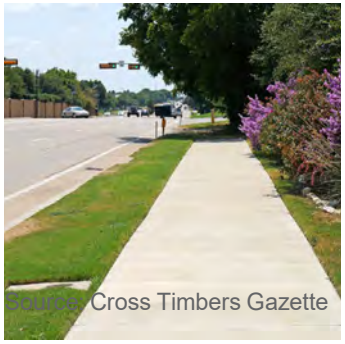
Paved shared road with safety treatments

Source: UX Collective

Paved and striped shoulder

Source: FHWA Rural Design Guide

6 foot-wide paved sidewalk



Source: Cross Timbers Gazette

10 foot-wide paved shared use path

Source: City of East Lansing

LEAST **COMFORTABLE** *MOST*

ISSUES

In addition to quantitative data, open-ended responses provided valuable qualitative feedback. By identifying issues and opportunities, the Nine Mile Corridor West strategies can address community priorities and implement actions that reflect the aspirations of the area's residents.

PLEASE pave 9 Mile! We have so many issues related to this! School buses get stuck, very unsafe turns.

There are so many places to ride and walk in the community, please don't disturb the beautiful section of 9 Mile between Novi Rd. and Center St.!

I don't want an open road connecting my neighborhood to strangers.

The intersection at Napier and 9 Mile is terribly hard to cross safely on a bike. I will not allow my kids to ride alone there. This intersection would need a light or roundabout with crosswalks!

Bikes should not use sidewalks where pedestrians are walking.

Really do not need this. Too expensive and really won't get used much.

More driver education on sharing the roads. Many drivers see cyclists as lesser people, and do not care about their safety. I'm sick of being on the road and getting bullied and threatened by drivers.

My ten year old was recently hit by a Jeep while biking in the crosswalk of a traffic circle at Nine Mile and Taft. Whatever we can do to improve safety for bikers and pedestrians is a big plus.

I love the idea of a (paved or unpaved) long trail for walking and biking along Nine Mile Rd. However, I have concerns about losing our beautiful "tunnel of trees" along Nine Mile between Haggerty and Taft. The trees provide shade, help separate the walkway from roadway, and look beautiful in all seasons. I'd like to see those preserved even if it means a narrower pathway.

OPPORTUNITIES

I bike every day. It would be awesome to link the I-275 pathway along 9 Mile to South Lyon and eventually the Mike Lavine [sic] lakelands trail and further west.

Please separate traffic. Use wide pathways like the rest of the trails and not sidewalks.

I think this would add a lot of mobility to kids, families, and seniors. Also having a positive impact on all communities along the route.

Making improvements on 9 Mile for non-motorized travel is a great step! But if it doesn't connect to local business, parks, and other infrastructure then it will not get the attention it deserves.

I would ride my bike to work in Novi daily from South Lyon if there was a bike path.

I don't live in Novi, however, I ride there. When I'm in the area, I almost always visit local bars and restaurants and open my wallet. The roads are very dangerous and I don't use them. However, a safe bike path will open up many opportunities to connect trails and parks in the area and I will go there more often.

This would significantly impact our life if 9 Mile was safe to travel by bike or foot.

There are too many areas where the sidewalk ends and you have to walk or ride in the street until the sidewalk starts again.

Paved paths along 9 Mile would be life-changing for my family. No sidewalks on 9 Mile and in my neighborhood has been a real negative while my children are growing up. It reduces opportunities for them to be independent when there are no sidewalks as well as no streetlights in many areas.

PATHWAY RECOMMENDATIONS

OVERVIEW

The Nine Mile Corridor West study area is made up of paths and land uses in all stages of development. The final pathway is intended to serve a wide range of users, including families, locals walking and cycling for leisure, and those seeking connections to longer regional trails. The greatest benefit will be to local residents, who will have an alternative option for making local trips and a safer place to walk and bike.

The following section provides a comprehensive framework guiding the development of the Nine Mile Corridor West pathway. The conceptual routes described in the following maps were developed through a combination of input from the Task Force and the general public. The route was broken up into smaller segments and analyzed using data in ArcGIS and observations from the field analysis. In some cases, multiple alternatives have been recommended to to create a toolbox of options for the communities to use moving forward. There will undoubtedly be adjustments to the routing, due to costs, funding, respect for landowner considerations, environmental constraints, new developments, roadway reconstruction, and findings uncovered during full design and engineering tasks.

About half of the corridor is unpaved, with quiet, scenic surroundings.

The land use in the study area is mostly suburban residential, with some agricultural areas transitioning through new development.

HOW TO USE THIS PLAN

This plan is meant to be a tool for pathway planning along Nine Mile Road at the local, county, and regional level. The following section provides conceptual maps illustrating the potential treatments for the Nine Mile Corridor West segments. Pathway segments are organized by community moving from the east end (Farmington Hills/Novi) to the west end (South Lyon). Alongside the maps, cross-sections and precedent imagery create a starting point for design guidelines.

Key segment characteristics and potential challenges are compiled into a series of tables, along with an implementation summary. Early action items offering lower-cost opportunities are prioritized to sustain the momentum built by participating communities since the completion of the Phase I plan. These early actions form the foundation for the Nine Mile Corridor pathway to grow and improve over time, as the surrounding landscape evolves. An implementation table compiles this information into a comprehensive matrix at the end of the section. Additionally, the Action Plan outlines longer-term strategies over the next 10 to 15 years and identifies local and external funding sources to support project financing.

SEGMENT 1A

Farmington Hills: I-275 to Haggerty Road
Highway Crossing | Shared Use Path

PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Highway Crossing
Segment Speed Limit	40
Average Daily Traffic Volume	12,600
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	Yes (I-275)
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$90,000
Segment Length / Miles Impacted	0.1 Miles
Responsible Party	Farmington Hills

PRIORITY RANKING:

LOW ○ ○ ● ○ ○ HIGH

This segment of the corridor features a 10-foot-wide shared use pathway connecting the I-275 Trail to Haggerty Road on the north side of Nine Mile Road. To maintain consistency with Phase 1, which includes a 10-foot shared use path from Halsted Road to the I-275 Trail, the same width is proposed for Segment 1A. This can be implemented when there is a need to re-surface the existing 6-foot sidewalk in the near future.

CORRIDOR TYPOLOGIES

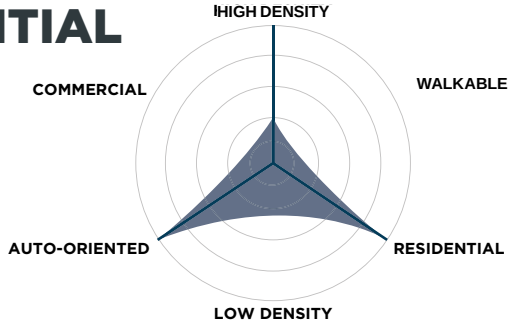
Six distinct corridor typologies are identified, reflecting varying conditions such as land use, density, and available mobility options. These typologies help tailor the planning and implementation of non-motorized infrastructure to the unique characterisics of each segment along Nine Mile Road.

AGRICULTURAL/LOW-DENSITY RESIDENTIAL

DENSITY
LOW — HIGH

USE
AGRICULTURAL — RESIDENTIAL

MOBILITY
AUTO-ORIENTED — WALKABLE

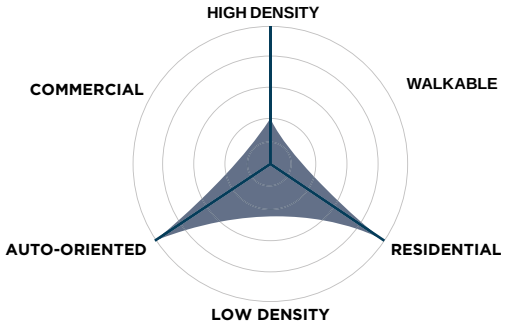


RESIDENTIAL PARKWAY

DENSITY
LOW — HIGH

USE
COMMERCIAL — RESIDENTIAL

MOBILITY
AUTO-ORIENTED — WALKABLE

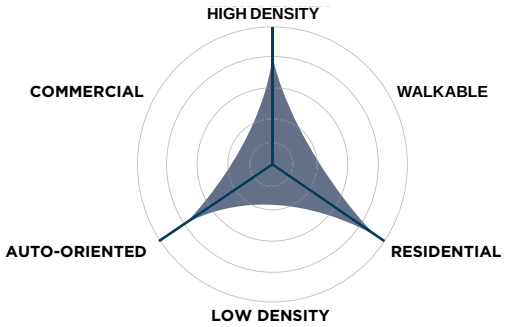


RESIDENTIAL ARTERIAL

DENSITY
LOW — HIGH

USE
COMMERCIAL — RESIDENTIAL

MOBILITY
AUTO-ORIENTED — WALKABLE

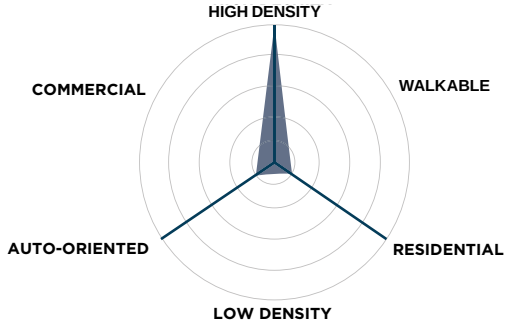


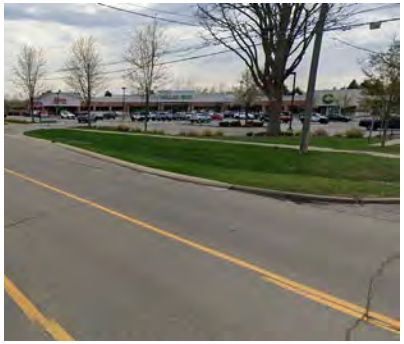
SUBURBAN DOWNTOWN

DENSITY
LOW — HIGH

USE
COMMERCIAL — RESIDENTIAL

MOBILITY
AUTO-ORIENTED — WALKABLE



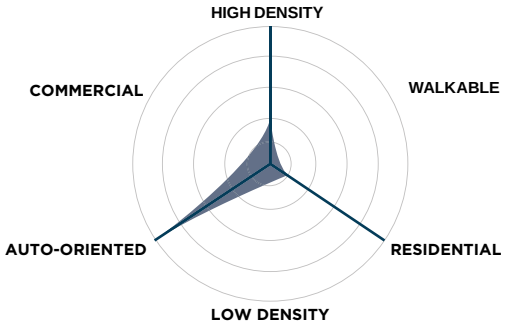


COMMERCIAL CORRIDOR

DENSITY
LOW — HIGH

USE
COMMERCIAL — RESIDENTIAL

MOBILITY
AUTO-ORIENTED — WALKABLE

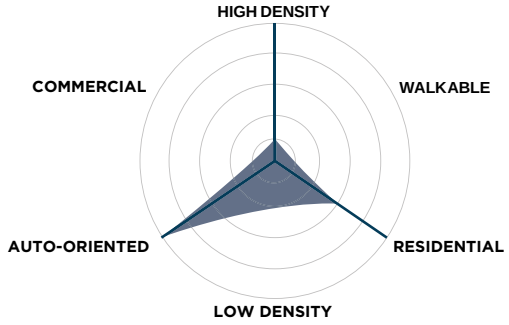


HIGHWAY CROSSING

DENSITY
LOW — HIGH

USE
COMMERCIAL — RESIDENTIAL

MOBILITY
AUTO-ORIENTED — WALKABLE



SEGMENT TREATMENTS

The plan defines five distinct treatments, or design approaches, for trail development, each designed to account for the physical and environmental constraints. While most trail users prefer a shared-use path separated from motor vehicle traffic, on-street facilities such as advisory shoulders and signed bike routes should not be overlooked. These options are significantly more cost-effective than shared-use paths and can be implemented in a shorter time frame. Nine Mile Corridor West should incorporate a combination of facility types to enhance connectivity, accessibility, safety, and enjoyment for users of all ages and abilities. The trail typologies presented are supplemented with cross-sections and precedent imagery, offering flexible design guidelines.

ADVISORY SHOULDER

Source: https://trektravel.com/tour/cycling/texas-hill-country/

COST	● ○ ○ ○ ○
COMFORT	● ○ ○ ○ ○
SAFETY	● ○ ○ ○ ○
TIME TO IMPLEMENT	● ○ ○ ○ ○

Advisory shoulders provide a designated shared space primarily for bicyclists, with occasional pedestrian use. On Nine Mile Road signage could be added advising that the outside five foot shoulder may be used by pedestrians and cyclists. This treatment offers a practical, near-term alternative to sidewalks and shared-use paths in areas where physical or environmental constraints or landowner agreements limit other options. This treatment will primarily be used on unpaved, gravel segments of Nine Mile Road.

SIGNED BIKE ROUTE

COST	● ○ ○ ○ ○
COMFORT	● ● ○ ○ ○
SAFETY	● ● ○ ○ ○
TIME TO IMPLEMENT	● ○ ○ ○ ○

A signed bike route is a designated path along existing roadways or dedicated trails marked with visible signage to guide cyclists along a recommended route. These routes are typically chosen based on their safety, connectivity, and accessibility for cyclists of varying skill levels. Signed bike routes are recommended as near-term alternatives to maintain the usability of the Nine Mile Corridor West pathway while certain segments are either under construction or not yet built.

ENHANCED SIDEWALK

COST ● ● ● ○ ○

COMFORT ● ● ● ● ○

SAFETY ● ● ● ● ○

TIME TO IMPLEMENT ● ● ● ○ ○

Enhanced sidewalks are 6-foot-wide pathways designed to improve the comfort and enjoyment of non-motorized users. Optional amenities such as water fountains, shaded benches, and landscaping can be included to further enhance the user experience. While wider pathways are ideal for providing safer and more comfortable passing distances, 6-foot-wide sidewalks may be the most feasible option in some areas due to landowner agreements or environmental constraints.

SHARED USE PATH

COST ● ● ● ● ○

COMFORT ● ● ● ● ●

SAFETY ● ● ● ● ●

TIME TO IMPLEMENT ● ● ● ● ○

A shared-use path is a multi-use path designed primarily for use by bicyclists and pedestrians, including pedestrians with disabilities for transportation and recreation purposes. Shared-use paths are physically separated from motor vehicle traffic by an open space or barrier, and are located within the right-of-way. They may vary between 8-foot and 10-foot widths depending on the space available.

BOARDWALK

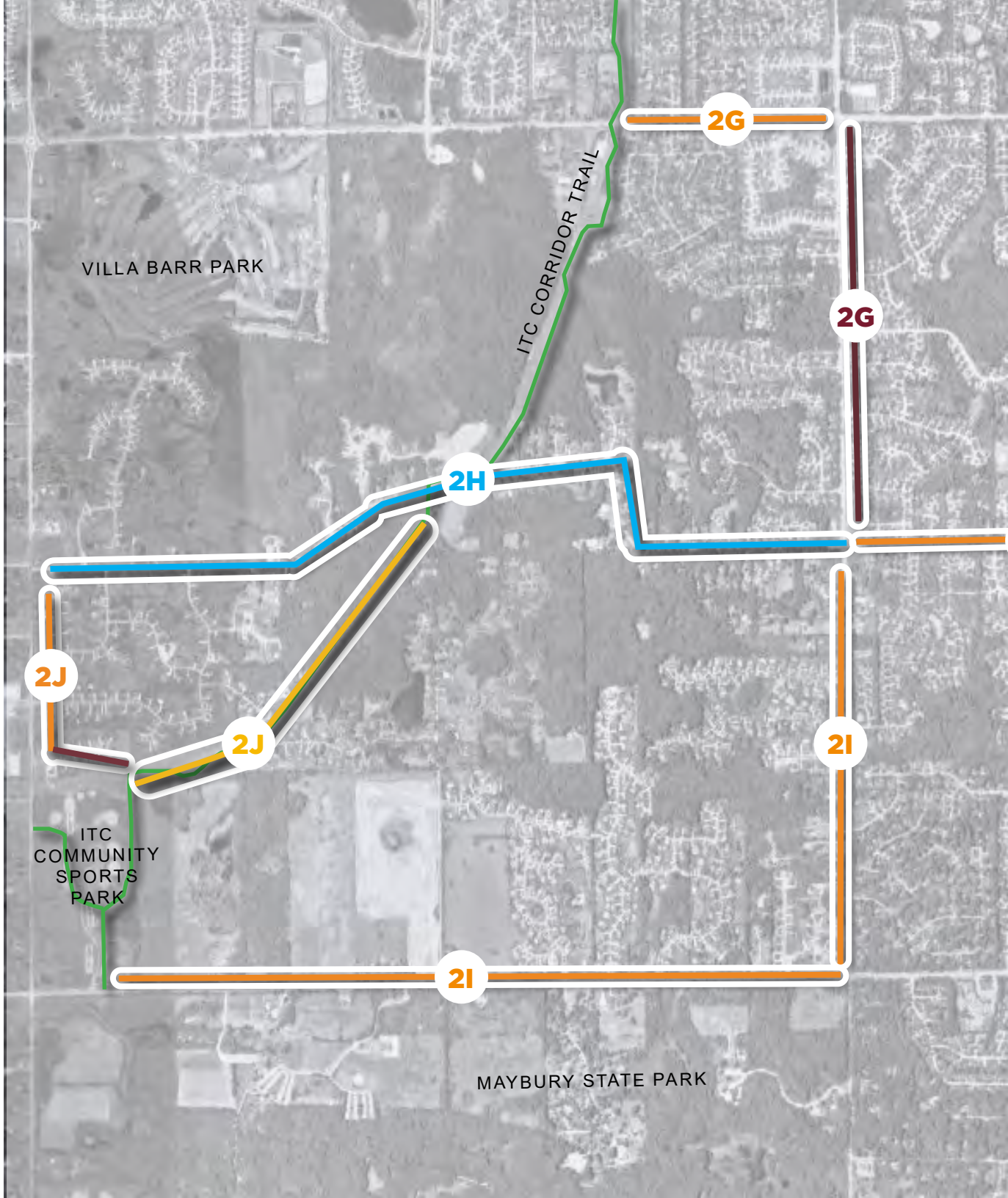
COST ● ● ● ● ●

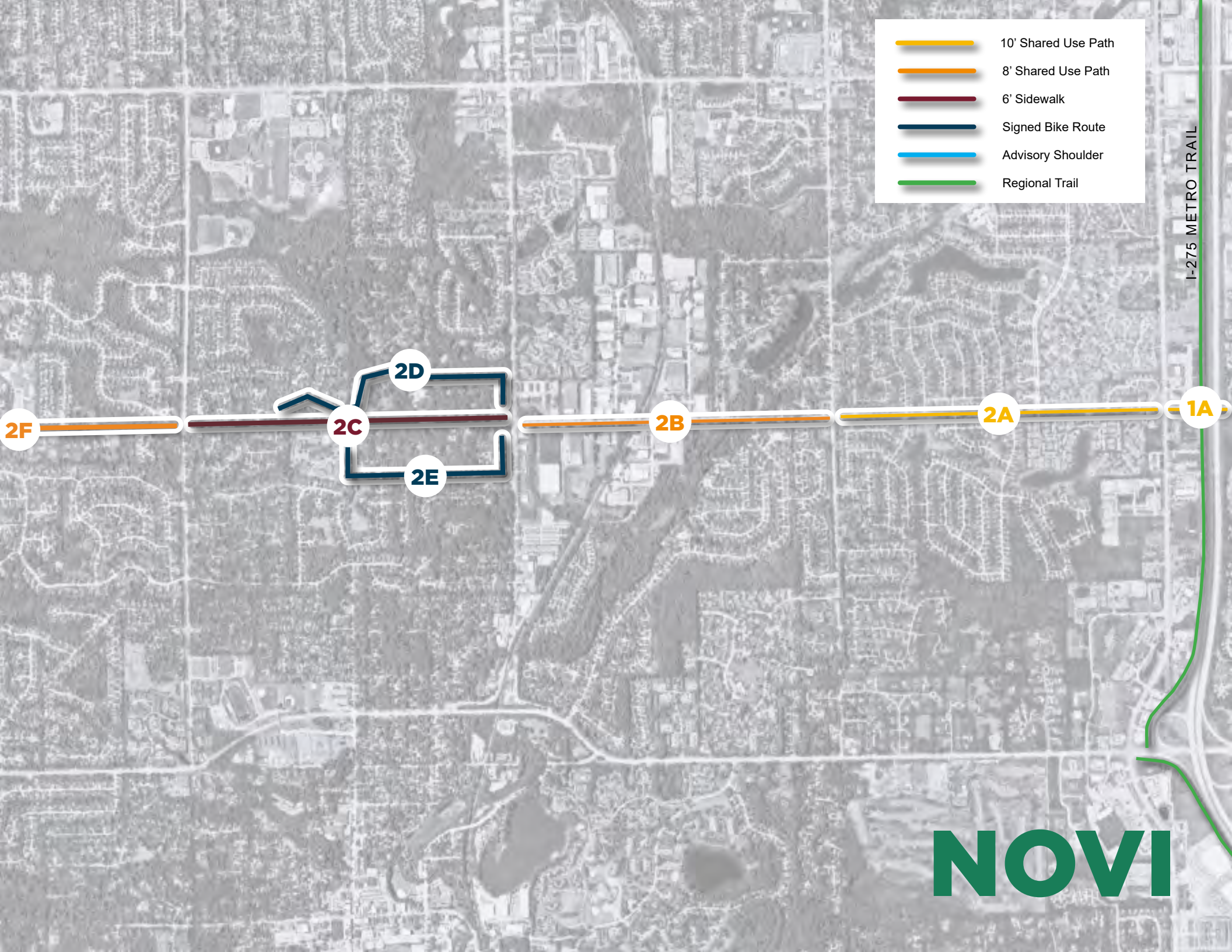
COMFORT ● ● ● ● ●

SAFETY ● ● ● ● ●

TIME TO IMPLEMENT ● ● ● ● ●

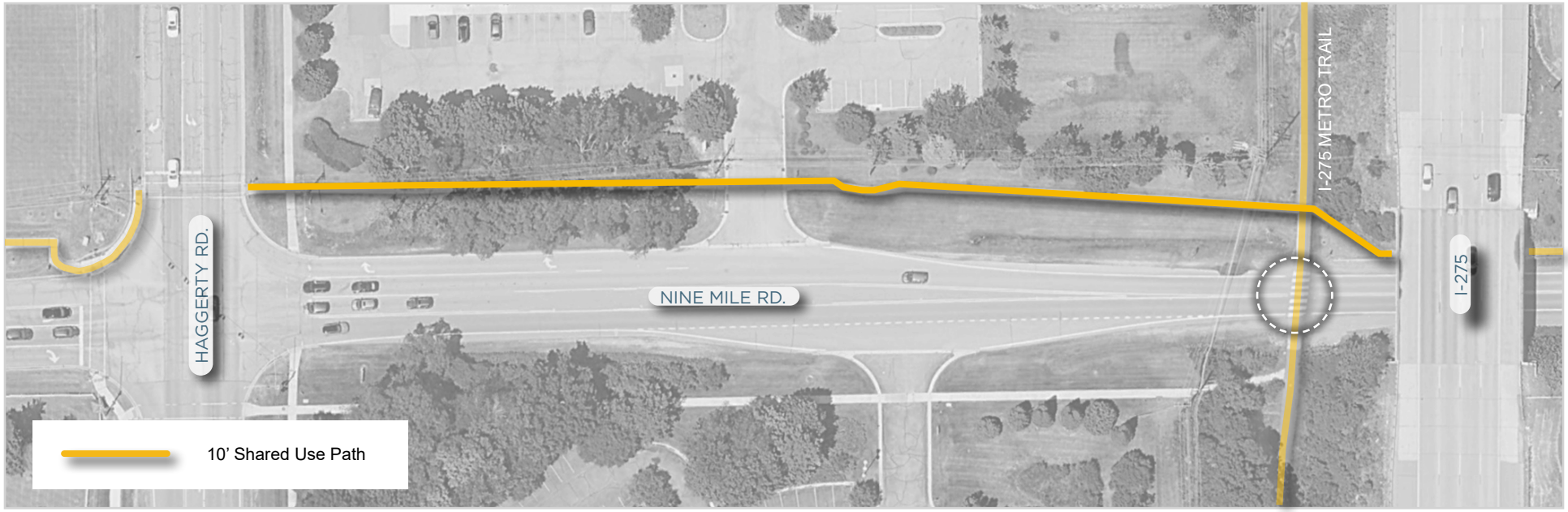
In low-lying areas with wetlands, boardwalk trails offer a sustainable solution that protects these sensitive ecosystems while ensuring the trail remains functional. Elevating the trail above the wetland preserves the natural habitat and minimizes environmental impact. Additionally, the boardwalk design helps protect the non-motorized infrastructure from potential flood damage.

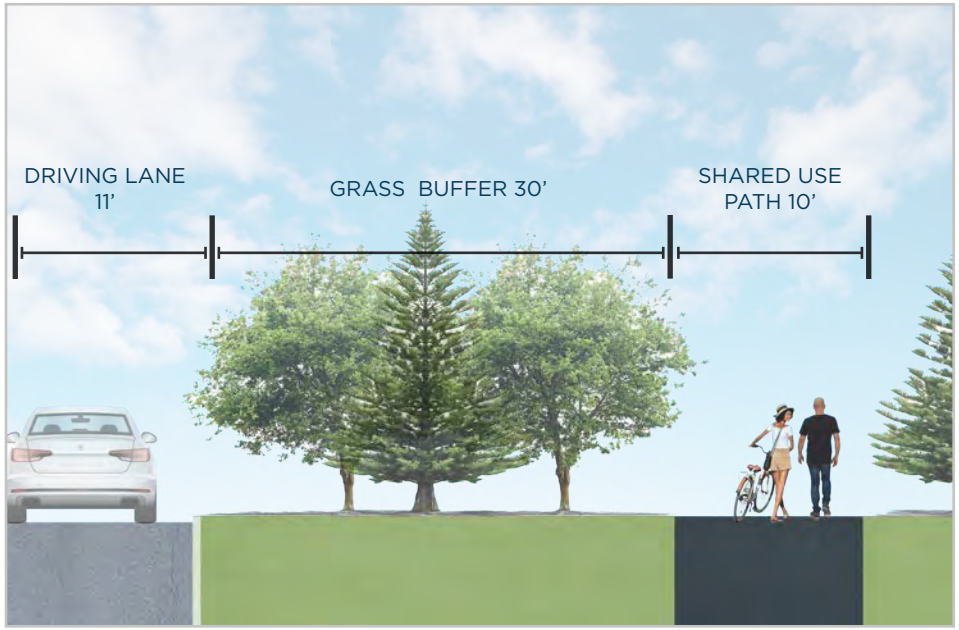

2G
ITC CORRIDOR TRAIL
VILLA BARR PARK
2G
2H
2J
2J
2I
ITC
COMMUNITY
SPORTS
PARK
2I
MAYBURY STATE PARK


10’ Shared Use Path
8’ Shared Use Path
6’ Sidewalk
Signed Bike Route
Advisory Shoulder
Regional Trail
I-275 METRO TRAIL
2F
2C
2D
2E
2B
2A
1A
NOVI

SEGMENT 1A

Farmington Hills: I-275 to Haggerty Road
Highway Crossing | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Highway Crossing
Segment Speed Limit	40
Average Daily Traffic Volume	12,600
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	Yes (I-275)
Driveway Frequency (Low, Medium, High)	Low

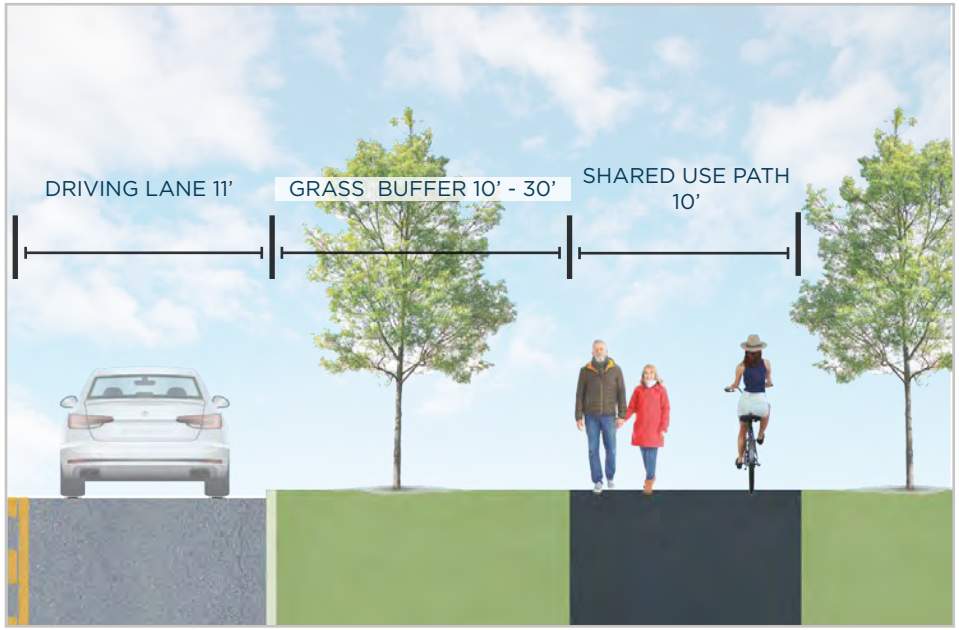
Implementation	
Cost Estimate	$90,000
Segment Length / Miles Impacted	0.1 Miles
Responsible Party	Farmington Hills

PRIORITY RANKING:

This segment of the corridor features a 10-foot-wide shared use pathway connecting the I-275 Trail to Haggerty Road on the north side of Nine Mile Road. To maintain consistency with Phase 1, which includes a 10-foot shared use path from Halsted Road to the I-275 Trail, the same width is proposed for Segment 1A. This can be implemented when there is a need to re-surface the existing 6-foot sidewalk in the near future.

SEGMENT 2A

Novi: Haggerty Road to Meadowbrook Road
Residential Arterial | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35
Average Daily Traffic Volume	9,800
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium

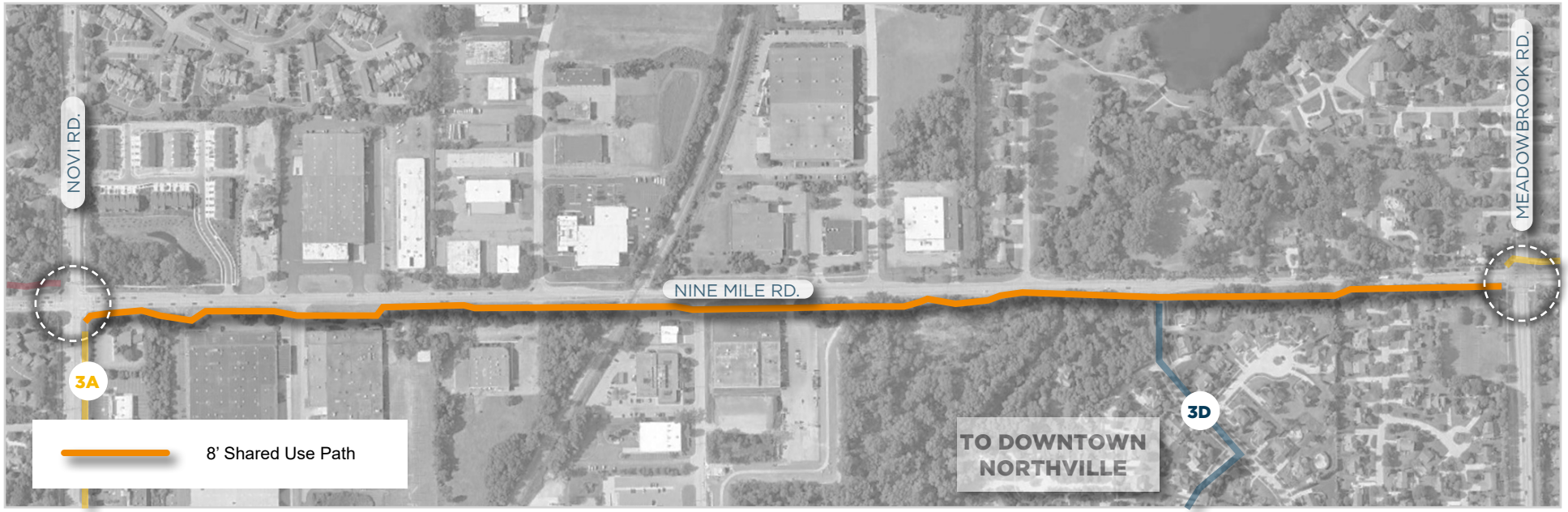
Implementation	
Cost Estimate	$900,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

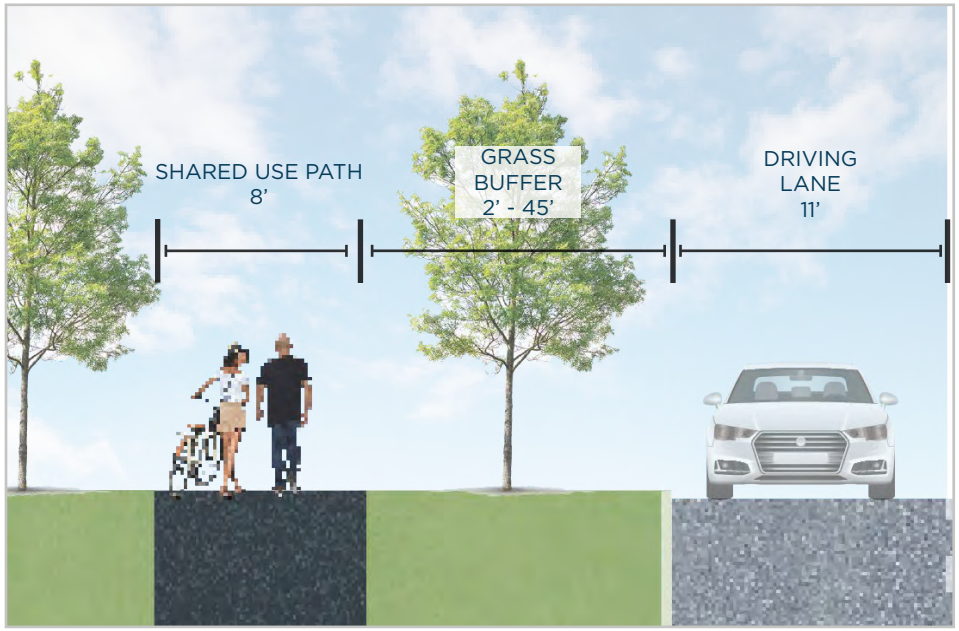
PRIORITY RANKING:

There is available right-of-way to expand the current 6-foot sidewalk to a 10’ shared use path, ensuring a consistent treatment and creating space for all users. The area is residential and an existing mid-block crossing at Sunrise Boulevard connects the neighborhoods on the south side of Nine Mile Road with the pathway.

SEGMENT 2B

Novi: Meadowbrook Road to Novi Road
Residential Arterial | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35
Average Daily Traffic Volume	10,800
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium

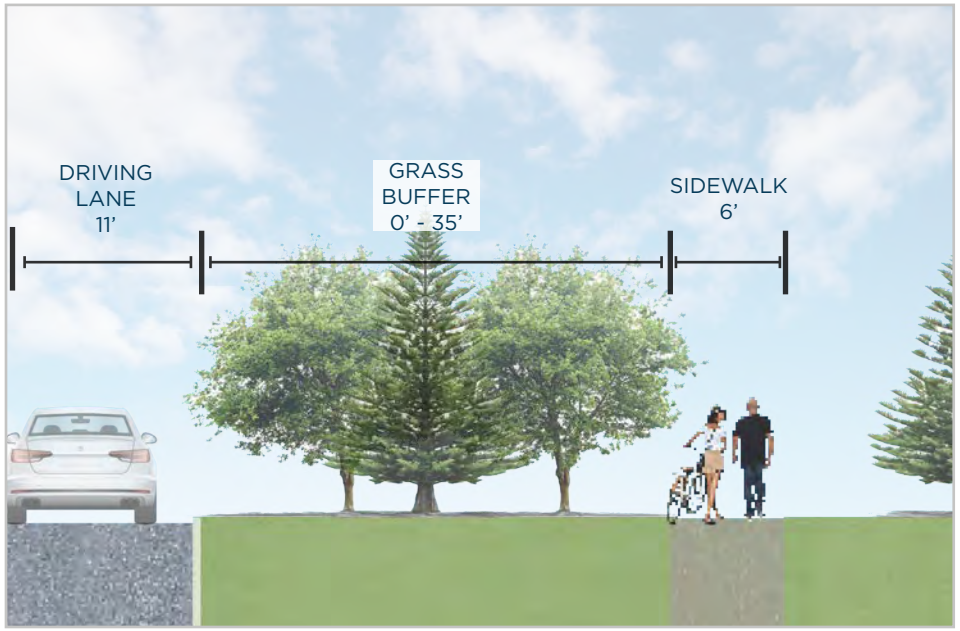
Implementation	
Cost Estimate	$660,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

PRIORITY RANKING:

At Meadowbrook Road, the pathway crosses to the south side of Nine Mile Road to use the existing infrastructure, a combination of 8’ shared use paths, 6’ sidewalks, and a boardwalk railroad crossing. The proposed treatment is to unify the paved sections with a consistent 8’ shared use path, where right-of-way is available.

SEGMENT 2C, 2D & 2E

Novi: Novi Road to Taft Road
Residential Parkway | Enhanced Sidewalk, Signed Bike Route



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	30
Average Daily Traffic Volume	4,300
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium

Implementation	
Cost Estimate	$5,000 (near-term), $315,000 (long-term)
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

PRIORITY RANKINGS:

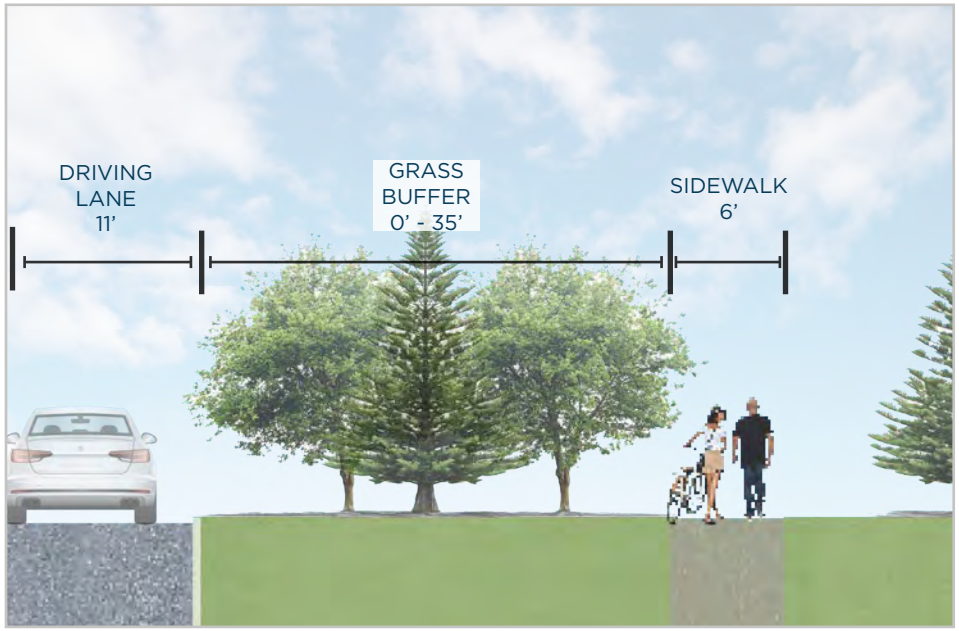
SIGNED BIKE ROUTE

6' SIDEWALK

Long term, sidewalk gaps will require coordination with property owners to continue the path on the north side of Nine Mile Road. In the meantime, signage could guide users through the subdivisions on either the north or south side of Nine Mile Road. Those opting for the southern signed route would benefit from the mid-block crossing at Center Street. Segment 2C is medium priority because it is a longer-term vision for the corridor. Segments 2D and 2E are high priority because they can be implemented affordably and effectively with signage in the near-term.

SEGMENT 2F

Novi: Taft Road to Beck Road
Residential Parkway | Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	30
Average Daily Traffic Volume	3,800
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$660,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Novi

PRIORITY RANKING:

The roundabout at Taft Road, which includes pedestrian pathways and crossings, should serve as a model for any additional roundabouts installed along Nine Mile Road. A 6-foot sidewalk currently connects Nine Mile Road from Taft Road to Beck Road. If there is a need to re-surface the sidewalk in the near future, it could be widened to 8-feet or even 10-feet, if the available right-of-way allows.

SEGMENT 2G

Novi: Nine Mile Road to ITC Corridor Trail
Residential Arterial | Enhanced Sidewalk, Shared Use Path

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	40
Average Daily Traffic Volume	22,000
Sidewalk Infill Needed (Yes/No)	Yes (along Ten Mile Road)
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium

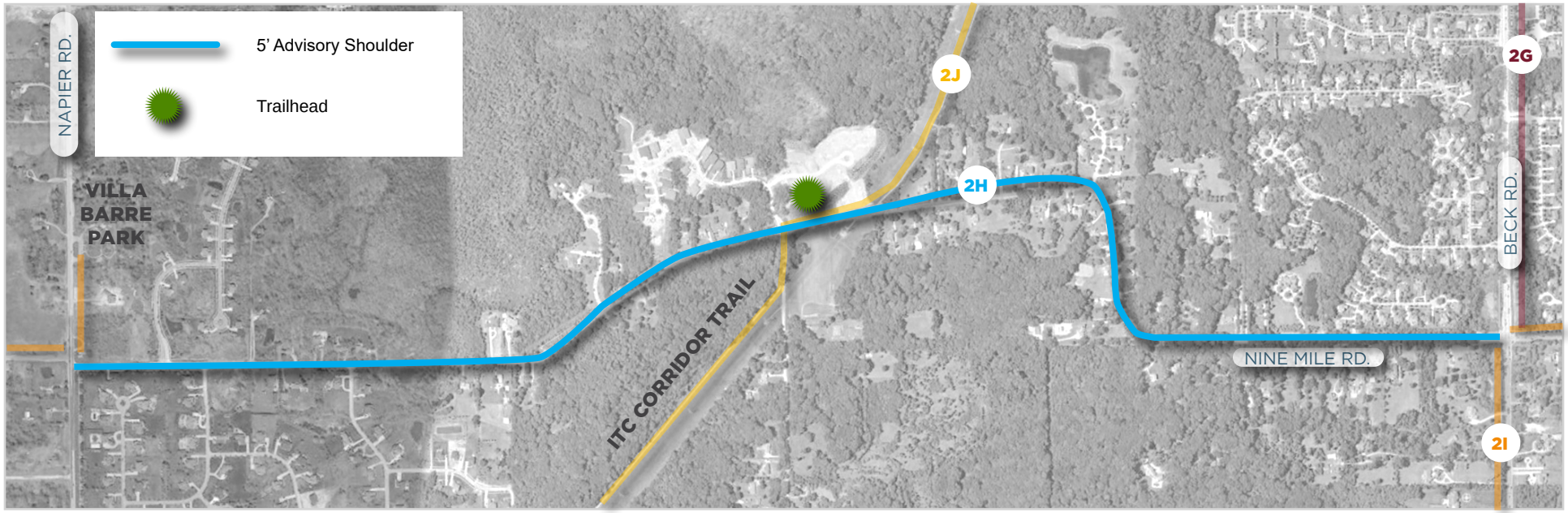
Implementation	
Cost Estimate	$165,000
Segment Length / Miles Impacted	1.5 miles
Responsible Party	Novi

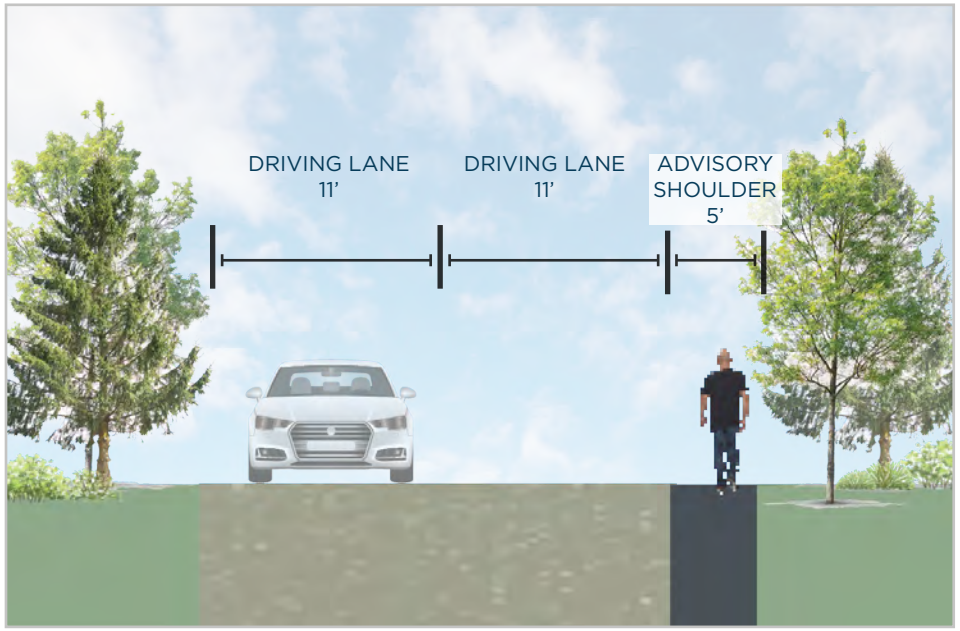
PRIORITY RANKING:

West of Beck Road, Nine Mile Road transitions to a gravel surface with intermittent sidewalks on either side of the road. Because the advisory shoulder may not be comfortable or accessible for all users, Segment 2G identifies an alternative route to the ITC Corridor Trail, which links users to regional facilities, such as the ITC Community Sports Park, Maybury Park, the I-275 Corridor, and Hines Park. The sidewalk and pathway network is already mostly established along Beck Road and Ten Mile Road, with pathway infill needed along Ten Mile Road.

SEGMENT 2H

Novi: Beck Road to Napier Road
Agricultural/Low-Density Residential | Advisory Shoulder





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	30
Average Daily Traffic Volume	1,000
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Gravel

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium

Implementation	
Cost Estimate	$5,000
Segment Length / Miles Impacted	2.22 Miles
Responsible Party	Novi

PRIORITY RANKING:

The surface of Nine Mile Road changes to gravel after Beck Road, with intermittent paved sidewalks on either the north or the south side of the road. To ensure the safety of local residents who use the road for walking and biking, signage can be installed to enhance awareness of pedestrian and cyclist activity.

SEGMENT 2I

Novi: Nine Mile Road to Maybury State Park and ITC Community Sports Park
Residential Arterial | Shared Use Path

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	45
Average Daily Traffic Volume	18,500
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Medium

Implementation	
Cost Estimate	Maintenance costs only
Segment Length / Miles Impacted	2 miles
Responsible Party	Novi

PRIORITY RANKING:

LOW

West of Beck Road, Nine Mile Road transitions to a gravel surface with intermittent sidewalks on either side of the road. Because the advisory shoulder may not be comfortable or accessible for all users, Segment 2I identifies an alternative route to the ITC Corridor Trail,the ITC Community Sports Park, and Maybury Park. The pathway network is already established along Beck Road and Eight Mile Road.

SEGMENT 2J

Novi: ITC Corridor Trail
Off-Road Trail | ITC Corridor Trail Connection

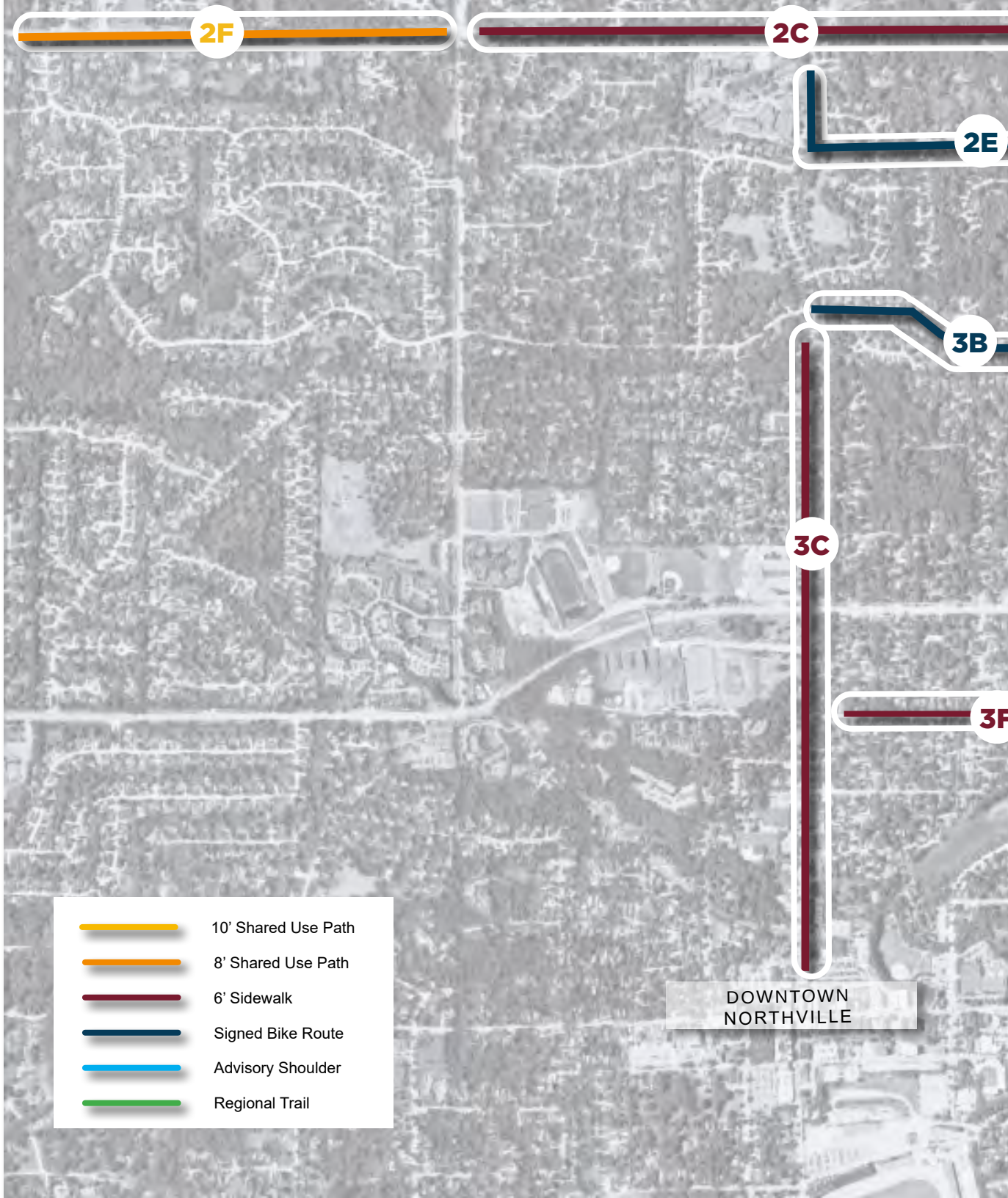
Current Segment Characteristics	
Corridor Typology	Off-Road Trail
Segment Speed Limit	40 (Napier Road)
Average Daily Traffic Volume	9,300 (Napier Road)
Sidewalk Infill Needed (Yes/No)	Yes (Boardwalk section)
Road Surface	Paved

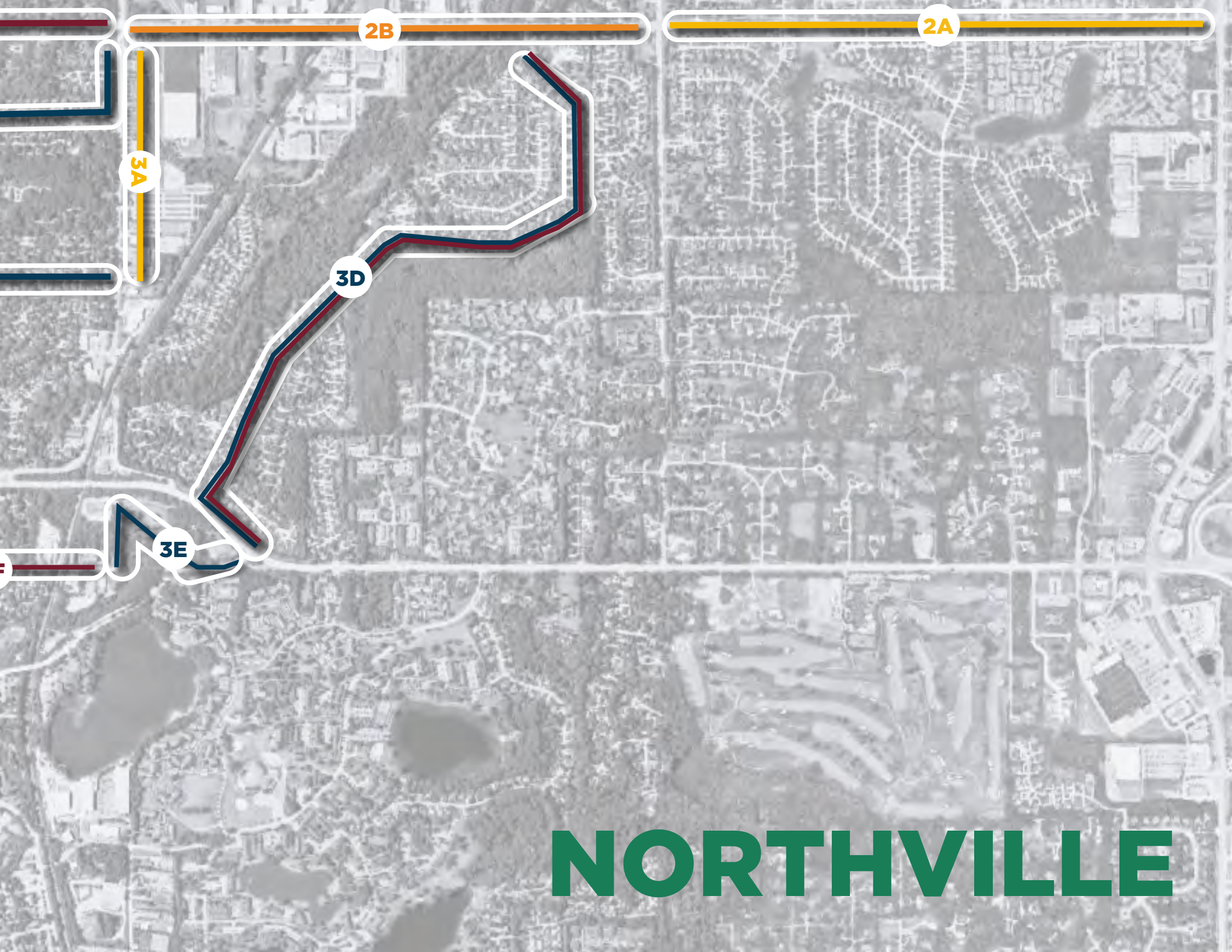
Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$300,000
Segment Length / Miles Impacted	0.45 Miles
Responsible Party	Novi

PRIORITY RANKING:

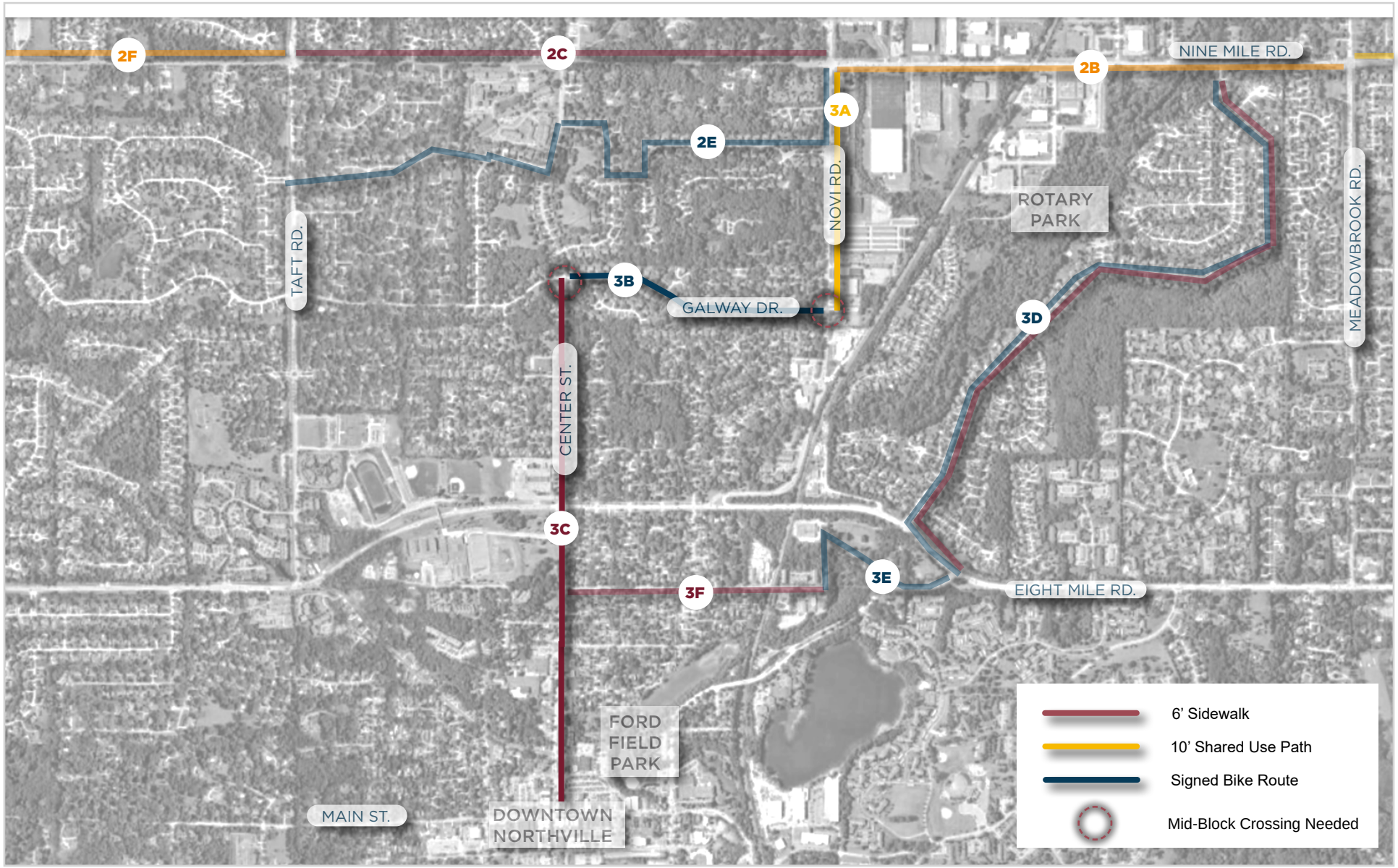
This segment uses the ITC Corridor Trail to reach existing pathways in the neighboring subdivision, bringing users to Napier Road. A wetland area present along Napier Road will require approximately 100 feet of boardwalk treatment to fully connect the paths. There is opportunity to add a connection to Villa Barre Park on the north side of Nine Mile Road. Safety interventions are being discussed by the RCOC, City of Novi, and Lyon Township for the Napier Road intersection, which should include pedestrian infrastructure.


2F
2C
2E
3B
3C
3F
10’ Shared Use Path
8’ Shared Use Path
6’ Sidewalk
Signed Bike Route
Advisory Shoulder
Regional Trail
DOWNTOWN
NORTHVILLE


2B
2A
3A
3D
3E
NORTHVILLE

SEGMENT 3A - 3C

Novi/Northville: Downtown Northville Connection
Residential Parkway | Shared Use Path, Signed Bike Route, and Enhanced Sidewalk



Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	25 - 40
Average Daily Traffic Volume	13,700
Sidewalk Infill Needed (Yes/No)	Yes (Center Street)
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High

Implementation	
Cost Estimate	$1,005,000
Segment Length / Miles Impacted	1.65 miles
Responsible Party	Novi/Northville

PRIORITY RANKING:

10' SHARED USE PATH

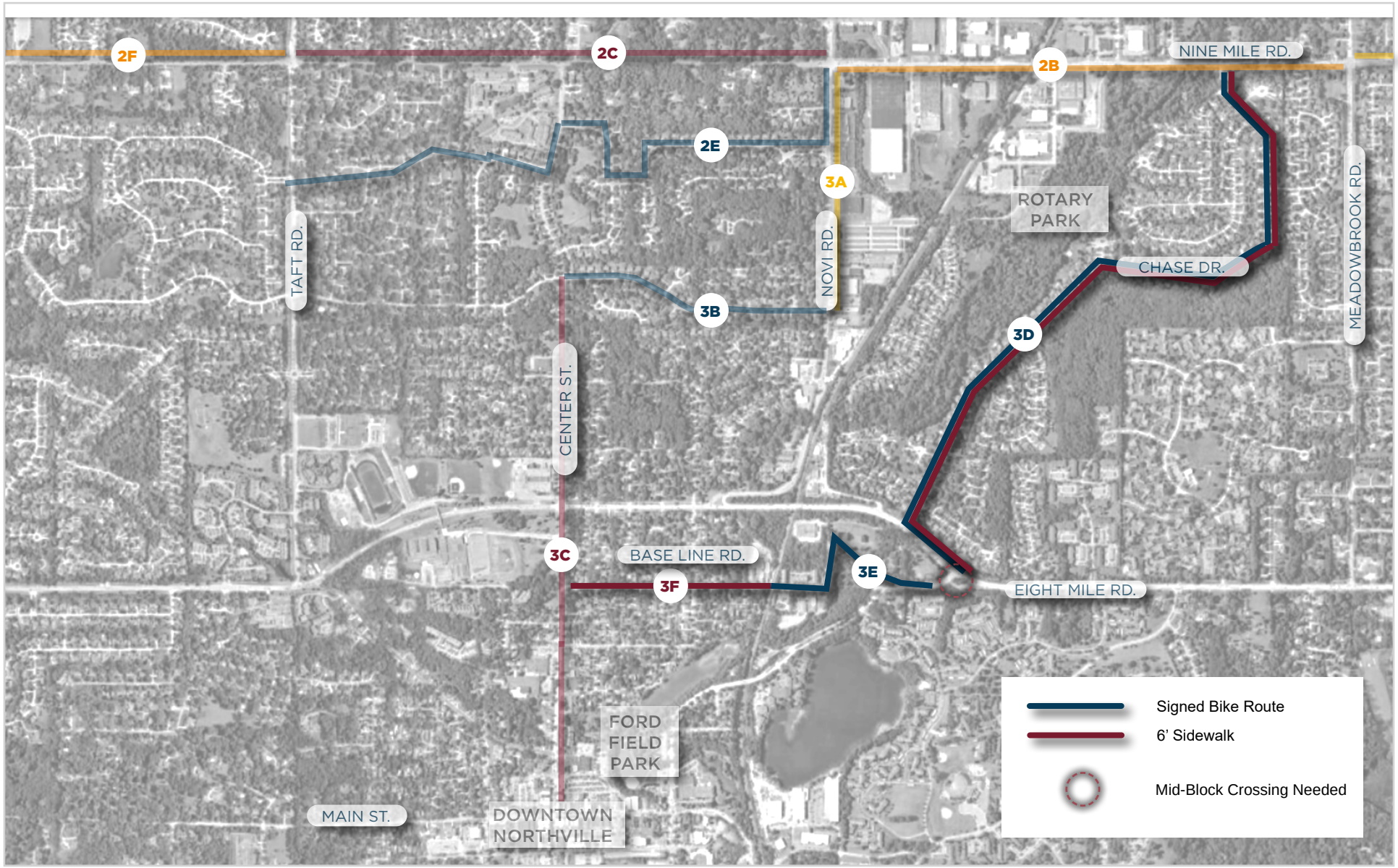
SIGNED BIKE ROUTE

6' SIDEWALK

Downtown Northville and several of the city's recreational amenities are located within one mile of the Nine Mile Road Corridor. Establishing a connection from Nine Mile Road to Downtown Northville would link numerous residential neighborhoods to the commercial district. There is potential to widen the sidewalk on Novi Road to accommodate a 10-foot shared-use path, connecting it via a designated bike route to the existing sidewalk on Center Street. Due to right-of-way constraints on Center Street, additional pathway widening beyond the 6-foot sidewalk may not be feasible. Filling sidewalk gaps and completing any necessary maintenance should be prioritized along Center Street. This is one of two segment options to create a connection to Downtown Northville.

SEGMENT 3D - 3F

Novi/Northville: Downtown Northville Connection
Residential Parkway | Signed Bike Route and Enhanced Sidewalk



Current Segment Characteristics	
Corridor Typology	Suburban Downtown
Segment Speed Limit	NA
Average Daily Traffic Volume	NA
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	NA

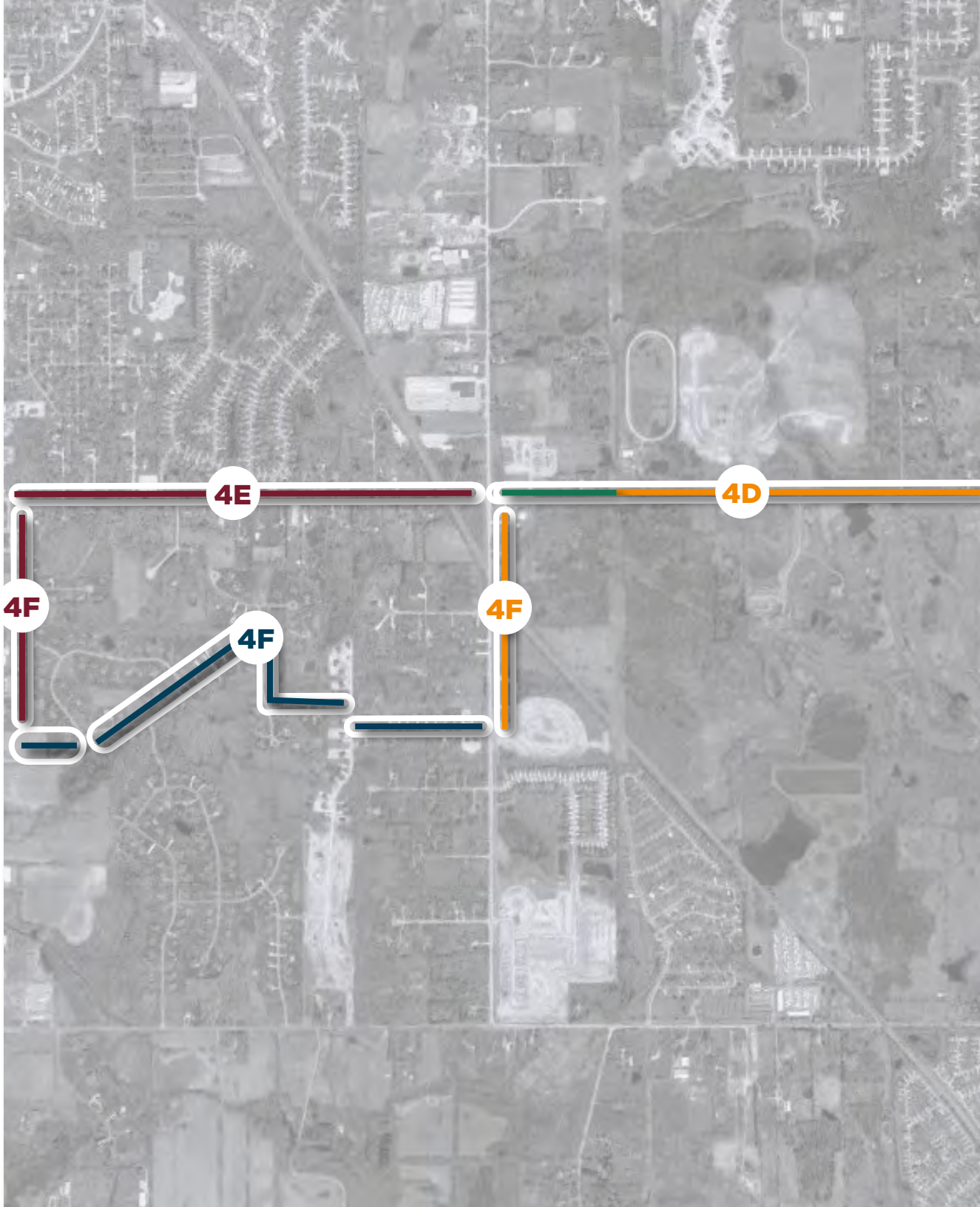
Implementation	
Cost Estimate	$10,000 and maintenance costs
Segment Length / Miles Impacted	~2 Miles
Responsible Party	Novi / Northville

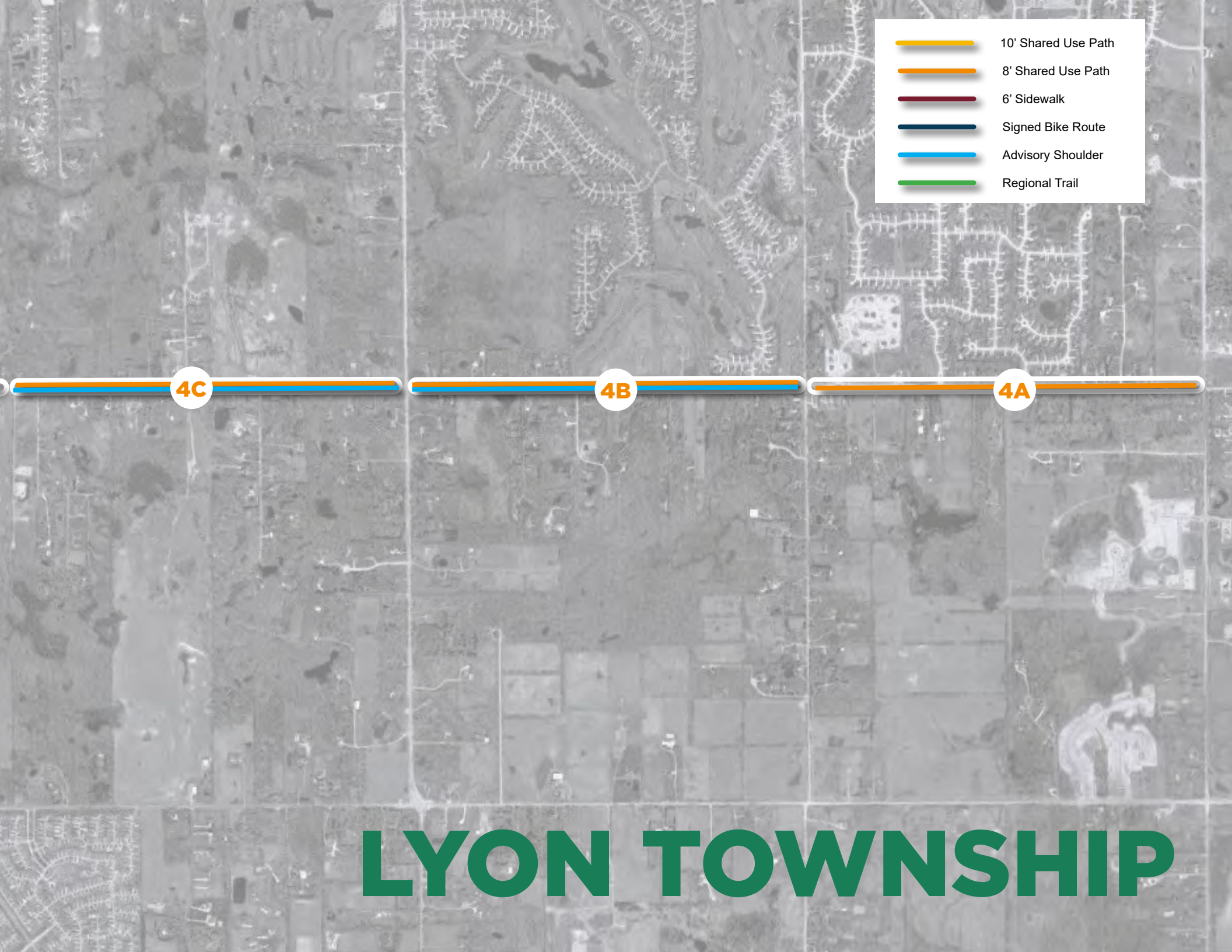
PRIORITY RANKINGS:

SIGNED BIKE ROUTE

6' SIDEWALK

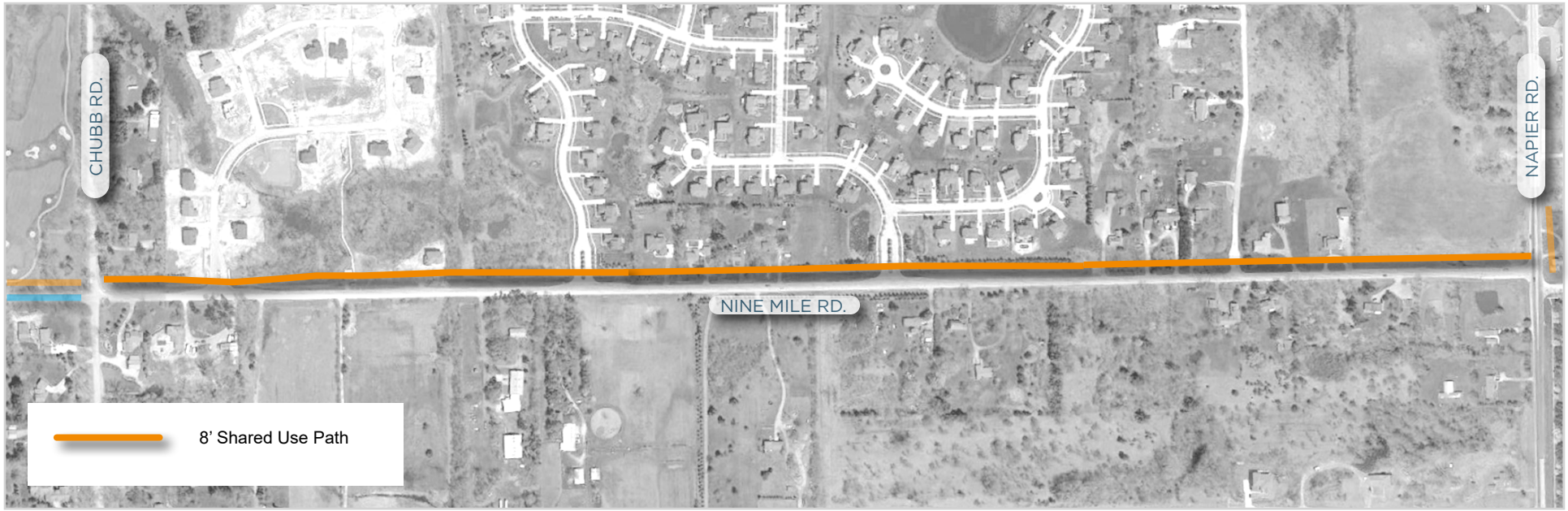
Downtown Northville and several of the city's recreational amenities are located within one mile of the Nine Mile Road Corridor. Establishing a connection from Nine Mile Road to Downtown Northville would link numerous residential neighborhoods to the commercial district. There is opportunity to sign Chase Drive as a bike route, while the street also offers 6-foot sidewalks for pedestrians. Segment 3E is a challenging area to install any sidewalks or shared-use paths, but can connect users to Center Street on Base Line Road. By linking Northville with the broader Nine Mile Road Corridor, this vision supports a connected, accessible community, making it easier for residents and visitors alike to enjoy the amenities of Downtown Northville.

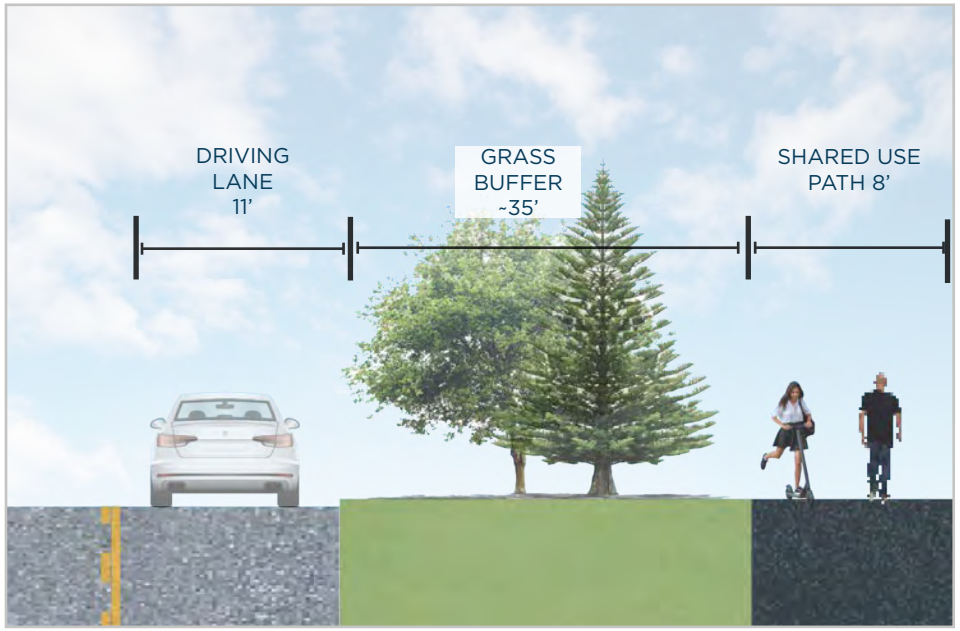

4E
4D
4F
4F
4F


10’ Shared Use Path
8’ Shared Use Path
6’ Sidewalk
Signed Bike Route
Advisory Shoulder
Regional Trail
4C
4B
4A
LYON TOWNSHIP

SEGMENT 4A

Lyon Township: Napier Road to Chubb Road
Agricultural/Low-Density Residential | Shared Use Path





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	800
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Combination Gravel and Paved

Challenges	
Highway Crossing (Yes/No)	Yes (Napier Rd)
Driveway Frequency (Low, Medium, High)	Medium

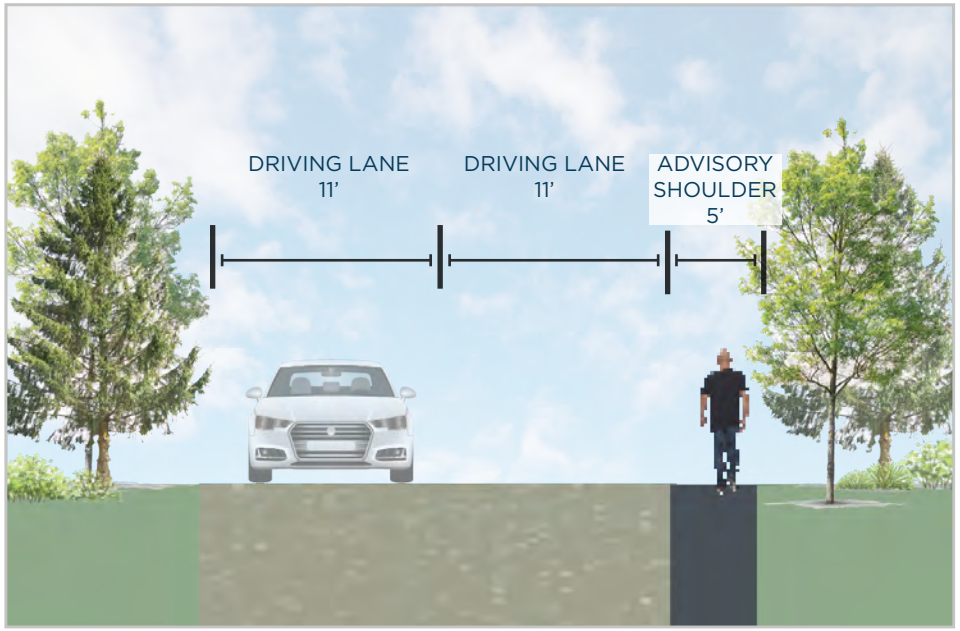
Implementation	
Cost Estimate	$660,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:

Several parcels between Napier Road and Chubb Road are slated for development, offering an opportunity to fill gaps in the current pathway network. Coordination with property owners will be necessary to construct pedestrian facilities and complete the proposed shared use path. Safety interventions are being discussed by the RCOC, City of Novi, and Lyon Township for the Napier Road intersection and should include pedestrian infrastructure.

SEGMENT 4B

Lyon Township: Chubb Road to Currie Road
Agricultural/Low-Density Residential | Advisory Shoulder, Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	800
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Gravel

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$5,000 (near-term), $660,000 (long-term)
Segment Length / Miles Impacted	1 Mile
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:

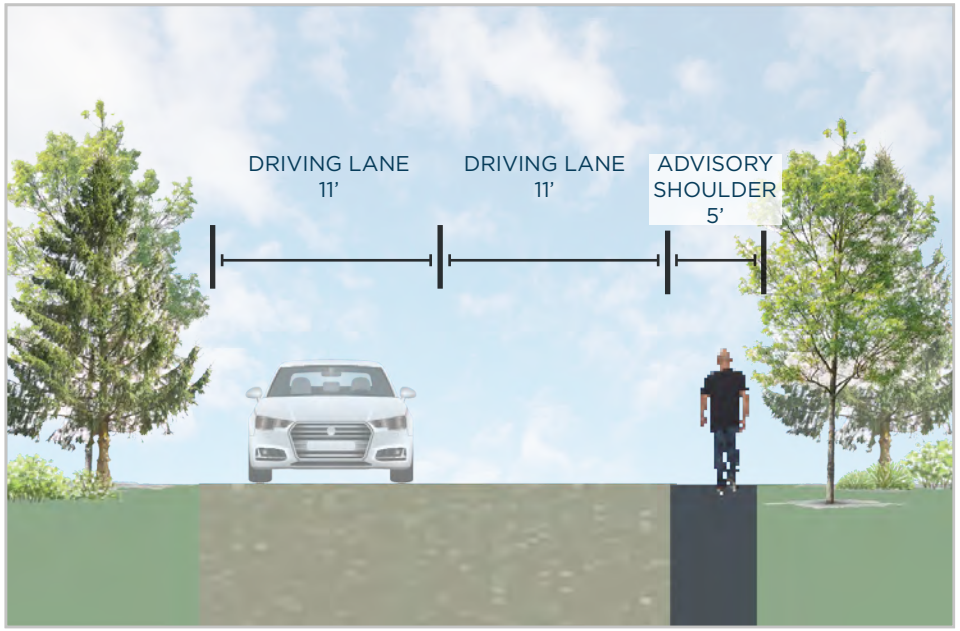
ADVISORY SHOULDER

8’ SHARED USE PATH

Given the right-of-way constraints, installing off-road pedestrian and bicycling facilities such as sidewalks or shared use paths may not be feasible for this segment. Pedestrian and bicycle activity is not preferred along the existing cart paths. Instead, it may be necessary to explore alternative solutions, such as an advisory shoulder with improved signage, to enhance pedestrian safety without requiring significant near-term infrastructure changes. Long-term, should any developments be planned for this area, continuing the 8-foot shared use path treatment would be ideal.

SEGMENT 4C

Lyon Township: Currie Road to Briar Meadow Road
Agricultural/Low-Density Residential | Advisory Shoulder, Shared Use Path



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	600
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Combination Gravel and Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$5,000 (near-term, $600,600 long-term)
Segment Length / Miles Impacted	0.91 Miles
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:

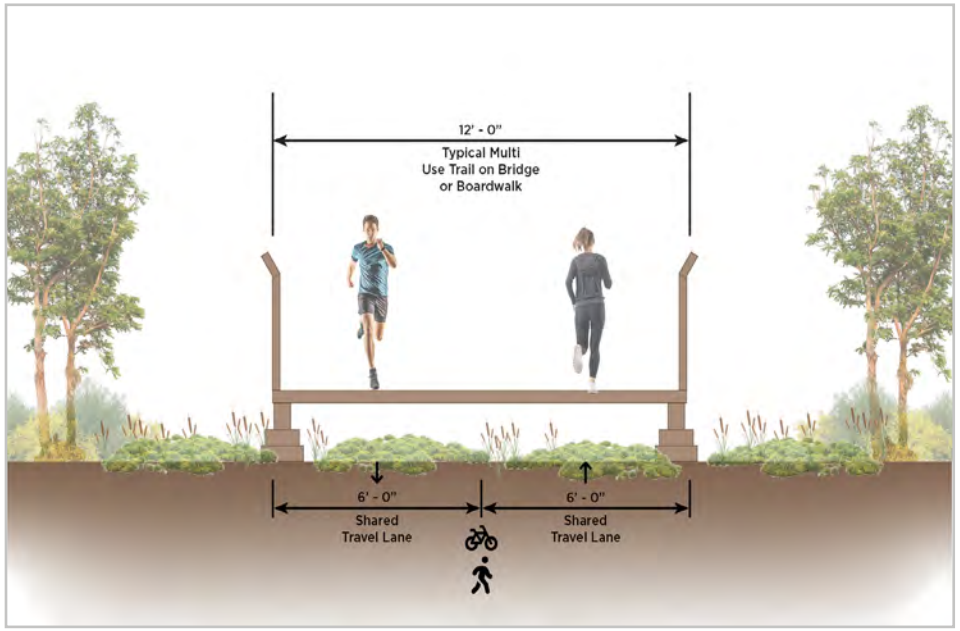
ADVISORY SHOULDER

8' SHARED USE PATH

To ensure the safety of local residents who use Nine Mile Road for walking and biking, signage can be installed to enhance awareness of pedestrian and cyclist activity. Long-term, should any developments be planned for this area, continuing the 8-foot shared use path treatment would be ideal.

SEGMENT 4D

Lyon Township: Briar Meadow Road to Griswold Road
Agricultural/Low-Density Residential | Shared Use Path, Boardwalk



PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Agricultural/Low-Density Residential
Segment Speed Limit	45
Average Daily Traffic Volume	600
Sidewalk Infill Needed (Yes/No)	Yes - Boardwalk section
Road Surface	Combination Gravel and Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$5,575,000
Segment Length / Miles Impacted	1.06 Miles
Responsible Party	Lyon Township, RCOC

PRIORITY RANKING:

There is a development planned at the Cattails Golf Course that will include shared use paths. The parcel at the corner of Griswold Road and Nine Mile Road is Township property where shared use paths could also be added. A boardwalk treatment will be necessary to connect the shared use paths across a wetland area.

SEGMENT 4E

Lyon Township: Griswold Road to Pontiac Trail
Residential Arterial | Shared Use Path, Enhanced Sidewalk

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	45
Average Daily Traffic Volume	6,600
Sidewalk Infill Needed (Yes/No)	Yes
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High

Implementation	
Cost Estimate	$550,000
Segment Length / Miles Impacted	1 Mile
Responsible Party	Lyon Township, RCOC, South Lyon

PRIORITY RANKING:

Given the right-of-way constraints and number of property owners along Nine Mile Road, continuing the pathway on the north side presents challenges. However, there are a couple of segments of existing sidewalk that could serve as a foundation for expansion. Additionally, a neighborhood trail currently connects downtown South Lyon with the subdivision. If property ownership changes in the future, there may be opportunity to extend another trail from the subdivision to Nine Mile Road, offering direct access to downtown South Lyon and the Huron Valley Trail.

SEGMENT 4F

Lyon Township: Griswold Road to Pontiac Trail
Residential Parkway | Shared Use Path, Signed Bike Route, Enhanced Sidewalk

10' Shared Use Path (Existing)

6' Sidewalk

Signed Bike Route

Mid-Block Crossing Needed

Current Segment Characteristics	
Corridor Typology	Residential Parkway
Segment Speed Limit	25
Average Daily Traffic Volume	NA
Sidewalk Infill Needed (Yes/No)	Yes (Griswold Road, Pontiac Trail)
Road Surface	Paved

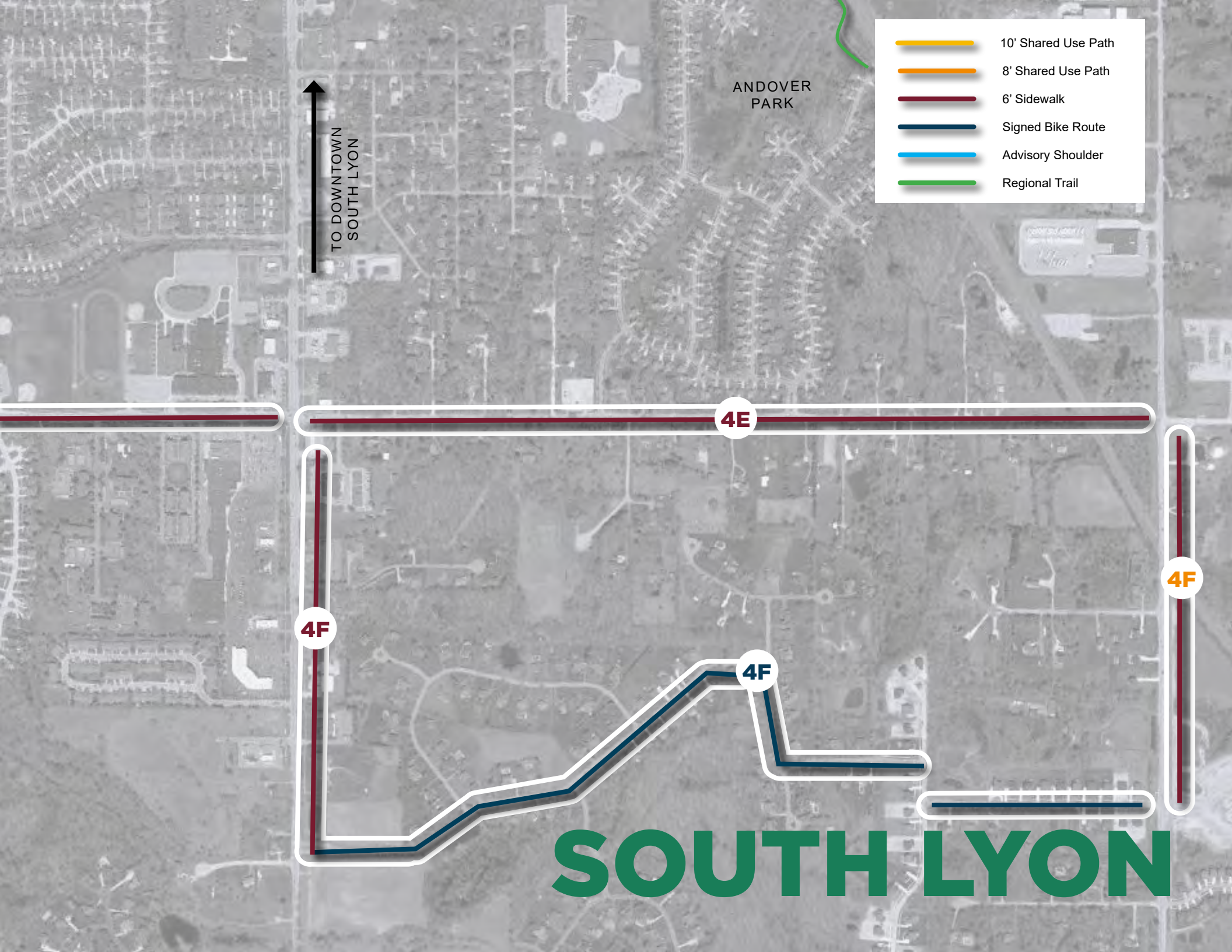
Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	High

Implementation	
Cost Estimate	$310,000
Segment Length / Miles Impacted	1.98 Miles
Responsible Party	Lyon Township

PRIORITY RANKING:

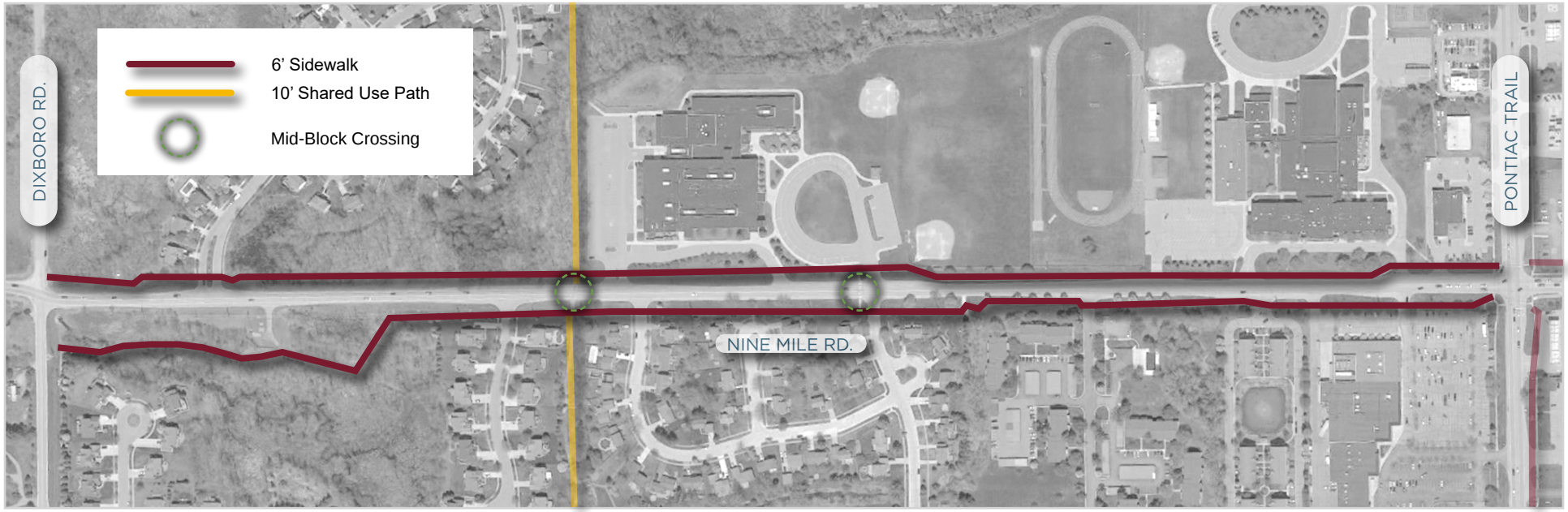
A near-term alternative for constructing on-road pedestrian and bicycle facilities is a signed bike route through the subdivision south of Nine Mile Road. The route would utilize existing residential streets, directing cyclists and pedestrians away from higher-traffic areas on Nine Mile Road. Once they reach Pontiac Trail, users will be able to connect to downtown South Lyon and the Huron Valley Trail.

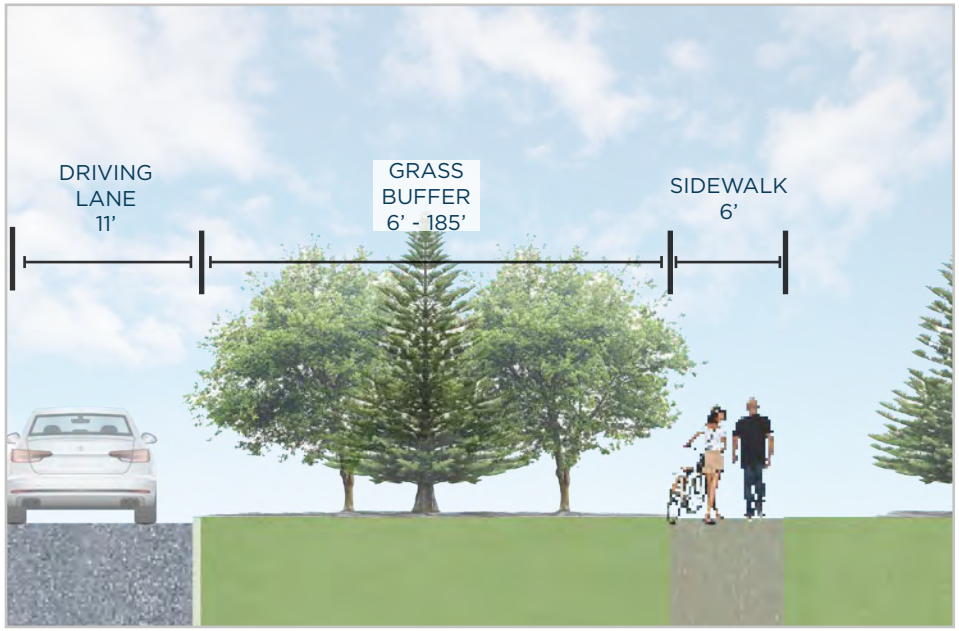
LIVINGSTON COUNTY
OAKLAND COUNTY
SPUR TO HURON VALLEY TRAIL
5A
SPUR TO VOLUNTEER PARK
VOLUNTEER
PARK


10’ Shared Use Path
8’ Shared Use Path
6’ Sidewalk
Signed Bike Route
Advisory Shoulder
Regional Trail
ANDOVER PARK
TO DOWNTOWN SOUTH LYON
4E
4F
4F
4F
SOUTH LYON

SEGMENT 5A

South Lyon: Pontiac Trail to Dixboro Road
Residential Arterial | Enhanced Sidewalk





PROJECT EXAMPLE

Current Segment Characteristics	
Corridor Typology	Residential Arterial
Segment Speed Limit	35
Average Daily Traffic Volume	10,600
Sidewalk Infill Needed (Yes/No)	No
Road Surface	Paved

Challenges	
Highway Crossing (Yes/No)	No
Driveway Frequency (Low, Medium, High)	Low

Implementation	
Cost Estimate	$425,000
Segment Length / Miles Impacted	0.77 Miles
Responsible Party	South Lyon

PRIORITY RANKING:

The existing sidewalk between Pontiac Trail and Dixboro Road provides a connection to downtown South Lyon, the local neighborhood trail system, and two schools. Users can take the neighborhood trail spur north to the Huron Valley Trail and the Michigan Air Line Trail. Improvements could include widening sidewalks, planting trees in the buffer zones between pedestrians and traffic, and adding safety features and signage around crossings.

ACTION PLAN

CORRIDOR-WIDE ACTION PLAN

The Action Plan for the Nine Mile Corridor West Plan serves as a guide for implementing the recommended pathway segments. Municipalities along the Nine Mile Corridor can use this section to prioritize projects based on community needs, identify responsible parties for implementation, and explore potential funding opportunities for the planning, design, and construction of pathways.

Outside of the individual pathway segments, there are a number of recommendations that can be applied to the entire Nine Mile Corridor. These recommendations are intended to work simultaneously with the recommended segments and ensure that the Nine Mile Corridor becomes a regional signature corridor rather than just a sidewalk or pathway.

NINE MILE ROAD PAVING

About half of the Nine Mile Corridor West project study area consists of gravel road. Given the potential for the road to be paved in the future, this presents an opportunity to incorporate dedicated space for non-motorized users. Community engagement feedback strongly favors pedestrian and bicycle facilities that are separated from the road.

FUTURE DEVELOPMENT

With much of the land around the Nine Mile Corridor West project area being agricultural and undeveloped, there is significant residential development pressure. Each community has regulations governing the design and construction of sidewalks and shared-use paths. For instance, Lyon Township and Novi require a public bicycle path or sidewalk for all new developments along principal arterial, minor arterial, and collector roads, including Nine Mile Road. As properties along the corridor change ownership and new developments are planned, pathways aligning with the Nine Mile Corridor West vision and recommendations can be built.

If a developer faces budget constraints preventing them from building the recommended pathway segments, financial partnerships between the developer, the municipality, and other stakeholders should be explored to alleviate the financial burden. Additionally, grants and incentives can be pursued to subsidize the cost of constructing wider paths that meet community preferences for separated facilities. Phased construction or using alternative, cost-effective materials may also offer flexible solutions.

INTERSECTION SAFETY

Safety improvements at key intersections along the Nine Mile Corridor are a critical focus of the action plan, particularly where pedestrian and bicycle facilities intersect with major roadways. Enhanced crosswalks, improved lighting, and clear signage should be prioritized to ensure the safety of non-motorized users. At Napier Road, a proposed roundabout would significantly improve traffic flow and reduce collision points, creating a safer environment for all users. Roundabouts have been shown to reduce vehicle speeds and minimize severe crashes, making them ideal for balancing the needs of motorists, pedestrians, and cyclists. Additionally, trail crossings should receive safety improvements, incorporating features such as flashing beacons and clear pavement markings to protect trail users. Incorporating these safety measures, along with separated pathways where possible, will create a more comfortable and user-friendly corridor for all travelers.

FORMALLY ADOPT THE PLAN RECOMMENDATIONS

On September 19, 2024, the Oakland County Board of Commissioners approved the Memorandum of Understanding (MOU) for the Nine Mile Corridor project. This non-binding agreement demonstrates the commitment of the Nine Mile Communities to work together on planning, designing, constructing, and promoting the Nine Mile Pathway, as outlined in the Feasibility Study.

PURSUE STRATEGIC FUNDING OPPORTUNITIES

Partnerships with state and regional agencies, as well as with foundations and other potential funders, should be explored and cultivated. These relationships will help the project partners apply for and receive the funding necessary to begin implementing the recommendations. Ongoing conversations will be needed to ensure that enough funding is available to complete the corridor.

ESTABLISH A CORRIDOR MANAGEMENT ENTITY TO MAINTAIN THE TRAIL

As the Nine Mile Corridor is a multi-jurisdictional corridor, it may be necessary to establish an organization responsible for the management and maintenance of the pathway. This entity may also be best suited to take on corridor plan implementation, work with each individual city, and coordinate efforts between all stakeholders. Following completion of the pathway segments, maintenance, repairs, and updates will be needed on an ongoing basis, which this organization could take on.

CONDUCT AN ANNUAL "CORRIDOR SYSTEM REVIEW"

A major task of the corridor management entity would be to conduct an annual system review to determine where maintenance is needed in the coming year. A checklist of items should be developed and evaluated by a team trained to identify areas of concern.

PATHWAY PRIORITIZATION

Segments were prioritized based on cost, potential funding, implementation difficulty, community need, anticipated usage, equity considerations, timing, and potential coordination with other road projects. Advisory shoulder treatments and signed bike routes were identified as the highest priority due to their relatively low implementation cost, even if they are part of a segment with a lower overall or community priority ranking. Each community will be responsible for further prioritizing segments within their jurisdiction based on local funding availability, specific needs, development opportunities, and overall corridor goals.

CITY	SEGMENT	FROM	TO	TREATMENT	COST ESTIMATE	OVERALL PRIORITY**	PARTNERS
Farmington Hills	1A	I-275	Haggerty Road	10' Shared Use Path	$90,000	3	MDOT, Farmington Hills
Novi	2A	Haggerty Road	Meadowbrook Road	10' Shared Use Path	$900,000	3	Novi
	2B	Meadowbrook Road	Novi Road	8' Shared Use Path	$660,000	2	Novi
	2C	Novi Road	Taft Road	Enhanced Sidewalk	$315,000	3	Novi
	2D	Novi Road	Steeple Path / Nine Mile Road	Signed Bike Route	$5,000	5	Novi
	2E	Novi Road	Center Street / Nine Mile Road	Signed Bike Route	$5,000	5	Novi
	2F	Taft Road	Beck Road	8' Shared Use Path	$660,000	1	Novi
	2G	Nine Mile Road	ITC Corridor Trail	Enhanced Sidewalk, 8' Shared Use Path	$165,000	4	Novi
	2H	Beck Road	Napier Road	Advisory Shoulder	$5,000	5	Novi
	2I	Nine Mile Road	ITC Community Sports Park, Maybury State Park	8' Shared Use Path	Maintenance	3	Novi
	2J	ITC Corridor Trail	Napier Road	Off-Road Trail, Enhanced Sidewalk, 8' Shared Use Path, Boardwalk	$300,000	4	ITC Holdings Corp, Novi

CITY	SEGMENT	FROM	TO	TREATMENT	COST ESTIMATE	OVERALL PRIORITY**	PARTNERS
Northville	3A	Nine Mile Road (Novi Road)	Galway Drive	10' Shared Use Path	$450,000	1	Novi, Northville
	3B	Novi Road (Galway Drive)	Center Street	Signed Bike Route	$5,000	5	Novi, Northville
	3C	Galway Drive (Center Street)	Lake Street	Enhanced Sidewalk	$550,000	2	Novi, Northville
	3D	Nine Mile Road (Chase Dr)	Eight Mile Road	Signed Bike Route, 6' Sidewalk	$5,000	5	Novi, Northville
	3E	Eight Mile Road	Base Line Road	Signed Bike Route	$5,000	5	Northville
	3F	Base Line Road	Center Street	6' Sidewalk	Maintenance	2	Northville

1 = Lowest Priority Projects, 5 = Highest Priority Projects
*Ranking of projects within each community
**Overall of projects throughout the entire corridor

CITY	SEGMENT	FROM	TO	TREATMENT	COST ESTIMATE	OVERALL PRIORITY**	PARTNERS
Lyon Township	4A	Napier Road	Chubb Road	8' Shared Use Path	$660,000	4	Lyon Township, RCOC
	4B	Chubb Road	Currie Road	Advisory Shoulder	$5,000	5	Lyon Township, RCOC
	4B	Chubb Road	Currie Road	8' Shared Use Path	$660,000	1	Lyon Township, RCOC
	4C	Currie Road	Briar Meadow Road	Advisory Shoulder	$5,000	5	Lyon Township, RCOC
	4C	Currie Road	Briar Meadow Road	8' Shared Use Path	$648,000	1	Lyon Township, RCOC
	4D	Briar Meadow Road	Griswold Road	8' Shared Use Path, Boardwalk	$5,575,000	2	Lyon Township, RCOC
	4E	Griswold Road	Pontiac Trail	Enhanced Sidewalk	$550,000	3	Lyon Township, RCOC
	4F	Nine Mile Road	Deer Haven Dr	8' Shared Use Path	$275,000	2	Lyon Township
	4F	Nine Mile Road	Lyon Trail S	Signed Bike Route	$5,000	5	Lyon Township
	4F	Lyon Trail S	Nine Mile Road	Enhanced Sidewalk	$275,000	2	Lyon Township
South Lyon	5A	Pontiac Trail	Dixboro Road	Enhanced Sidewalk	$425,000	4	South Lyon

1 = Lowest Priority Projects, 5 = Highest Priority Projects
*Ranking of projects within each community
**Overall of projects throughout the entire corridor

PATHWAY COST ESTIMATES

As part of the Nine Mile Corridor Plan, high-level cost estimates were developed to help guide the four corridor communities in implementation. Cost estimates at the planning stage are intended to be order of magnitude costs that give an idea of how much funding is necessary to make each segment a reality. The cost estimates will also be useful in community budgeting, identifying potential funding streams available at the regional level, and in applying for grant funding.

The cost estimates for each project type were developed using recent linear foot costs derived from both national research and projects completed around Michigan. These estimates are not final and are likely to change based on the information gathered during the final design and engineering stages. Additionally, the cost estimates are based on recently available data and could change based on inflation, construction costs, or other economic conditions. Note that these costs do not include any right-of-way acquisition costs, staff management time, or costs associated with trailheads and placemaking elements along the corridor.

Cost estimates for each typology are as follows:

- **10’ Shared Use Path** - $900,000 per mile
- **8’ Shared Use Path** - $660,000 per mile
- **Sidewalk Improvements** - $550,000 per mile
- **Signed Bike Route** - $5,000 per mile
- **Advisory Shoulder -** $5,000 per mile
- **Boardwalk** - $3,000 per foot

There is a correlation between the amount of protection provided by each pathway type and the cost associated with construction. Generally, as protection and comfort increase for pedestrians and cyclists, costs increase. It is important to note that the Nine Mile Corridor Plan is aiming to maximize safety, comfort, and functionality for the maximum number of diverse users to ensure that the corridor is highly utilized. This will require a greater investment overall to achieve the desired goals of the communities.

Based on the construction cost estimates, it would cost about $13M to construct the entire pathway system from I-275 to Dixboro Road. Additional investigation would be needed to identify more detailed costs based on the specific conditions along Nine Mile Road.

CITY	ESTIMATED TOTAL PATHWAY TREATMENT COST
Farmington Hills	$90,000
Novi	$2,500,000 - $3,105,000
Northville	$1,015,000
Lyon Township	$7,350,000 - $8,648,000
South Lyon	$425,000
Total	$11,380,000 - $13,283,000

RESPONSIBILITIES AND PARTNERS

The Nine Mile Corridor West Plan represents an ambitious regional plan that will require individual efforts from each of the partner communities, as well as partnerships between neighboring municipalilties, RCOC, AND SEMCOG, depending on the location of the project. These partnerships are essential to ensuring that each segment of the corridor is implemented in a way that is consistent through the four municipalities.

First, each municipality will be individually responsible for implementing the segments that are located within their specific city, or township limits. Each segment has been prioritized at the municipal level, as well as for the entire corridor. This will be helpful in determining the order of implementation for each pathway segment within each community. Staff should focus on moving the top ranked projects forward to design and implementation as these present the most feasible and most likely projects to receive funding.

However, larger efforts to complete the corridor pathway could be undertaken as well. Given the regional nature of the corridor, there is an opportunity for a regional entity such as Oakland County Parks and Recreation, SEMCOG, or a new regional trail entity to act as a fiduciary to distribute funding and oversee the construction of the pathway. This group would be responsible for receiving grant funding and ensuring the recommendations of the plan are implemented in a way that maintains consistency throughout the nearly 30-mile corridor. .

FUNDING SOURCES

There are several options to help fund the development of trails. Depending on the funding source, the primary applicant may need to be either a government agency or a nonprofit organization. Options for both categories are described below. When local government agencies and nonprofit organizations collaborate, they might be able to leverage one another's funding efforts, leading to greater opportunities for trail building.

REGIONAL

SEMCOG Planning Assistance Program
Grant Amount: $50,000

Match Amount: Minimum 18.2% of the project cost

Funds: Plans for Transportation Equity, Complete Streets & Corridor Safety, Trails & Greenway, EV Infrastructure, Broadband Access, and Stormwater Management.

Considerations: Geared towards promoting regional plans and priorities. Multi-jurisdictional projects and additional match are key components.

SEMCOG Carbon Reduction Program
Grant Amount: $1.5M

Match Amount: Minimum 20% of the project cost

Funds: Construction, planning, and design of nonmotorized trail facilities

Considerations: Goal is to reduce transportation and greenhouse gas emissions.

SEMCOG

FUNDING SOURCES

GOVERNMENT AGENCIES

Land and Water Conservation Fund (LWCF)
Grant Amount: $30,000-$500,000

Match Amount: Minimum 50% of the project cost

Funds: Property acquisition or design and construction

Considerations: Applications due annually on April 1. Must have a 5-Year Parks and Recreation Plan approved by the DNR by February 1 of the year applying. Funds must be spent in 2 years, and properties on which the trail is constructed are encumbered for public recreation in perpetuity.

Michigan Natural Resources Trust Fund (MNRTF)
Grant Amount: $15,000-$300,000

Match Amount: Minimum 25% of the project cost

Funds: Property acquisition or design and construction

Considerations: Applications due annually on April 1. Must have a 5-Year Parks and Recreation Plan approved by the DNR by February 1 of the year applying. Properties acquired or developed with MNRTF grants are encumbered for public recreation in perpetuity. There are no minimum or maximum funding restrictions on property acquisition grants.

FUNDING SOURCES

Safe Routes to School (SRTS) Major Grants
Grant Amount: Variable

Match Amount: Minimum 20% of the project cost

Funds: Design and construction

Considerations: The primary beneficiaries of all infrastructure treatments must be any K-12 students walking or bicycling between home and school

Transportation Alternatives Program (TAP)
Grant Amount: $200,000 or more

Match Amount: Minimum 20% of the project cost

Funds: Design and construction

Considerations: Applications are accepted at various times throughout the year.

FUNDING SOURCES

NON-PROFIT ORGANIZATIONS

People for Bikes (PFB) Community Grants
Grant Amount: Up to $10,000

Match Amount: Not specified

Funds: Design and construction

Considerations: Applications open annually in fall.

Michigan Trails Fund
Grant Amount: Varies

Match Amount: Not specified

Funds: Planning, design, engineering, acquisition, and construction of non-motorized, regional trail projects

Considerations: Funding comes from private resources and distributed to local agencies to implement trail connections

MICHIGAN TRAILS FUND
Supporting Non-motorized Recreation for All

peopleforbikes

FUNDING SOURCES

PHILANTHROPY

Ralph C Wilson Jr. Foundation
Grant Amount: Varies

Match Amount: Not specified

Funds: Design and construction of trail to make connections eliminate gaps in the regional trail network.

Considerations: $50M in funding has been committed for projects that are regionally significant, connect communities, have significant community support, can effectively operate and maintain following completion, and garner additional leverage investment that is at 2/3 of the total project cost.

Ralph C Wilson Jr. Legacy Fund – Design and Access Funds
Grant Amount: Up to $50,000

Match Amount: Not specified

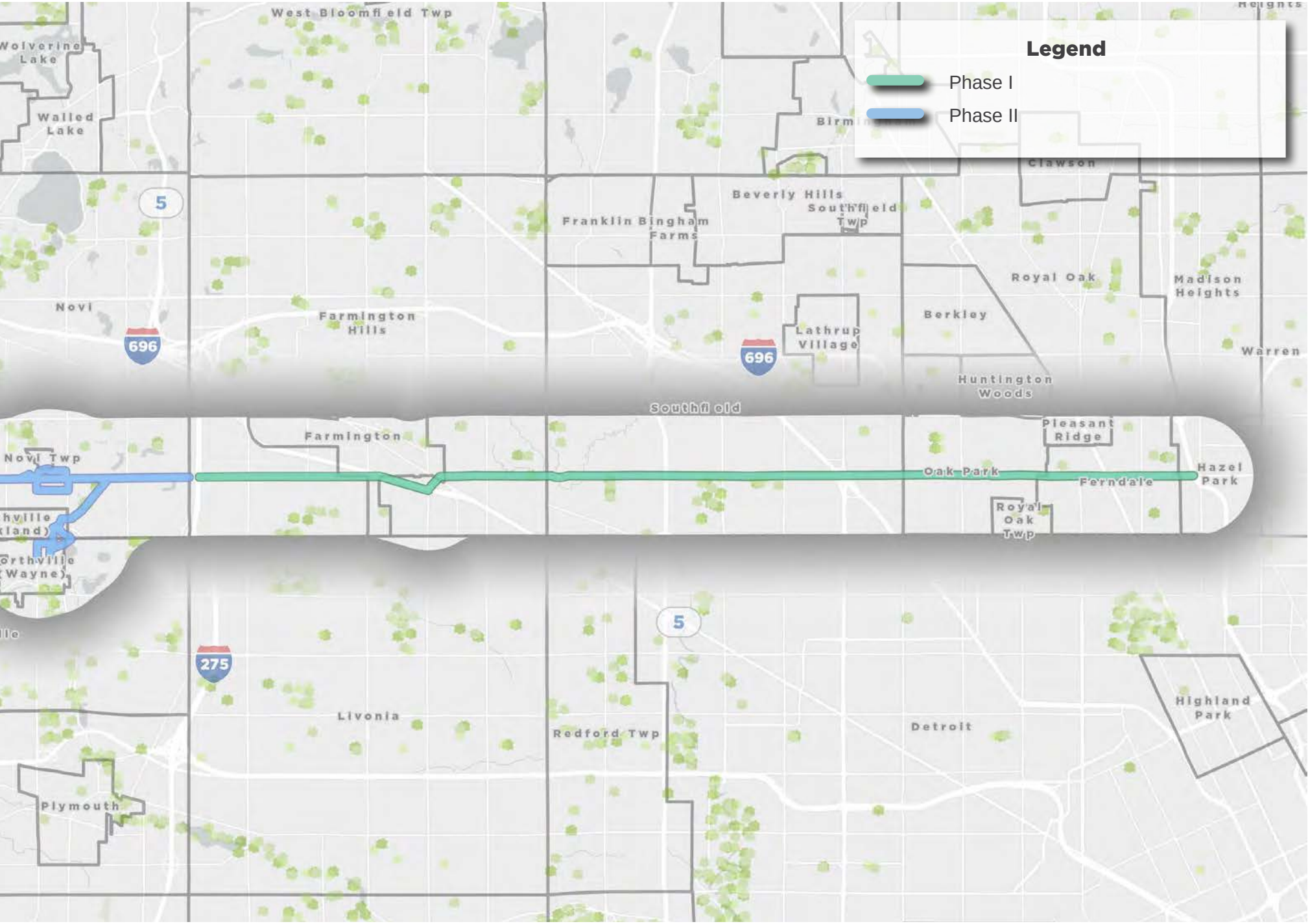
Funds: Projects in Southeast Michigan that serve to increase the walkability and bikeability of local communities and increase outdoor recreation activities

Considerations: Distributed by the Community Foundation for Southeast Michigan

CONCLUSION

The Nine Mile Corridor Trails Plan represents a collaborative effort between Oakland County Parks and its partner communities to create a vision for enhanced non-motorized connectivity. Together, the Phase 1 and Phase 2 plans for the Nine Mile Corridor serve as the region's blueprint for non-motorized pathway development along Nine Mile Road. With nearly 30 miles of planned segments, the Nine Mile Corridor will be Oakland County's signature cross-county trail, providing increased access to parks, trails, schools, downtown districts, and other regional assets.

The Nine Mile Corridor Plan examined the corridor's characteristics and developed conceptual route alignments. As the project advances, the focus shifts to detailed feasibility studies, further refinement of the conceptual routes, and the development of engineering plans necessary for construction. These next steps will bring the Nine Mile Corridor closer to realizing its potential as a signature trail, fostering healthy lifestyles, supporting active transportation, and enhancing the overall quality of life for residents and visitors alike.


Legend
Phase I
Phase II
West Bloomfield Twp
Wolverine Lake
Walled Lake
Novi
Farmington Hills
Franklin
Bingham Farms
Beverly Hills
Southfield Twp
Birmingham
Clawson
Royal Oak
Madison Heights
Berkley
Lathrup Village
Warren
Huntington Woods
Southfield
Farmington
Novi Twp
Pleasant Ridge
Oak Park
Ferndale
Hazel Park
Royal Oak Twp
Northville (Wayne)
Livonia
Redford Twp
Detroit
Highland Park
Plymouth
5
696
275

Oakland County Nine Mile Pathway Phase II Task Force
Memorandum of Understanding

By and Among the Communities of Novi, Northville, Lyon Township, South Lyon, and Oakland County.

This Memorandum of Understanding between these 5 communities is for the purpose of clarification of the planning and development of the Nine Mile Pathway. This Memorandum is intended to acknowledge a voluntary, cooperative association among the participating communities and shall not be construed to create or establish binding or enforceable commitments, responsibilities, burdens, obligations or liabilities on the part of any participating community. Any participating community may terminate its participation upon notice to other communities.

Pathway Development
Each community agrees to plan, coordinate and develop the trail through their community as proposed in the Nine Mile Pathway Phase II Feasibility Study as they are able. The Nine Mile Pathway Phase II Feasibility Study will serve as a guide for pathway development and may be adjusted as necessary for the success of the pathway.

Management and Maintenance
All issues of pathway development, management and maintenance of each community's section of the pathway will remain the sole responsibility and be under the total control of each community.

Quarterly Meetings
Quarterly Nine Mile Pathway Task Force will be scheduled for representatives of each local unit of government for the purpose of cooperation in areas of mutual benefit.

Concurrence
The communities of Novi, Northville, Lyon Township, South Lyon, and Oakland County concur with the intent of this Memorandum of Understanding.

_____	_____
City of Novi	Date
_____	_____
City of Novi	Date
_____	_____
City of Northville	Date
_____	_____
City of Northville	Date

_____ Charter Township of Lyon	_____ Date
_____ Charter Township of Lyon	_____ Date
_____ City of South Lyon	_____ Date
_____ City of South Lyon	_____ Date
_____ Oakland County	_____ Date

City of Northville

CITY OF NOVI
cityofnovi.org

CITY OF SOUTH LYON MICHIGAN

LYON TOWNSHIP

OAKLAND COUNTY MICHIGAN

2024

9LINE

Brand Guidelines

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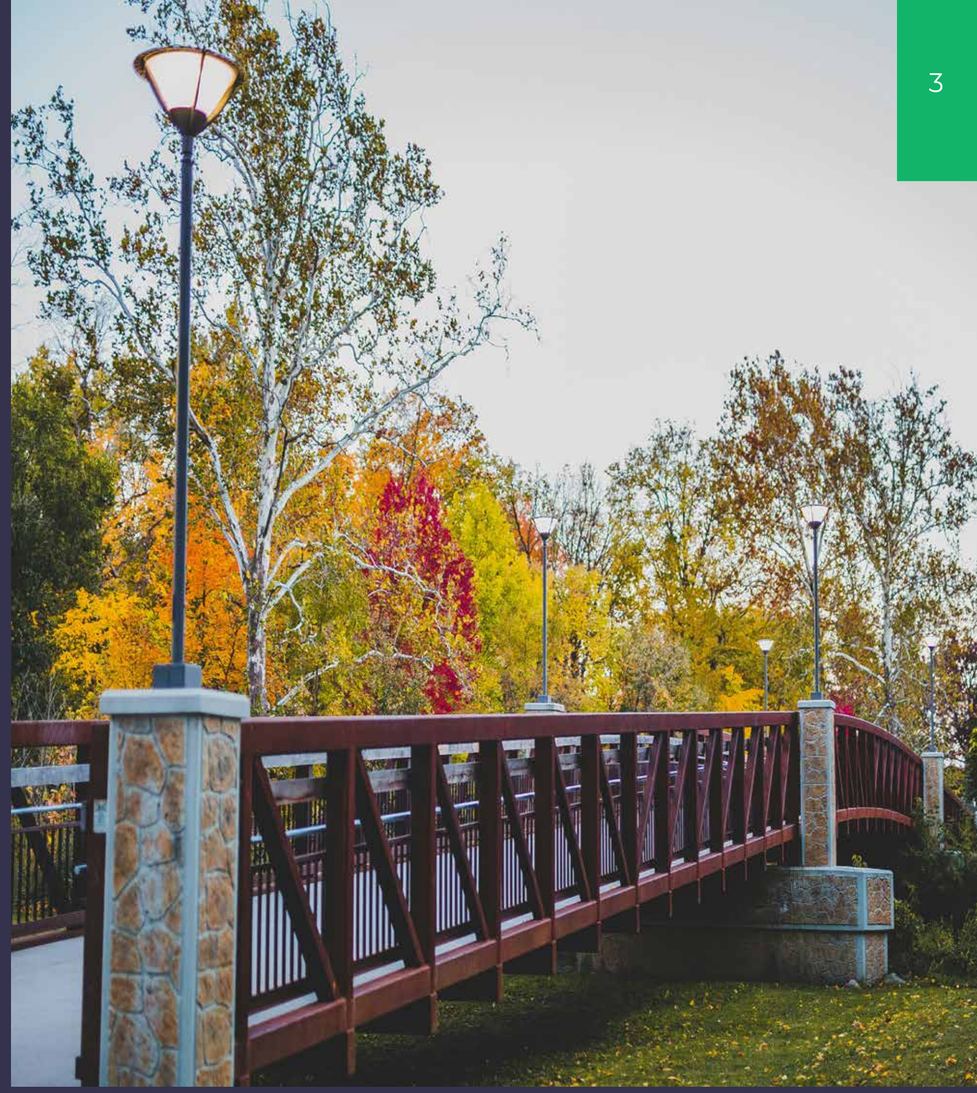


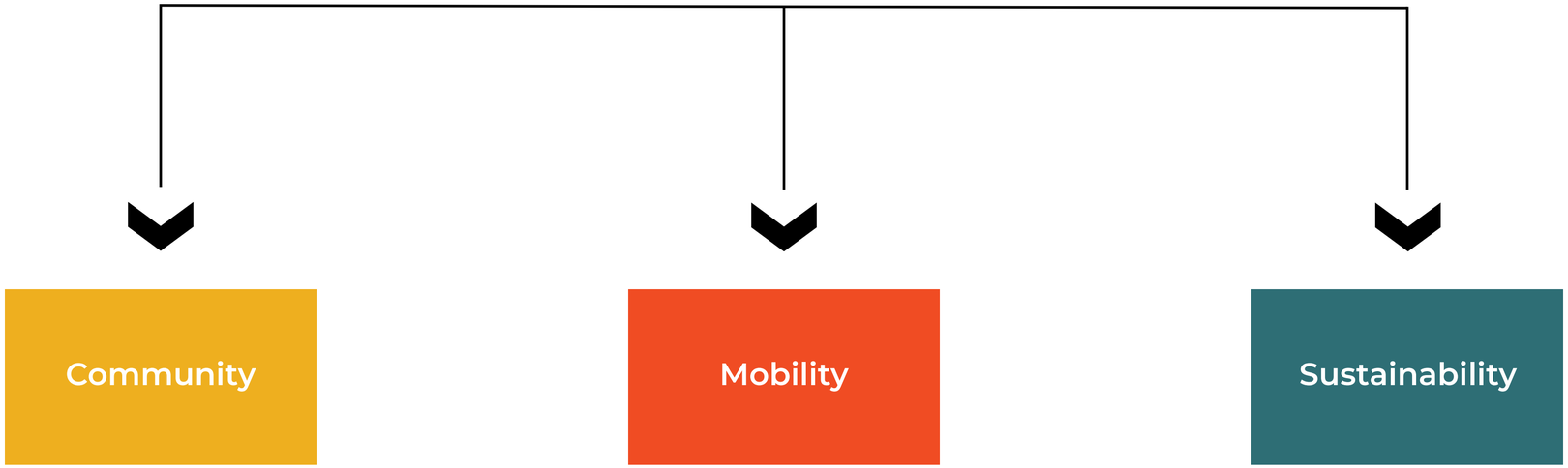
What Is The 9 Line

The 9 Line follows the existing geographic infrastructure of Nine Mile Road and passes through South Oakland County, **connecting 10 vibrant communities** and offers diverse **cultural and outdoor recreation opportunities**. The 9 Line connects residents to universities, hospitals, parks, schools, downtown districts, and employment centers and creates a **greener, safer community that increases the quality of life.**

The brand seeks to satisfy the overarching need for connection, while providing a sense of community, options for mobility and a focus on environmental improvement.

Connection

Connection, the overarching unifying motivation, is influenced by additional market drivers that may have a higher level of importance in each community.



Strong local interest and support for improved public spaces, economic development and recreational amenities that enhance the quality of life.

Increasing demand for safe, accessible and interconnected non-motorized transportation options that provide efficient alternatives to car travel.

Growing emphasis on environmentally friendly infrastructure that reduces carbon footprints and promotes green urban development and healthy living.

Who You Are

Mission

To define a unified concept that unites all the communities along the 9 Line as a whole, while honoring each individual community's characteristics.

Vision

A future where the 9 Line is recognized regionally for its innovation in community infrastructure, connectivity and sustainability.

Values

The brand values of inclusivity, sustainability, creativity, connectivity, and safety form the foundation of our identity for the 9 Line.

How You Act

Purpose

To establish the 9 Line as more than just a pathway, but as a cultural and recreational hub that enriches community life and mobility.

Promise

To provide accessible, safe, and aesthetically pleasing pathways that encourage active living and community interaction.

Personality

Emphasizes relatability, authenticity, and inclusiveness, aiming to create a sense of belonging and trust. Focuses on bringing joy, excitement, and fun, often using humor and creativity to engage and delight.

Value Proposition

Enhancing community livability through innovative design, environmental and connectivity solutions.

ofo

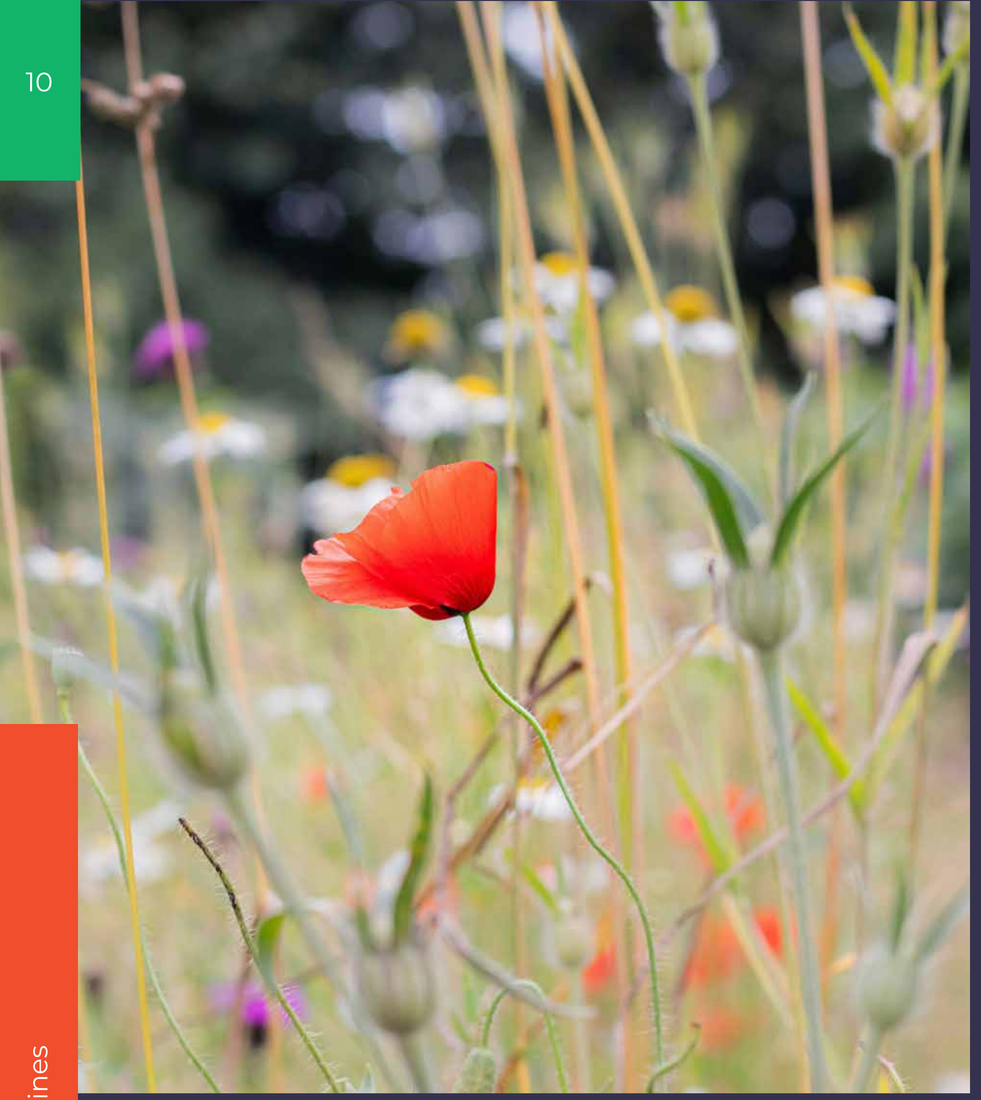
Brand Tone Of Voice

The 9 Line is an Everyperson Archetype that welcomes its audience to use and experience the brand for their own personal benefit. All are welcome and this something for everyone feeling is supported by a sense of discovery and adventure.

The tone of voice for this brand should be:

- **Friendly and Welcoming:** Speak like a trusted neighbor, approachable and inclusive, encouraging everyone to join the journey.
- **Optimistic and Encouraging:** Inspire a sense of possibility, motivating people to explore, connect, and improve their well-being.
- **Adventurous and Curious:** Infuse a spirit of exploration, with language that sparks curiosity, inviting people to discover new connections, places, and ways to engage with the environment.
- **Empowering and Inclusive:** Use empowering language that makes the journey feel accessible to all, emphasizing collective action and shared benefits for health, community, and sustainability.

The tone should make the brand feel like a guide to new experiences, emphasizing both the joy of the journey and the positive impact on the individual, the communities and the environment around all of it.



Visual Identification

Color Palette

The color palette is a visual extension of the 9 Line brand ‘Everyperson’ archetype. It creates a spirit of fun while staying grounded and connected to the community with its deeper tones complementing the surroundings and various companion applications.

Denim

Hex : 35334D
CMYK : 81, 78, 44, 40

Sky

Hex : 59B5B4
CMYK : 63, 8, 32, 0

Sunset

Hex : F04C23
CMYK : 0, 86, 100, 0

Dandelion

Hex : EEAF1F
CMYK : 6, 33, 100, 0

midnight

Hex : 2E6E75
CMYK : 83, 43, 47, 15

Black

Hex : 000000
CMKY : 0, 0, 0, 100

White

Hex : FFFFFF
CMYK : 0, 0, 0, 0

* These colors are used in the primary logo and help represent the brand 9 Line. These colors should be used in most cases for signage and other branded materials.

Secondary Color Palette

Tree

Hex : 12B36A
CMYK : 78, 0, 80, 0

* This Tree green color is not used in the logo but can be used as a secondary color to compliment the brand. This color should be used sparingly but works well with the primary brand colors.

Hex : 4F4D87
CMYK : 81, 79, 19, 4

Hex : 358084
CMYK : 79, 34, 45, 7

* These colors are used to replace the colors midnight and denim on the dark background version of the logo. These are used in the logo only and are provided in this guide for clarity purposes only. These colors should not be used for other purposes.

Brand Logo

The 9 Line brand logo is designed to be a direct representation of its name while expressing a friendly and welcoming mood. The logograph is a combination of color, line and space to create its modern and distinctive character. A construct that can easily be adapted to different applications and uses.

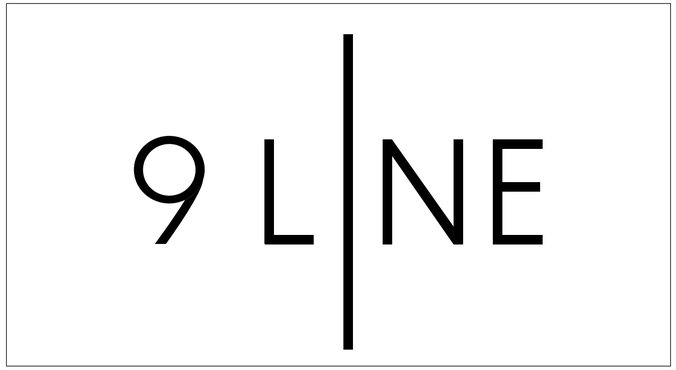
* The ‘I’ line should never extend beyond the top or bottom of the area it’s placed to ensure the 9 L and the NE are not visually separated

Brand Rules

Logo Dos

This is the how the logo should be used on light backgrounds. The color usage should always be this way.

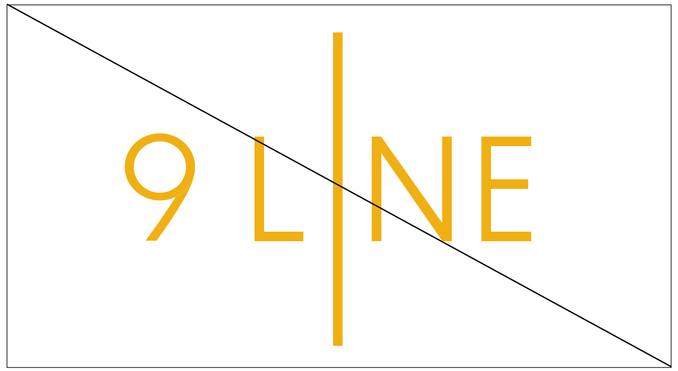
This is the how the logo should be used on dark backgrounds. The color usage should always be this way.



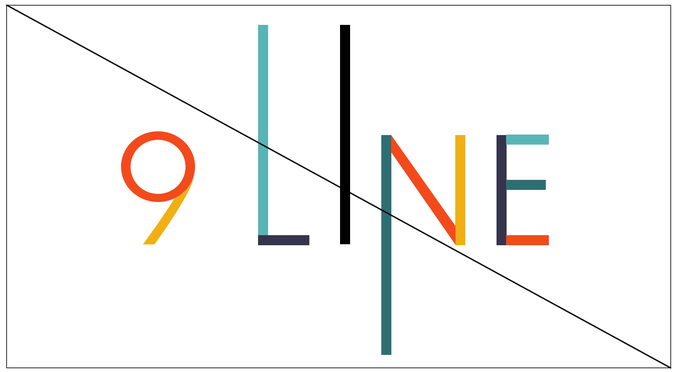
The logo can be all black on light backgrounds when very small or when simplification is needed.

The logo can be all white on dark backgrounds when very small or when simplification is needed.

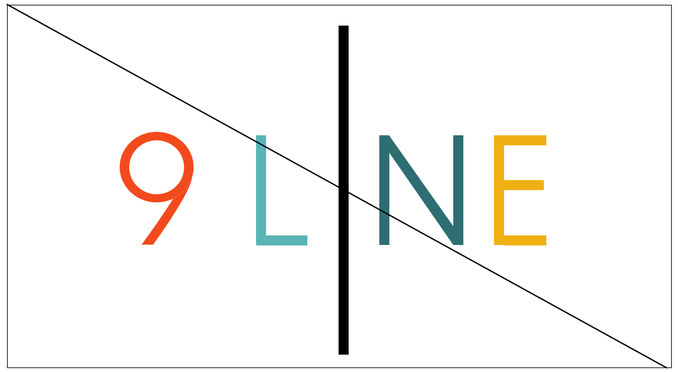
Logo Don’ts



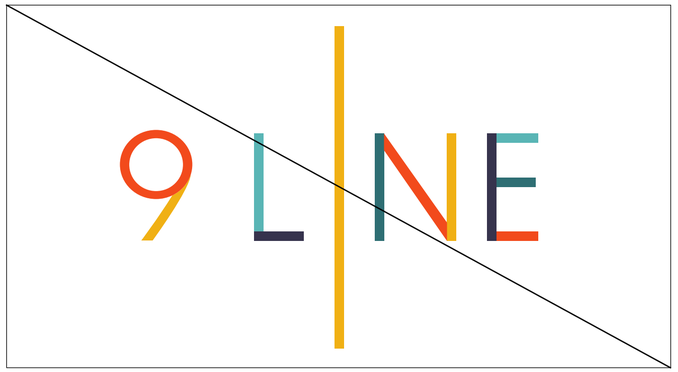
The logo should never be all one color other than black or white.



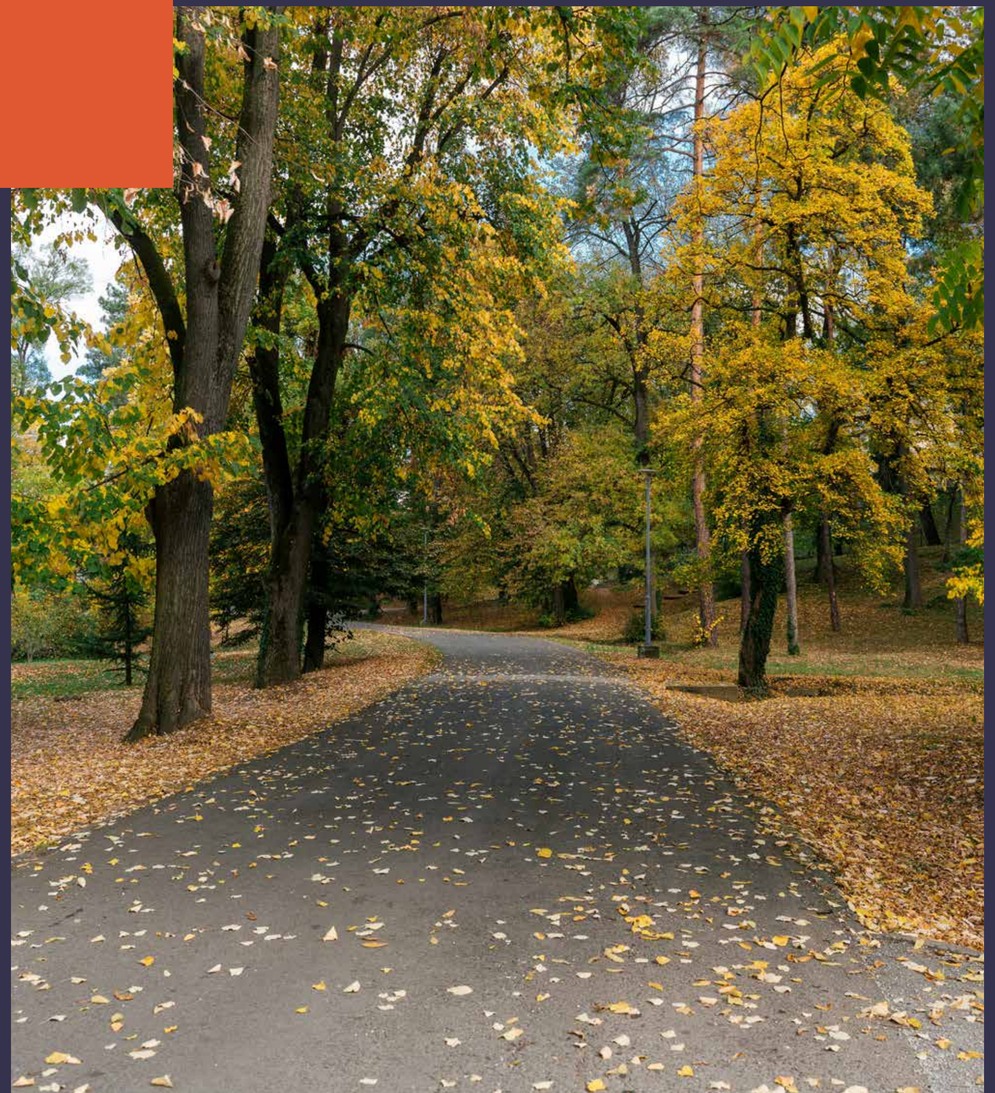
The ascenders and descenders of other letterform should never be manipulated.

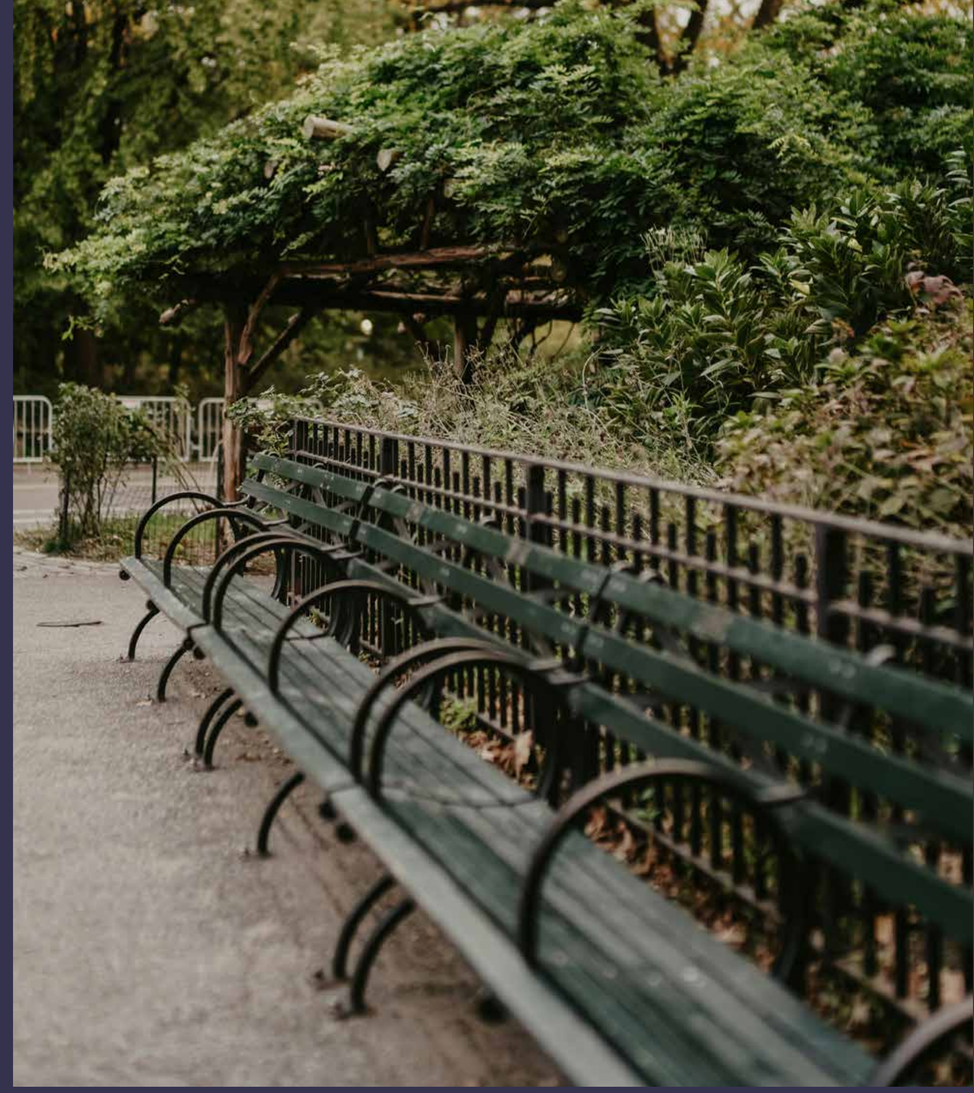


Do not alter the colors of the lettforms.



The “line” that represents the letter I should never be a different color, it should always be black or white.





Typography

Montserrat SemiBold

ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!@#$%^&*()-=_+?.<>/

* This typeface should be used within the logo subhead for the city name.
* This typeface should be used for headlines for any other branded material.

Montserrat Regular

ABCDEFGHIJKLMNOPQRSTUVWXYZ
1234567890!@#$%^&*()-=_+?.<>/

* This typeface should be used within the logo subhead for the location name.
* The typeface should be used for body copy for any other branded material.

Name & Usage

The 9 Line always represents the overarching project. Each participating community is a subhead to the 9 Line. Each location, park or point of interest within the community is a further identification of “you are here” and the specific marker or amenity within a location is a sub to the location. These conventions work primarily as follows:

Naming Conventions (in print):
9 Line should precede any community designation. The community designation should precede any specific location name which should precede any additional details.

Examples:
9 Line, Southfield, Bauervic Woods Park, Trail Marker .5
9 Line, Farmington, Shiawassee Park, Sled Hill

In this way we ensure mention of 9 Line as an integral connector of the whole, the individual community as a locating guide and the specific amenity being offered.

* Make sure that the subhead lines up with the letter “N” in 9 Line, and the space between each letter is equal to the space between the bottom of the logo and the subhead.

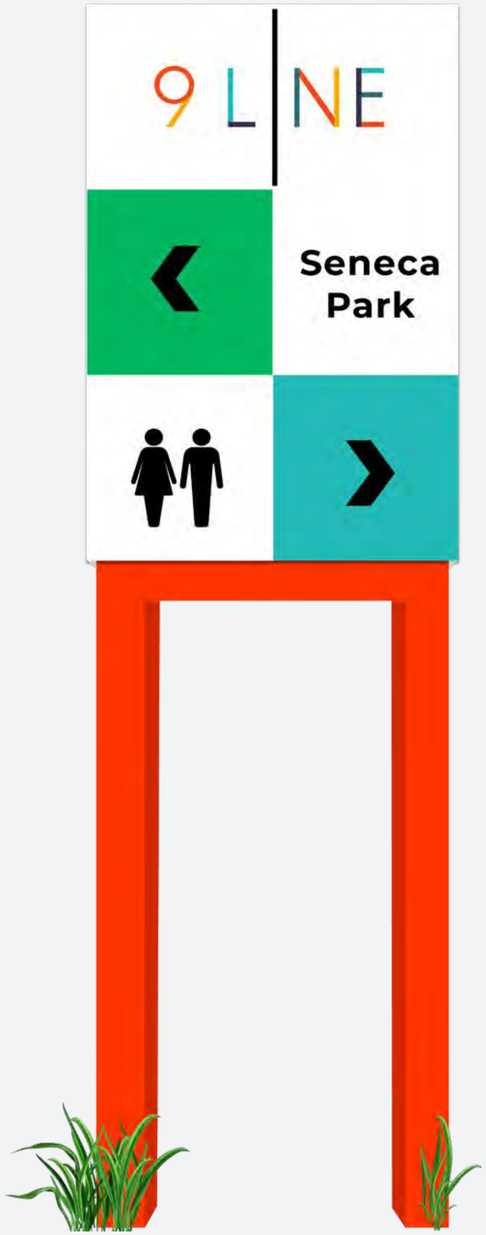
* The community name should be represented as a subhead to 9 Line. The city should be in the typeface Montserrat SemiBold and the location should be Montserrat Regular.

Wayfinding

A Wayfinding sign should indicate general location and directional guidance to a particular point of interest. The purpose is to direct and drive pedestrian traffic and to highlight amenities that may be available. The Wayfinding sign helps reinforce the brand and encourage its use.

In general application, 9 Line can stand alone with directional arrows, icons or text in bold black. Distance can be added as a subhead to the directional arrows.

In particular applications within a community or a park, the name of a location (Seneca Park in the example) is displayed in a primary position with the name of the community as secondary.


9 LINE
Seneca Park

9 LINE
Seneca Park
Oak Park

Entrance Signage

The 9 Line entrance signage is designed to complement its surroundings while providing identity, direction and location of the area. The overall impression is to brand the area and inform the viewer without obstructing the surroundings.

Entrance signs can mark the beginning of a trailhead, a park or significant visitation points along the 9 Line. An entrance sign should utilize the 9 Line logo with the community and the name of the location as displayed.

It can be enhanced with maps and amenities per the example on the following page. In the case of marking entry of the 9 Line into a particular community and not a specific park or location within that community, the use of maps, icons or location names can be excluded.

* The community name should be represented as a subhead to 9 Line. The city should be in the typeface Montserrat SemiBold and the location should be Montserrat Regular.

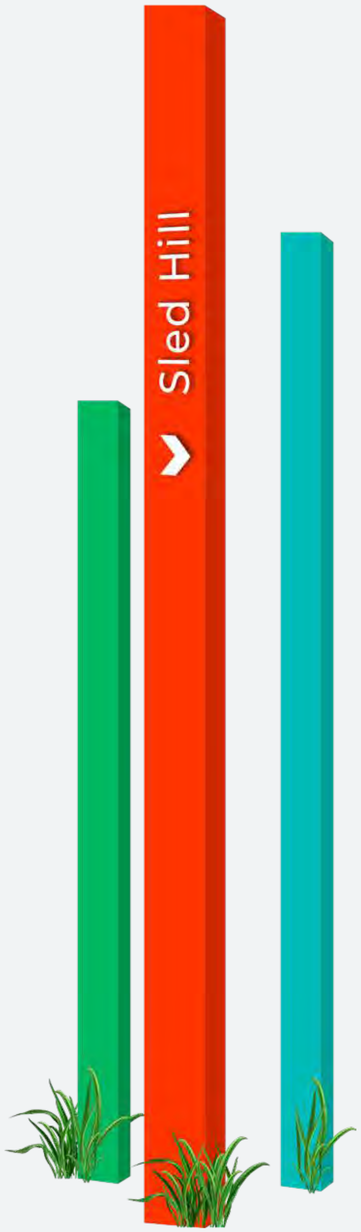
Location Markers

A Mile or Location Marker represents a specific identifier within an already established location. This could represent a progress point, such as a distance marker along a walking trail or a particular attraction within an established park along the 9 Line.

Such a sign should be represented by a solid color included in the primary 9 Line color palette. The use of white text will allow for better readability in various weather and light conditions.

There is no need to repeat the use of 9 Line or the parent park name on such a sign if the location has already been established. However, if the park name is to be added, it should precede the marking identification. (E.g. Public restrooms might have a sign at any public park. The sign could be posted as a columnar sign with white text reading restrooms, or the name of the park could precede restrooms if it is important to reinforce the visitor's location).

Example: Farmington, Shiawassee Park, Sled Hill. In this particular example, Sled Hill could exist on its own as a text block on the 9 Line color background, If it is deemed important to highlight that the Sled Hill is within Shawassee Park, then the signage could be treated as its own Entrance Sign, rather than a Mile/Location Marker.



*The Location Marker identifies an access point or entrance to specific amenities or areas of interest within an already established point along the 9 Line.

Unlike an Entrance Sign, which marks entry into distinct points of interest, such as a named park, a Location Marker highlights nearby amenities or features. These typically do not warrant full entrance signage, such as restrooms, parking or amenities within an existing park like playgrounds, trailheads or pickleball courts.

This signage offers flexibility for participating communities. Cities with established parks and recreation branding may choose to retain existing signage. However, incorporating branded Location Markers will enhance the overall 9 Line brand experience.

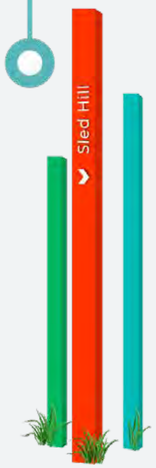
Branded Identifier

The branded identifier sign is a fun and visually engaging representation of the 9 Line brand. Its purpose is to promote the existence and availability of the 9 Line throughout its run along Nine Mile Road. It can be used as an art installation or a location reminder at any point along 9 Line. While the 9 Line brand is paramount it can be supported by its community subhead to remind users of their community's investment in their better quality of life.

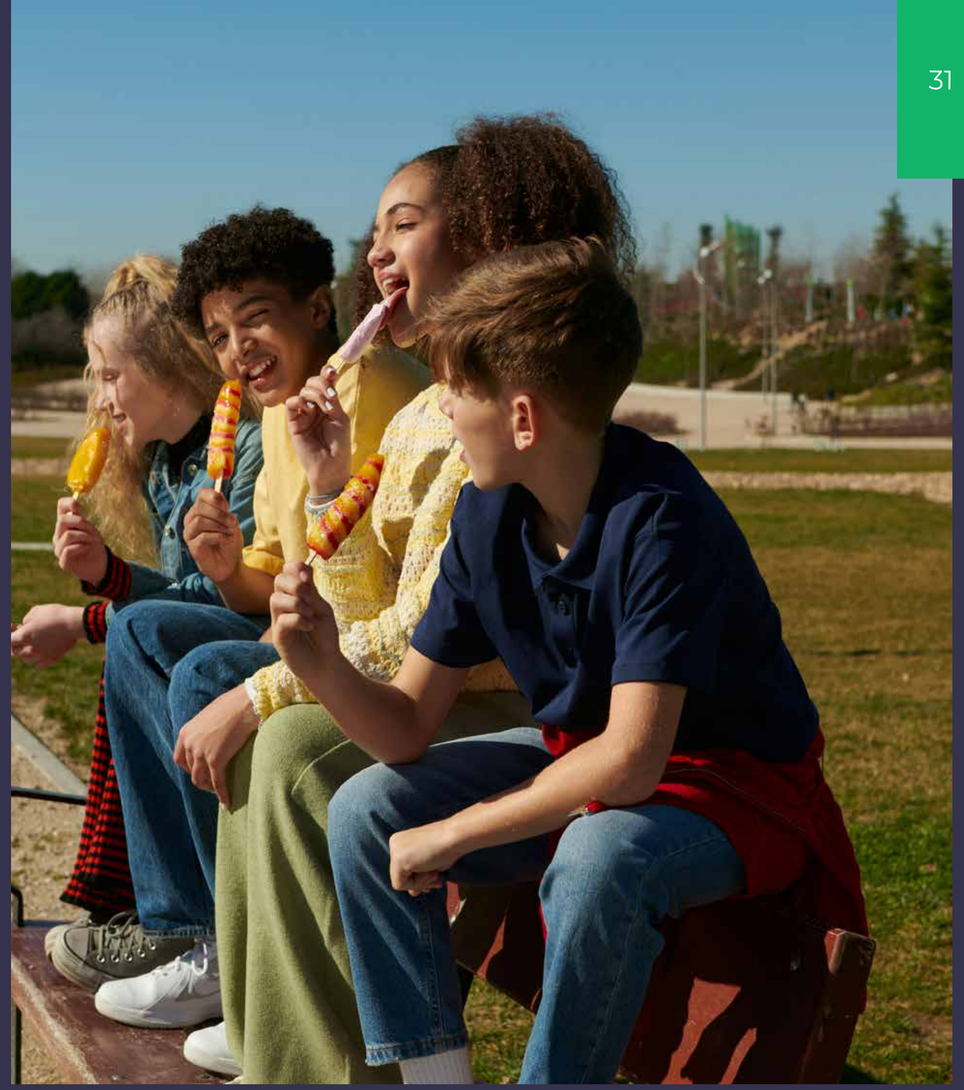
9 LINE

* Entrance signs can mark the beginning of a trailhead, a park or significant visitation points along the 9 Line.

* A Wayfinding sign should indicate general location and directional guidance to a particular point of interest.



* Location Marker represents a specific identifier within an already established location.



Branded Materials

9LINE

9LINE

9LINE

9 LINE

MML REVIEW MAGAZINE:
"9LINE: A COMMUNITY CORRIDOR COLLABORATION"

The 9Line: A Community Corridor Collaboration

By Emily Landau

The 9Line is a collaborative project between 10 Oakland County communities to improve and connect the stretch of Nine Mile Road that runs through all of them. Originally consisting of cities east of I-275 (Farmington, Farmington Hills, Ferndale, Hazel Park, Oak Park, and Southfield), the 9Line effort has expanded in its second phase to include four communities on the western side of the county: Lyon Township, Northville, Novi, and South Lyon.

Ultimately, the goal of the 9Line is to create a 30-mile pedestrian and cycling corridor spanning the whole of Oakland County, what Ferndale DDA Executive Director Jennie Beeker described as a "recreational interstate." The plan envisions a fully walkable (or bikeable) network of trails, widened sidewalks, and bike paths, made more inviting by an array of placemaking projects, including public art, parks, and respite stations, as well as green stormwater infrastructure.

The spark happened a few years ago, when Oakland County Parks and Recreation received American Rescue Plan Act (ARP) funds to improve parks and trails in under-resourced communities that had been hit hard by the pandemic. As they spoke to community residents, "the concept of Nine Mile Road as a linear corridor for pedestrians and bikers came up a lot," said Melissa Prowse, planning and development manager of Oakland County Parks and Recreation, who is coordinating the project. A feasibility study followed in the summer of 2023, funded by the Southeast Michigan Council of Governments' (SEMCOG) Planning Assistance Program, which gauged public interest and concerns about the project.

"We got a much more robust response than we had anticipated, which showed the demand," said Prowse. "We reached out to the communities along Nine Mile, did a few pop-up events, heard areas of concern, what amenities people wanted . . . . getting folks to work across their jurisdictional lines is a role a county is equipped to play, so it makes sense for us to be the convener."

Since 2023, representatives of the Nine Mile Road municipalities have met quarterly as a task force. In a friendly, hierarchy-free environment, they track progress, pool resources—Southfield Director of Planning Terry Croad has proposed a group "library" of funding sources, potential collaborators, letters of support, and construction estimates—and just float ideas, including everything from where to place respite stations to how to most effectively map the corridor for those using it. This collaborative, regional approach allowed the communities to focus on their individual strengths and identities, avoid redundancy, and present a stronger case for support from residents and for funding.

A major inspiration for the 9Line has been the City of Oak Park, whose Nine Mile Redesign Project was a finalist for the League's 2024 Community Excellence Award. "The genesis for that project was an easement along Nine Mile Road that every city has," said Erik Tungate, city manager of Oak Park. "DPW was constantly mowing, picking up trash and dilapidated fencing. One day, 13 years ago, my DPW director and I were driving down the road, and I said, 'Enough is enough.'"

Oak Park's Nine Mile Redesign Project took 10 years to complete and features public art installations by local artists, a linear park, bike lanes, a walking path, and a road diet. "We're loyal to good ideas, and we're going to fearlessly pursue [them]," says Tungate.

Oakland County hired CRIMSON Agency to do branding, with the 9Line name and design eventually emerging as the result. "9Line resonated with everyone. There was some back and forth, and in the end, everyone was happy," said Prowse. "We're very fortunate that we got 10 communities to agree on things." The municipalities are free to use the 9Line branding and adapt it to their own local identities and branding campaigns as they see fit.

> *"We're loyal to good ideas, and we're going to fearlessly pursue [them]."*

Each municipality handles improvements in its own section of the corridor, recognizing that there should not be a "one size fits all" approach given the diversity of the communities involved, as well as the state of Nine Mile itself. In South Lyon, it's a dirt road, with bike paths and sidewalks still unconnected to the eastern municipalities. "Maybe we could call our section Nine Lyon for now," remarked Paul Zelenak, South Lyon city manager.

Seneca Pocket Park, located on Nine Mile in Oak Park, features a large climbing recreation structure for children to enjoy and a variety of seating options.

Meanwhile, on the other end of the corridor, Hazel Park was challenged by a busy, intimidating interchange with I-75. "Our portion of Nine Mile—specifically that intersection—is just not really the most bike- or pedestrian-friendly, and we didn't want to create something that wasn't going to get used," said Jim Finkley, planning and community development director of the City of Hazel Park. "So, we ended up kind of bypassing [that] intersection altogether and then taking Woodruff, which is a nice residential street."

Progress of the 9Line has benefited from great minds thinking alike. Since 2021, the City of Farmington had been exploring expanding its non-car infrastructure via its Pathways Committee. A focus of the City's upcoming master plan development is enhancing bike and pedestrian trail access, both to the regional I-275 trail and to its downtown. They recently broke ground on a new fitness court along the proposed trail. Farmington is currently identifying opportunities for implementing its stretch of the 9Line, including redevelopment of brownfield sites on the east side. "We're really excited to be opening up our downtown to non-motorized traffic," says Assistant City Manager Chris Weber.

Likewise, at the time of the feasibility study, Southfield had begun expanding its trail system to improve pedestrian and cycling connectivity. The City was focused on building new pathways along Nine Mile, including a road diet between Evergreen and Lahser that made space for a 10-foot-wide trail. They added bike lanes, improved bus stops in partnership with the Suburban Mobility Authority for Regional Transportation (SMART) and Detroit Department of Transportation (DDOT), and began linking parks and trail networks. Funding came from multiple Transportation Alternatives Program (TAP) grants, the city's Metro Fund account, and a $100,000 Access to Transit Grant for preliminary engineering on a pedestrian bridge across M-10 and M-39.

"When I started doing recreation planning 30 years ago, trails were just looked [at] as a recreational opportunity," says Croad, Southfield's director of planning. "Now we see the multiple benefits, the physical and mental health benefits of being outside in nature, the economic development benefits, the social interaction benefits, the property values benefits. That's why it's so important to continue to work on these things."

"We were building out our system when Oakland County contacted us and said, 'Hey, we're forming a consortium of your adjacent communities to connect I-75 to I-275,'" said Croad. "The timing couldn't have been better. We jumped with enthusiasm at [the prospect of] working with the other partners to support each other on a mutual goal."

The communities all agreed that the collaborative, cross-municipal nature of the project has been a great asset to their planning. "It's been great. All the communities involved have been so supportive from the start, with everyone getting a chance to weigh in," says Weber. "Oakland County's done a great job getting everyone involved, keeping everyone on task."

"All credit to Oakland County for getting this all started," agrees Tungate.

Prowse smiles. "It's been a love fest."

Emily Landau is a content writer for the League.
You may contact Emily at 734-669-6320 or elandau@mml.org.

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CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Approval of a highway easement for the Road Commission of Oakland County for three parcels (22-10-300-022, 22-10-300-023, and 22-10-300-024) located on the north side of Twelve Mile Road near Declaration Drive.

SUBMITTING DEPARTMENT: Department of Public Works, Engineering Division

KEY HIGHLIGHTS:

- The RCOC is requesting easement over the parcels as part of the 12 Mile Road Widening project.

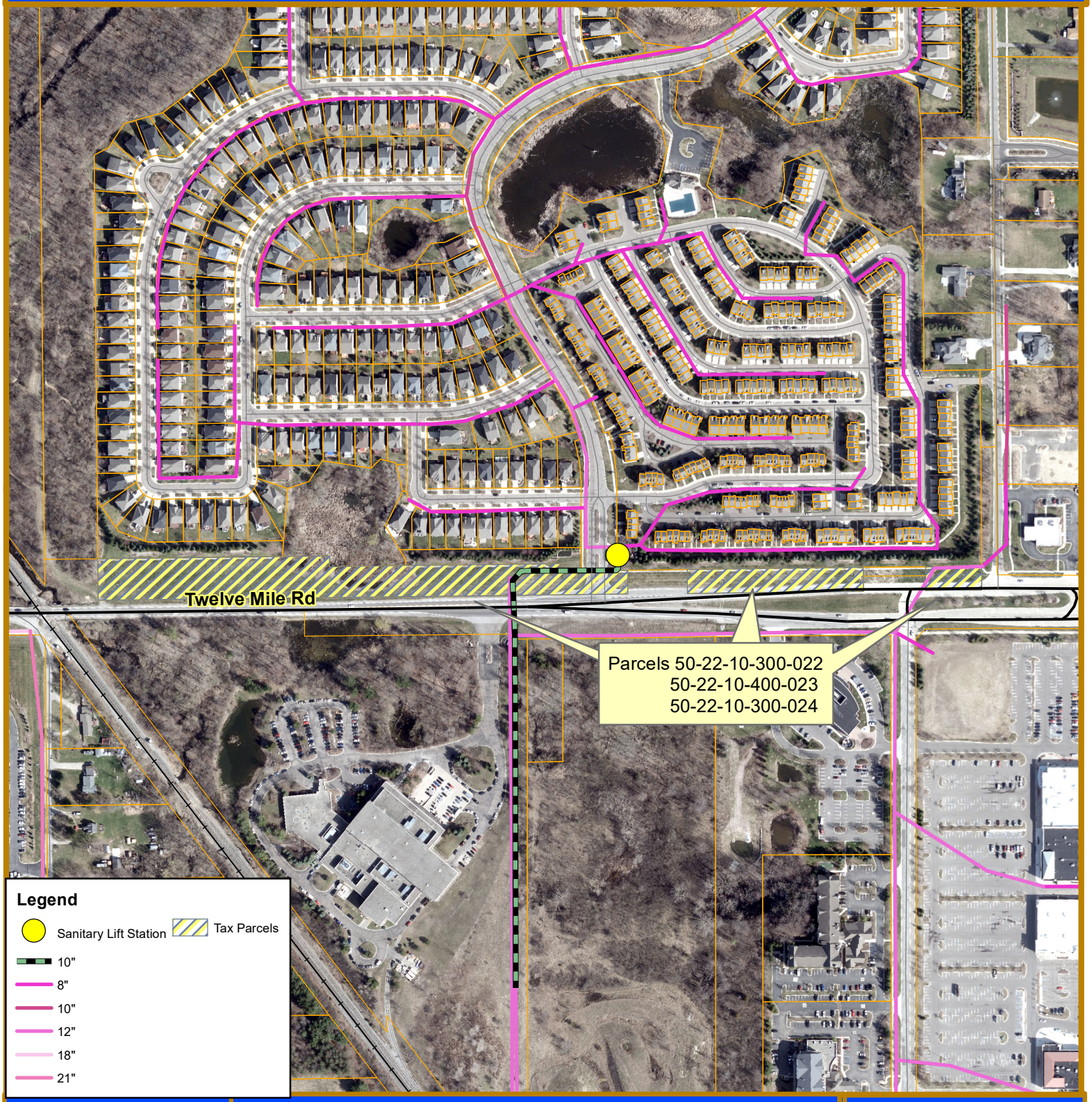
BACKGROUND INFORMATION:

The Road Commission for Oakland County (RCOC) has requested a highway easement from the City for parcels 22-10-300-022, 22-10-300-023, and 22-10-300-024. The RCOC is requesting the easement because of its planned reconstruction and widening of 12 Mile Road from Beck Road to Novi Road in 2027. The parcels include right-of-way for 12 Mile Road which were retained by the City when it conveyed adjacent land to a developer pursuant to a Consent Judgement on July 24, 2002. The City owns an existing sanitary lift station for which there is an easement on a portion of parcel 22-10-300-022. For that reason, the City is granting a highway easement instead of all rights by quit claim deed. The highway easement will allow the RCOC to construct the road project and to maintain the roadway.

The highway easement has been approved by the City Attorney (Beth Saarela, December 3, 2025). The enclosed documents have been reviewed and are recommended for acceptance.

RECOMMENDED ACTION: Approval of a highway easement for the Road Commission of Oakland County for three parcels (22-10-300-022, 22-10-300-023, and 22-10-300-024) located on the north side of Twelve Mile Road near Declaration Drive.

12 Mile Road Highway Easement to RCOC



Map Author: Runkel
Date: 12-8-25
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.

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

0 75 150 300 450
Feet
1 inch = 375 feet

ELIZABETH KUDLA SAARELA
esaarela@rsjalaw.com

27555 Executive Drive, Suite 250
Farmington Hills, Michigan 48331
P 248.489.4100 | F 248.489.1726
www.rsjalaw.com

ROSATI | SCHULTZ
JOPPICH | AMTSBUECHLER

December 3, 2025

Rebecca Runkel, Project Engineer
City of Novi
Field Services Complex
26300 Lee BeGole Drive
Novi, MI 48375

RE: Highway Easement Dedication to Board of County Road Commissioners

Dear Ms. Runkel:

The Road Commission for Oakland County has requested that the City dedicate a Highway Easement over City owned retained right-of-way along 12 Mile Road. The City retained ownership of the right-of-way, which includes part of parcels 22-10-300-022, 22-10-300-023, and 22-10-300-024, when it conveyed the adjacent land to Sandstone and Associates Limited Partnership pursuant to the Consent Judgment was entered into between Sandstone and the City on July 24, 2002 in Oakland County Circuit Court, Case No. 95-501532-CK. RCOC is planning on constructing improvements to 12 Mile in the dedicated right-of-way. The City owns and existing lift station easement on a portion of parcel 22-10-300-022, so the City is granting a Highway Easement instead of conveying all of its rights in the parcel by quit claim deed. The Highway Easement is in the standard format requested by the Board of County Road Commissioners and grants all the rights to use the right-of-way for highway purposes, as defined by state law. We see no legal impediment to granting the Highway Easement as requested.

Once approved and signed, the original Highway Easement should be provided to the Board of County Road Commissioners for approval and acceptance.

Please feel free to contact me with any questions or concerns in regard to this matter.

Very truly yours,

ROSATI SCHULTZ JOPPICH
& AMTSBUECHLER PC

Elizabeth Kudla Saarela

EKS
Enclosures
C: Cortney Hanson, Clerk (w/ Enclosure)
Ben Croy, City Engineer (w/Enclosure)
Thomas R. Schultz, Esquire (w/Enclosure)

HIGHWAY EASEMENT

KNOW ALL PERSONS that the **City of Novi, a Michigan municipal corporation,** ("Grantor(s)"), whose address is **45175 Ten Mile Road, Novi, MI 48375,** hereby grant(s) to the **BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF OAKLAND** ("Board"), State of Michigan, a public body corporate, located at 31001 Lahser Road, Beverly Hills, Michigan 48025, an easement for all public highway purposes ("Highway Easement") and to construct, operate, maintain, repair, and/or replace roadways, utilities, and other infrastructure improvements in, over, under, upon, and through the following described premises ("Property") situated in the **City of Novi,** County of Oakland, State of Michigan.

Commonly known as: **(vacant 12 Mile Road)**
(Part of) Tax Parcel ID Nos.: **22-10-300-022, 22-10-300-023, 22-10-300-024**

SEE LEGAL DESCRIPTIONS, ATTACHED AS EXHIBIT "A," WHICH IS INCORPORATED BY REFERENCE HEREIN

This Highway Easement includes, but is not limited to, the consent of the Grantor to the removal of any trees, shrubs, and/or vegetation, to grading, to the occupancy of the Property by public utilities, and to other matters which, in the sole discretion of the Board, may be necessary in connection with all public highway purposes and the construction, operation, maintenance, repair, and/or replacement of roadways, utilities, and other infrastructure improvements in, over, under, upon, and through the Property. Grantor waives further notice of such actions.

This Highway Easement runs with the land and shall bind the Grantor and the Grantor's heirs, representatives, successors, and assigns. This Highway Easement contains the entire understanding of the Grantor and the Board, and there are no other verbal promises between the Grantor and the Board except as shown herein.

WHEREFORE, upon approval by the Board, the undersigned Grantor hereby creates, confirms, and conveys the Highway Easement described herein for the sum of **$1.00.**

Grantor(s):

City of Novi
a Michigan municipal corporation

By: _____
Justin Fischer

Its: **Mayor**

By: _____
Cortney Hanson

Its: **Clerk**

COUNTY OF OAKLAND)
) §
STATE OF MICHIGAN)

On this _____ day of _____ 2025, **Justin Fischer**, **Mayor,** and **Cortney Hanson, Clerk** executed the foregoing document before me and, being duly sworn on behalf of the **City of Novi, a Michigan municipal corporation,** with its full authority and as its free act and deed.

_____
Notary Public
My commission expires: _____
_____ County, _____
Acting in the County of Oakland

Drafted by:
Jason C. Benedict
31001 Lahser Road
Beverly Hills, MI 48025

When recorded return to**: SHANNON J. MILLER, CLERK'S OFFICE (OAK04)**
THE BOARD OF COUNTY ROAD COMMISSIONERS OF THE COUNTY OF OAKLAND
31001 LAHSER ROAD, BEVERLY HILLS, MI 48025

Project: **12 Mile Road – Beck Road to Novi Road** Project No.: **50631** Parcel Nos.: **18,19,21**

(Part of) Tax Parcel ID Nos.: **22-10-300-022, 22-10-300-023, 22-10-300-024**

Exhibit "A"

(22-10-300-022)
Road Right of Way
Legal Description:

Part of the Southwest 1/4 of Section 10, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan, being more particularly described as follows:
Beginning at a point located S86°55'25" West, 1037.20 feet along the South line of said Section 10 and N02°45'25" W, 33.00 feet from the South 1/4 corner of said Section 10; thence S86°55'25"W, 1487.28 feet along a line 33 feet north of and parallel to said South line; thence N02°55'25"W, 117.00 feet; thence N86°55'25"E, 650.00 feet along a line 150 feet north of and parallel to said South line; thence S03°04'35"E, 30.00 feet; thence N86°55'25"E, 650.00 feet along a line 120 feet north of and parallel to said South line; thence S03°04'35"E, 20.00 feet; thence N86°55'25"E, 187.34 feet along a line 100 feet north of and parallel to said South line; thence S02°45'25"E, 67.00 feet to the point of beginning. Containing 3.3323 acres and is subject to easements, restrictions, and rights-of-way of record.

(22-10-300-023)
Road Right of Way
Legal Description:

Part of the Southwest 1/4 of Section 10, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan, being more particularly described as follows:
Beginning at a point located S86°55'25" West, 375.85 feet along the South line of said Section 10 and N02°52'51"W, 33.00 feet from the South 1/4 corner of said Section 10; thence S86°55'25"W, 494.08 feet along a line 33 feet north of and parallel to said South line; thence N02°45'25"W, 67.00 feet; thence N86°55'25"E, 493.93 feet along a line 100 feet north of and parallel to said South line; thence S02°52'51"E, 67.00 feet to the point of beginning. Containing 0.7598 acres and is subject to easements, restrictions, and rights-of-way of record.

(22-10-300-024)
Road Right of Way
Legal Description:

Part of the Southwest 1/4 of Section 10, Town 1 North, Range 8 East, City of Novi, Oakland County, Michigan, being more particularly described as follows:
Beginning at a point located S86°55'25" West, 43.00 feet along the South line of said Section 10 and N02°52'51"W, 33.00 feet from the South 1/4 corner of said Section 10; thence S86°55'25"W, 157.85 feet along a line 33 feet north of and parallel to said South line; thence N02°52'51"W, 67.00 feet; thence N86°55'25"E, 157.85 feet along a line 100 feet north of and parallel to said South line; thence S02°52'51"E, 67.00 feet to the point of beginning. Containing 0.2428 acres and is subject to easements, restrictions, and rights-of-way of record.

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Consideration of Amendment #2 to the Transit Enhancement Service Agreement with People's Express (PEX) to extend use of Civic Center office and parking space through December 31, 2026, at a rate of $2,000/month.

SUBMITTING DEPARTMENT: Parks, Recreation and Cultural Services – Older Adult Services

KEY HIGHLIGHTS:

- Since July 1, 2024, PEX has been providing curb-to-curb public transportation services in Novi.
- The current facilities use agreement, approved on May 5, 2025, provided PEX with access to 200 square feet of office space and 14 parking spaces at the Novi Civic Center from July 1 through December 31, 2025, at $600 per month.
- The rent will increase from $600 per month to $2,000 per month and will include a total of 20 parking spaces, which is an increase of 6 spaces.
- PEX is working with a broker to secure a permanent property and long-term facility to accommodate their growing operational needs.

BACKGROUND:

PEX has been utilizing office and parking facilities at the Novi Civic Center since July 1, 2024. An agreement approved by City Council on January 6, 2025, provided for continued use of 200 square feet of office space and 14 parking spaces from January 1, 2025, through June 30, 2025, at a rental rate of $450 per month. Per the terms of the original agreement, the rent increased to $600 per month as of July 1, 2025.

PEX continues to search for a long-term facility and has engaged a broker to assist in securing a feasible location. PEX has also been in consistent contact with representatives from Novi, Wixom, Walled Lake, and Lyon Township. Their operational needs include parking for 50+ vehicles, administrative office space, and a secure site perimeter. Properties that meet these needs are limited in the region and may require significant modification or development to be viable. PEX has indicated their search includes properties for purchase, rent, lease, and lease-to-buy. Additionally, they are open to pursuing grant funding to support necessary upgrades once a suitable property is identified.

RECOMMENDED ACTION: Approval of Amendment #2 to the Transit Enhancement Service Agreement with People's Express (PEX), extending the use of Civic Center office and parking space through December 31, 2026, with rent at $2000 per month, which includes 20 parking spaces.

AMENDMENT #2 TO
TRANSIT ENHANCEMENT SERVICE AGREEMENT
FOR
USE OF CITY FACILITIES

This Amendment #2 to the Transit Enhancement Services Agreement for Use of City Facilities is between the City of Novi, a Michigan municipal corporation located at 45175 Ten Mile Road, Novi, Michigan 48375, ("City") and People's Express Inc., a 501(c) 3 nonprofit organization with its principal place of operation located at 175 Barker Road, Whitmore Lake, Michigan 48189. ("Transit Provider"). This Amendment shall be effective on the date that both Parties sign it. ("Effective Date")

In consideration of the mutual covenants promises made herein, and other valuable considerations, receipt of which is hereby acknowledged the Parties do hereby bind themselves to the terms and conditions of this Amendment.

1. Amendment Purpose: The purpose of the Amendment is to extend the term of the Agreement from December 31, 2025 to December 31, 2026 and to revise the rent to include payment for additional parking spaces.

2. The following sections of the Agreement shall be amended:

Section 3.1 Term and Termination: Shall be amended to delete the prior wording and replace it with the following wording:

> The services shall begin on January 1, 2026, at 12:01 a.m., and shall continue until December 31, 2026, at 11:59:59 p.m., unless terminated or extended as provided below.

Section 2.1.2 Parking

Section 4.2 Rent: Shall be amended to delete the prior wording and replace it with the following wording:

> The Parties acknowledge that Transit Provider is seeking other accommodations for its operations, and it is not expected to use City Facilities indefinitely. From January 1, 2026, until the Termination Date provided in Section 3.1 above, Transit Provider shall pay rent in the amount of $2000.000 per month; provided, however, that if Transit Provider finds other accommodations and ceases to use the City Facilities, the following shall apply: (a) if Transit Provider moves its operations to another (non-City owned) facility in Novi, then the City will reimburse Transit Provider half of the rent paid from January 1, 2026 to the date the City Facilities are vacated by Transit Provider.

Exhibit II Use of Facilities Section 2.1.2 Parking: Shall be amended to delete the prior wording and replace it with the following wording and Exhibit III shall be deleted to replace it with a new Exhibit III, attached and incorporated into the Agreement:

Transit Provider shall have access to twenty (20) designated parking spots for its vans along the sidewalk area by Novi High School, as indicated in Exhibit III, to be parked while providing transit services within the City under the Agreement.

All other terms and conditions of the Agreement shall remain unchanged and in full effect.

PEOPLE'S EXPRESS INC.

_____ _____

Date By: Eveliina Taylor, Interim Managing Director

FOR CITY OF NOVI

_____ _____

Date By: Justin Fischer, Mayor

EXHIBIT III
TRANSIT PROVIDER PARKING

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Consideration of a Transit Enhancement Agreement with People's Express (PEX) to continue subsidies for eligible residents for the period of January 1, 2026 to December 31, 2031.

SUBMITTING DEPARTMENT: Parks, Recreation and Cultural Services – Older Adult Services

KEY HIGHLIGHTS:

- Since July 1, 2024, People's Express (PEX) has been providing curb-to-curb public transportation services in Novi.
- Ridership has increased approximately 130% PEX began services.
- PEX provided 27,379 rides to Novi residents 55 and older and residents with disabilities. An additional 5,772 non-subsidized rides were provided to Novi residents, totaling 33,151 rides for FY24-25.
- The City reimbursed PEX $54,758 for ride subsidies in FY24-25.
- The proposed agreement focuses on continuing City-funded subsidies for in-boundary transportation for eligible residents aged 55 or older and residents with disabilities for 5 years from January 1, 2026, to December 31, 2031.
- If the ridership fares change during the term then both parties will meet and determine if the subsidy should continue in its current form

BACKGROUND INFORMATION:

Since July 1, 2024, People's Express has been providing curb-to-curb public transportation services in Novi. Under the former agreement, which expires on December 31, 2025, the City provided subsidies for in-boundary transportation to eligible Novi residents aged 55 and older and residents with limiting disabilities who cannot drive. These subsidies allow eligible riders to access free in-boundary rides within PEX's Oakland County service area.

Ridership has increased approximately 130% year-over-year since PEX began operations in July 2024. The increase is due to the addition of evening and weekend service hours and growing awareness of the program.

From July 2024 through June 2025, the City reimbursed PEX $54,758 for ride subsidies. From July 2025 through November 30, 2025, the City reimbursed PEX $32,728 for ride subsidies for 16,364 rides for Novi residents.

This proposed amendment focuses on continuing subsidies for eligible riders from January 1, 2026, to December 31, 2031. The amendment also provides that if fares are increased during the term of the Agreement, if requested by the City, the City and PEX will meet to discuss whether the City wishes to continue its subsidy at the current level.

RECOMMENDED ACTION: Approval of the proposed Transit Enhancement Services Agreement with People's Express (PEX) to continue providing subsidies for eligible Novi residents for the period of January 1, 2026 through December 31, 2031.

AMENDMENT #1 TO
TRANSIT ENHANCEMENT SERVICE AGREEMENT
FOR
PROVISION OF SUBSIDIES BY CITY

This Amendment #1 to the Transit Enhancement Services Agreement for Provision of Subsidies By City is between the City of Novi, a Michigan municipal corporation located at 45175 Ten Mile Road, Novi, Michigan 48375, ("City") and People's Express Inc., a 501(c)3 nonprofit organization with its principal place of operation located at 175 Barker Road, Whitmore Lake, Michigan 48189. ("Transit Provider"). This Amendment shall be effective on the date that both Parties sign it. ("Effective Date")

In consideration of the mutual covenants promises made herein, and other valuable considerations, receipt of which is hereby acknowledged the Parties do hereby bind themselves to the terms and conditions of this Amendment.

1. Amendment Purpose: The purpose of the Amendment is to extend the term of the Agreement from December 31, 2025, to December 31, 2031.

2. The following sections of the Agreement shall be amended:

Section 3.1 Term and Termination: Shall be amended to delete the prior wording and replace it with the following wording:

> The services shall begin on January 1, 2026, at 12:01 a.m., and shall continue until December 31, 2031, at 11:59:59 p.m., unless terminated or extended as provided below.

3. A new Section 4.5 Discussion of Fare Increases shall be added to read as follows:

4.5 Discussion of Fare Increases: If the Charges for Riders provided in Section 4.3 increase during the term of the Agreement, if requested by the City, the parties agree to meet to discuss whether the City wishes to continue its subsidy at the current level.

All other terms and conditions of the Agreement shall remain unchanged and in full effect.

PEOPLE'S EXPRESS INC.

_____ _____
Date By: Eveliina Taylor, Interim Managing Director

FOR CITY OF NOVI

_____ _____
Date By: Justin Fischer, Mayor

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Approval of a Pawnbroker License renewal requested by Gary Weinstein, owner of Weinstein Jewelers of Novi, 41990 Grand River Avenue.

SUBMITTING DEPARTMENT: City Clerk

KEY HIGHLIGHTS:

- Weinstein Jewelers of Novi has been in business since 1987.
- This is their annual renewal of their Pawnbroker License.

BACKGROUND INFORMATION:

This is the annual renewal of Weinstein Jewelers of Novi Pawnbroker License in accordance with Act 273 of 1917. Weinstein Jewelers of Novi has been in business in Novi since 1987.

The Police Department, Fire Department and Building Department have reviewed the request and have no objections to the renewal of this license.

RECOMMENDED ACTION: Approval of Pawnbroker License renewal requested by Gary Weinstein, owner of Weinstein Jewelers of Novi, 41990 Grand River Avenue.

NOVI CITY CLERK'S OFFICE
45175 TEN MILE ROAD
NOVI, MI 48375
(248) 347-0456
Fax (248) 347-0577

PAWNBROKER LICENSE APPLICATION
Act 273 of 1917

Business information:

Name of business: WEINSTEIN Jewelers of Novi Inc

Business address: 41990 Grand River Ave

City: Novi State: MI Zip: 48375 Phone number: 248 347 0303

Email address: admin @ wjnovi.com

Select the type of ownership: ☐ Individual ☐ Partnership ☒ Corporation ☐ Other: _____

Applicant information:

Name of applicant: GARY WEINSTEIN

Applicant's home address: _____

City _____ State: _____ Zip: _____ Phone number: _____

Applicant's driver's license number (attach copy): _____

Applicant's: Height _____ Weight _____ Sex _____

Date of Birth _____ Hair Color _____ Eye Color _____

Two previous addresses prior to the present address: _____

_____

_____

Provide the names and addresses of three adult residents in Oakland County who will serve as character references, who must be persons other than relatives and business associates:

1) Name: SHELDON YELLEN
   Address: _____
2) Name: DR MICHAEL ZONDER
   Address: _____
3) Name: DR HOWARD YERMAN
   Address: _____

Employee information: (For all additional employees, please complete a separate "Pawnbroker Application for Additional Employee" form) NOT Applicable

Name of employee: _____ Date of birth: _____

Employee's home address: _____

City: _____ State: _____ Zip: _____ Phone number: _____

Employee's driver's license number (attach copy): _____

Name of employee: _____ Date of birth: _____

Employee's home address: _____

City: _____ State: _____ Zip: _____ Phone number: _____

Employee's driver's license number (attach copy): _____

Provide a full accurate and complete business history detailing experience, including, but not limited, whether or not such person has previously had any ownership interest in, or worked at, in this or another city or state, the same or similar business, including whether any license or permit issued, whether any such license or permit was ever denied, revoked, or suspended, the reason thereof and business activities, or occupations including the full name and address of the business and the name and phone number of any contact persons. (Attach additional pages as necessary)

Provide a full and complete statement describing all criminal convictions other than misdemeanor traffic violations, fully disclosing the jurisdiction in which such conviction occurred, the offense for which conviction, or such conviction and the circumstances thereof. (Attach additional pages as necessary)

I have never been criminally convicted.

Provide a statement indicating that proper equipment will be installed for the direct electronic entry into the City's computerized system, transaction information, or recording by electronic transmission pursuant to Chapter 27.5. (Attach additional pages as necessary)

Applications without the following attachments will be considered incomplete and WILL NOT be accepted by the City Clerk's Office:

☐ A copy of the front and back of the applicant's current driver's license.

☐ Two front-faced portrait photographs taken within 30 days of the date of application, at least two inches by two inches in size.

☐ "Pawnbroker Application for Additional Employee" form for each employee and a copy of the employee's current driver's license.

☐ $250 non-refundable application fee

☐ Attach one of the following:

- Articles of Incorporation
- Partnership Agreement
- Articles of Incorporation

☐ Before issuance of the license, the applicant shall give a bond to the Treasurer's Office in its corporate name, in the penal sum of $3,000.00, with at least 2 sureties, conditioned for the faithful performance of the duties and obligations pertaining to the conduct of the business and for the payment of all costs and damages incurred by any violation of this act. The governmental unit shall approve the bond.

Please initial that you have read and understand the following statements:

GSW I understand that I may be asked to supply answers to any questions or information requested by the Director of Public Safety or his or her authorized representative.

GSW I understand that a complete set of fingerprints will be taken by the Novi Police Department. Applicant will be contacted by the Novi Police Department to set-up an appointment date.

GSW I hereby certify that the above information is true and accurate to the best of my knowledge and further understand and represent that if any changes to the above information are made, that said information will be supplied to the City immediately.

GSW I hereby authorize the City of Novi to seek information and conduct an investigation into the truth of the statements set forth in this application and qualifications of the applicant.

GSW I declare under penalty of perjury that the information contained in this application is true and correct.

Signature of applicant

GARY WEISTEN

Printed name and title

Subscribed and sworn before me, this 17th day of November, 2025

Notary public

Oakland County, Michigan

My commission expires: 11.13.2028

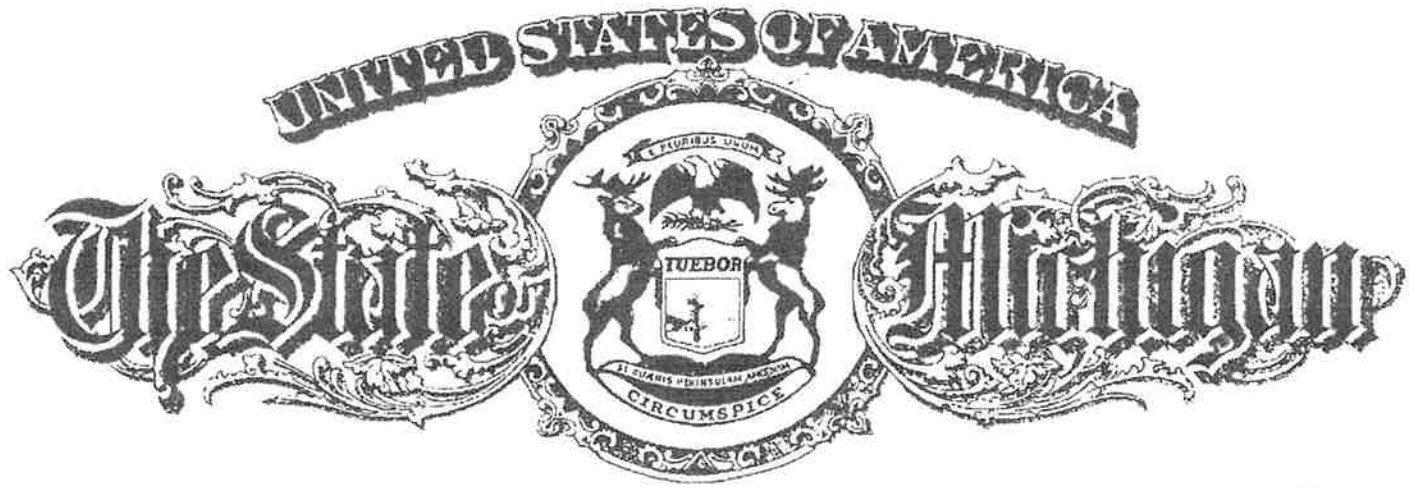
CATHERINE E. BENHAM
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Nov 13, 2028
ACTING IN COUNTY OF Oakland

For office use only

Receipt number: _____

- ☐ Copy of applicant's driver's license
- ☐ Additional Employee Forms & Driver's Licenses
- ☐ Criminal History Statement
- ☐ Business History Statement
- ☐ Two Photographs
- ☐ Equipment Statement
- ☐ BOND

Articles of Incorporation OR Partnership Agreement



Michigan Department of Consumer and Industry Services

Lansing, Michigan

This is to Certify that the annexed copy has been compared by me with the record on file in this Department and that the same is a true copy thereof.

This certificate is in due form, made by me as the proper officer, and is entitled to have full faith and credit given it in every court and office within the United States.

In testimony whereof, I have hereunto set my hand, in the City of Lansing, this 17th day of October, 2002

Andrew L. Metcalf, Director

Bureau of Commercial Services

GOLD SEAL APPEARS ONLY ON ORIGINAL

C&S-500 (Rev. 5-86)

871BH3816 0221 DRG#FI $38.00

MICHIGAN DEPARTMENT OF COMMERCE — CORPORATION AND SECURITIES BUREAU

(FOR BUREAU USE ONLY)

FILED

JUL 23 1987

Administrator
MICHIGAN DEPARTMENT OF COMMERCE
Corporation & Securities Bureau

Date Received
JUL 21 1987

EFFECTIVE DATE:

CORPORATION IDENTIFICATION NUMBER 473-612

ARTICLES OF INCORPORATION

For use by Domestic Profit Corporations

(Please read instructions and Paperwork Reduction Act notice on last page)

Pursuant to the provisions of Act 284, Public Acts of 1972, as amended, the undersigned corporation executes the following Articles:

Article I

The name of the corporation is:

WEINSTEIN JEWELERS OF NOVI, INC.

Article II

The purpose or purposes for which the corporation is organized is to engage in any activity within the purposes for which corporations may be organized under the Business Corporation Act of Michigan.

Retail sale of jewelry and related items, custom making and manufacture of jewelry and all related activities.

Article III

The total authorized capital stock is:

1. Common Shares 50,000 Par Value Per Share $ 1

   Preferred Shares _____ Par Value Per Share $ _____

and/or shares without par value as follows:

2. Common Shares _____ Stated Value Per Share $ _____

   Preferred Shares _____ Stated Value Per Share $ _____

3. A statement of all or any of the relative rights, preferences and limitations of the shares of each class is as follows:

mp

GOLD SEAL APPEARS ONLY ON ORIGINAL

Article IV

1. The address of the registered office is

139 Cadillac Square, Ste. 300 Detroit Michigan 48226

(Street Address) (City) (ZIP Code)

2. The mailing address of the registered office if different than above

(P.O. Box) (City) Michigan (ZIP Code)

3. The name of the resident agent at the registered office is: Judith R. Weinstein

Article V

The name(s) and address(es) of the incorporator(s) is (are) as follows:

Name	Residence or Business Address
Gary Weinstein	41990 Grand River, Novi, Michigan 48050

Article VI (Optional. Delete if not applicable)

When a compromise or arrangement or a plan of reorganization of this corporation is proposed between this corporation and its creditors or any class of them or between this corporation and its shareholders or any class of them, a court of equity jurisdiction within the state, on application of this corporation or of a creditor or shareholder thereof, or on application of a receiver appointed for the corporation, may order a meeting of the creditors or class of creditors or of the shareholders or class of shareholders to be affected by the proposed compromise or arrangement or reorganization, to be summoned in such manner as the court directs. If a majority in number representing ¾ in value of the creditors or class of creditors, or of the shareholders or class of shareholders to be affected by the proposed compromise or arrangement or a reorganization, agree to a compromise or arrangement or a reorganization of this corporation as a consequence of the compromise or arrangement, the compromise or arrangement and the reorganization, if sanctioned by the court to which the application has been made, shall be binding on all the creditors or class of creditors, or on all the shareholders or class of shareholders and also on this corporation.

Article VII (Optional. Delete if not applicable)

Any action required or permitted by the Act to be taken at an annual or special meeting of shareholders may be taken without a meeting, without prior notice and without a vote, if a consent in writing, setting forth the action so taken, is signed by the holders of outstanding stock having not less than the minimum number of votes that would be necessary to authorize or take the action at a meeting at which all shares entitled to vote thereon were present and voted.

Prompt notice of the taking of the corporate action without a meeting by less than unanimous written consent shall be given to shareholders who have not consented in writing.

GOLD SEAL APPEARS ONLY ON ORIGINAL

Use space below for additional Articles or for continuation of previous Articles. Please identify any Article being continued or added. Attach additional pages if needed.

I ~~(We)~~, the incorporator(s) sign my ~~(our)~~ name(s) this 20th day of July, 19 87.

Gary Scott Weinstein

GOLD SEAL APPEARS ONLY ON ORIGINAL

C&S-500 (Rev. 5-86)

DOCUMENT WILL BE RETURNED TO NAME AND MAILING ADDRESS INDICATED IN THE BOX BELOW. Include name, street and number (or P.O. box), city, state and ZIP code.

Judith R. Weinstein
139 Cadillac Square, Ste. 300
Detroit, Michigan 48226

Name of person or organization remitting fees:

Judith R. Weinstein

Preparer's name and business telephone number:

Judith R. Weinstein

(313) 961-3800

INFORMATION AND INSTRUCTIONS

1. This form is issued under the authority of Act 284, P.A. of 1972, as amended. The articles of incorporation cannot be filed until this form, or a comparable document, is submitted.
2. Submit one original copy of this document. Upon filing, a microfilm copy will be prepared for the records of the Corporation and Securities Bureau. The original copy will be returned to the address appearing in the box above as evidence of filing.

   Since this document must be microfilmed, it is important that the filing be legible. Documents with poor black and white contrast, or otherwise illegible, will be rejected.
3. This document is to be used pursuant to the provisions of Act 284, P.A. of 1972, by one or more persons for the purpose of forming a domestic profit corporation.
4. Article I — The corporate name of a domestic profit corporation is required to contain one of the following words or abbreviations: "Corporation", "Company", "Incorporated", "Limited", "Corp.", "Co.", "Inc.", or "Ltd.".
5. Article II — State, in general terms, the character of the particular business to be carried on. Under section 202(b) of the Act, it is sufficient to state substantially, alone or without specifically enumerated purposes, that the corporation may engage in any activity within the purposes for which corporations may be organized under the Act. The Act requires, however, that educational corporations state their specific purposes.
6. Article III (2) — The Act requires the incorporators of a domestic corporation having shares without par value to submit in writing the amount of consideration proposed to be received for each share which shall be allocated to stated capital. Such stated value may be indicated either in item 2 of article III or in a written statement accompanying the articles of incorporation.
7. Article IV — A post office box may not be designated as the address of the registered office.
8. Article V — The Act requires one or more incorporators. The address(es) should include a street number and name (or other designation), city and state.
9. The duration of the corporation should be stated in the articles only if the duration is not perpetual.
10. This document is effective on the date approved and filed by the Bureau. A later effective date, no more than 90 days after the date of delivery, may be stated as an additional article.
11. The articles must be signed in ink by each incorporator. The names of the incorporators as set out in article V should correspond with the signatures.
12. FEES:

Filing fee	$10.00
Franchise fee — ½ mill (.0005) on each dollar of authorized capital stock, with a minimum franchise fee of	$25.00
Total minimum fees (Make remittance payable to State of Michigan)	$35.00

13. Mail form and fee to:

    Michigan Department of Commerce, Corporation and Securities Bureau, Corporation Division, P.O. Box 30054, Lansing, MI 48909, Telephone: (517) 334-6302

GOLD SEAL APPEARS ONLY ON ORIGINAL

CITY OF NOVI
cityofnovi.org

Receipt: 14561 11/17/25

Page

The sum of: **$250.00**

WEINSTEIN JEWELERS OF NOVI

41990 GRAND RIVER AVE
NOVI MI 48375

PAWNBKR				**250.00**
			Total	**250.00**
	TENDERED:	**CHECKS**	**26963**	**250.00**

Signed: _____

MEMORANDUM

TO: CORTNEY HANSON, CITY CLERK

FROM: ERICK W. ZINSER
DIRECTOR OF PUBLIC SAFETY / CHIEF OF POLICE

INITIATED BY: MICHAEL BENDER, DETECTIVE MB

SUBJECT: PAWNBROKER LICENSE APPLICATION-
WEINSTEIN JEWELRY

DATE: NOVEMBER 21, 2025

ORGANIZATION:
Weinstein Jewelry

APPLICANTS:
Gary Weinstein
Linda Plust
Celestial Hendrix
Santosh Sidhu
Meredith Rose

INFORMATION:
The Novi Police Department received this request from the Novi City Clerk's Office to review a Pawnbroker License application for Weinstein Jewelry.

INVESTIGATION:
An ICHAT, Sex Offender Registry and CLEMIS check revealed nothing of concern that would disqualify any applicants from approval.

MEMORANDUM

TO: Melissa Morris, Deputy City Clerk

FROM: Alan Hall, Deputy Director of Community Development ASH

SUBJECT: WEINSTEIN JEWLERS OF NOVI LLC

DATE: 12/08/25

The property located at **41990 GRAND RIVER AVE** has received a Special Inspection permit **(PSI25-0118)** for the purpose of:

- ☐ Auctions
- ☐ Liquor license
- ☐ Arcade license
- ☐ Massage license
- ☐ Outdoor gathering
- ☐ Outdoor seating
- ☒ Other: Pawnbroker License

The Community Development Department has the following recommendation:

- ☒ Approved
- ☐ Approved with conditions (listed below)
- ☐ Not approved

Conditions:

If you have any questions, do not hesitate to contact me at (248) 347-0417.

Thank you!

November 17, 2025

CITY COUNCIL

Mayor
Justin Fischer

Mayor Pro Tem
Laura Marie Casey

Dave Staudt

Brian Smith

Ericka Thomas

Matt Heintz

Priya Gurumurthy

City Manager
Victor Cardenas

City Clerk
Cortney Hanson

TO: Cortney Hanson, City Clerk
Melissa Morris, Deputy City Clerk

FROM: Andrew Copeland – Fire Marshal

SUBJECT: Pawnbroker License renewal
Weinstein Jewelers of Novi Inc.

A fire inspection has been conducted at the above business located at 41990 Grand River, Novi MI 48375 and the business has been found to be in compliance with the adopted fire prevention code. Renewal of the Pawnbroker License for 2026 is recommended.

Sincerely,

Andrew Copeland – Fire Marshal
City of Novi Fire Department

cc. file

City of Novi
45175 Ten Mile Road
Novi, Michigan 48375
248.347.0460
248.347.0577 fax

cityofnovi.org

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Approval of the deficit elimination plans for the Capital Improvement Fund (CIP) as of June 30, 2025.

SUBMITTING DEPARTMENT: Finance

KEY HIGHLIGHTS :

- The State requires annual approval of a deficit elimination plan (DEP)
- Capital Improvement Fund (CIP) has a $5,320,793 deficit fund balance on June 30, 2025

BACKGROUND INFORMATION:

The State of Michigan ("State") requires a formal deficit elimination plan ("DEP") be approved annually by the governing body for any funds reflecting a deficit in an annual audit. The proposed DEP is the annual update of the original plan filed for the June 30, 2019 fiscal year as the State requires it be updated for actual results and reapproved. The 2019 DEP acknowledged that the City would borrow internally to advance fund several significant projects and repay the borrowing plus interest from the voter approved millage over the ten-year duration of the millage. The Capital Improvement Fund for the year ended June 30, 2025, ended with a fund balance deficit of $5,320,793, an improvement of $3,730,311 from the June 30, 2024 deficit of $9,051,104. The City anticipates collecting more than $9.8 million in property tax and other revenues over the remaining two years of the levy to eliminate the deficit, pay interest owed on interfund borrowing and still has an estimated $492K available for future projects through June 30, 2027.

RECOMMENDED ACTION: Approval of the deficit elimination plan for the Capital Improvement Fund (CIP) as of June 30, 2025.

CITY OF NOVI

COUNTY OF OAKLAND, MICHIGAN

RESOLUTION APPROVAL OF THE DEFICIT ELIMINATION PLAN FOR THE CAPITAL IMPROVEMENT FUND (CIP) AS OF JUNE 30, 2025_

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 December 15, 2025 at 7:00 o'clock P.M. Prevailing Eastern Time.

PRESENT: Councilmembers_____

ABSENT: Councilmembers_____

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

WHEREAS; The City of Novi's Capital Improvement Fund (CIP) has a $5,320,793 deficit fund balance on June 30, 2025; and

WHEREAS 1971 PA 140 requires that a Deficit Elimination Plan be formulated by the local unit of government and filed with the Michigan Department of Treasury; and

WHEREAS The City filed a CIP Fund multiyear Deficit Elimination Plan for the June 30, 2019 fiscal year and the State of Michigan requires that plan be updated annually and reapproved; and

NOW THEREFORE, IT IS THEREFORE RESOLVED that the City of Novi's legislative body adopts the following attachment as the City of Novi Deficit Elimination Plan for the CIP Fund.

BE IT FURTHER RESOLVED that the City of Novi's Finance Director submits the Deficit Elimination Plans to the Michigan Department of Treasury for certification.

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 15th day of December, 2025, and that public notice of said meeting was given pursuant to and in full compliance with Act No. 267, Public Acts of Michigan, 1976, and that the minutes of said meeting have been kept and made available to the public as required by said Act.

_____
Cortney Hanson, City Clerk
City of Novi

City of Novi
CIP Fund DEP Updated as of June 30, 2025

	Actual 6/30/2016	Actual 6/30/2017	Actual 6/30/2018	Actual 6/30/2019	Actual 6/30/2020	Actual 6/30/2021	Actual 6/30/2022	Actual 6/30/2023	Actual 6/30/2024	Actual 6/30/2025	Estimated 6/30/2026	Estimated 6/30/2027	Total
Revenues													
Property Tax Revenue (voted 1 mill, 10 year levy)	-	-	3,400,854	3,543,185	3,676,064	3,818,955	3,985,024	4,145,915	4,377,501	4,637,002	4,811,010	4,948,264	41,343,774
Transfer from General Fund	2,100,000	1,000,000	-	-	-	-	-	-	-	-	-	-	3,100,000
Transfer from Drain Fund (DPS Bldg.)	-		-	600,930	85,402	-	-	-	-	-	-	-	686,332
Transfer from (to) Water and Sewer Fund (DPS Bldg.)	-	240,000	-	2,421,260	(2,661,260)	-	-	-	-	-	-	-	-
Transfer from Gun Range Fund	-	-	-	245,915	-	-	-	-	-	-	-	-	245,915
Sale Anglin/Grand River Legacy Property	-	-	-	-	-	-	3,004,450	-	-	-	-	-	3,004,450
Sale of portion of water tower property	-	-	-	-	-	-	-	-	-	-	68,000	-	68,000
State and other grants (splash pad)	-	-	-	-	-	-	-	-	200,000	33,534	-	-	233,534
Other (donations)	-	-	-	-	-	-	26,069	-	-	347,431	-	-	373,500
Interest	-	(16,793)	17,507	57,536	2	63	207	35,464	46,061	579	10,890	10,736	162,252
Total revenue	2,100,000	1,223,207	3,418,361	6,868,826	1,100,208	3,819,018	7,015,750	4,181,379	4,623,562	5,018,546	4,889,900	4,959,000	49,217,757
Expenditures													
Anglin/Grand River Legacy Property Purchase	-	2,836,431	5,129	-	-	-	-	-	-	-	-	-	2,841,560
Lakeshore Park Facility and Reconfiguration	-	200,553	135,320	338,627	2,107,708	1,875,367	23,263	-	-	-	-	-	4,680,838
DPS Expansion/Improvement	-	270,660	306,203	8,063,002	-	1,973	-	-	-	-	-	-	8,641,838
Gun Range Improvements	-	-	4,952	1,203,419	105,116	-	-	-	-	-	-	-	1,313,487
Fire Station #1	-	11,340	13,230	-	-	-	-	-	-	-	-	-	24,570
Greenway Development Phase 1B (ITC Trail)	-	-	158,550	1,717,001	1,099,394	63,049	5,323	-	-	-	-	-	3,043,317
Villa Barr Property Improvements	-	-	25,135	232,488	-	-	-	-	-	-	-	-	257,623
Ella Mae Power Park Spectator Bleacher Upgrade	-	-	87,274	-	-	-	-	-	-	-	-	-	87,274
Pavilion Shore Parking Lot Addition	-	1,730	205,204	-	-	-	-	-	-	-	-	-	206,934
Boardwalk extensions/repair	-	-	3,000	804,746	55,194	6,508	-	-	-	-	-	-	869,448
Sidewalk Segments	-	-	-	-	40,570	662,103	252,605	11,617	-	-	-	-	966,895
Admin expenditures	-	-	1,000	1,748	810	814	860	800	815	778	900	1,000	9,525
Bosco Property Improvements	-	-	24,943	1,044,203	1,020,039	6,543	-	-	-	-	-	-	2,095,728
Bosco Property Purchase	-	-	-	759,783	-	-	-	2,101,759	-	-	-	-	2,861,542
Trans X Property Purchase	-	-	328,949	12,585	-	-	-	-	-	-	-	-	341,534
Lakeshore Park Shoreline	-	-	-	13,662	203,734	9,553	-	-	-	-	-	-	226,949
Lakeshore Pedestrian Tunnel	-	-	-	-	-	-	-	424,977	14,023	-	-	-	439,000
Pavilion Shore Park Shoreline	-	-	-	19,355	126,091	495	-	-	-	-	-	-	145,941
Wildlife Woods Park Sidewalk	-	-	-	-	-	25,269	141,699	11,057	-	(17,615)	-	-	160,410
Internal Loan Repayment - Interest (3%)	-	-	-	7,250	232,031	277,530	156,824	96,651	153,512	170,774	150,000	15,000	1,259,572
Ladder Truck Replacement	-	-	-	1,474,687	-	-	-	-	-	-	-	-	1,474,687
Water Tower Improvements	-	-	-	-	212,523	62,279	87,060	5,062	-	-	-	-	366,924
Jamco Property Purchase	-	-	-	-	321,408	-	-	-	-	-	-	-	321,408
Splash Pad	-	-	-	-	-	-	-	324,472	2,176,429	58,471	-	-	2,559,372
ITC Sports Park Improvements	-	-	-	-	-	-	-	46,225	7,297	-	-	-	53,522
Fire Engine #342 Replacement	-	-	-	-	-	-	870,828	16,415	-	-	-	-	887,243
Fire Engine #313 Replacement	-	-	-	-	-	-	-	16,060	-	-	990,423	-	1,006,483
Fire Engine #322 Replacement	-	-	-	-	-	-	-	-	16,232	-	1,324,170	-	1,340,402
Land Acquisitions	-	-	-	-	-	-	-	-	7,608,073	277,165	1,630,540	-	9,515,778
Public safety building	-	-	-	-	-	-	-	-	-	144,045	(144,045)	-	-
Village Barr Pathway	-	-	-	-	-	-	-	-	-	-	68,000		68,000
Wildlife Woods Pickleball Courts and Parking Lot Expansion	-	-	-	-	-	-	-	-	3,217	654,617	-	-	657,834
Total expenditures	-	3,320,714	1,298,889	15,692,556	5,524,618	2,991,483	1,538,462	3,055,095	9,979,598	1,288,235	4,019,988	16,000	48,725,638
Revenues over (under) expenditures	2,100,000	(2,097,507)	2,119,472	(8,823,730)	(4,424,410)	827,535	5,477,288	1,126,284	(5,356,036)	3,730,311	869,912	4,943,000	492,119
Estimated Beginning Fund Balance	-	2,100,000	2,493	2,121,965	(6,701,765)	(11,126,175)	(10,298,640)	(4,821,352)	(3,695,068)	(9,051,104)	(5,320,793)	(4,450,881)	-
Estimated Ending Fund Balance	2,100,000	2,493	2,121,965	(6,701,765)	(11,126,175)	(10,298,640)	(4,821,352)	(3,695,068)	(9,051,104)	(5,320,793)	(4,450,881)	492,119	492,119

Projects using interfund borrowing (net other funds reimbursement)

CITY OF NOVI CITY COUNCIL
DECEMBER 15, 2025

SUBJECT: Approval of claims and warrants – Warrant 1193

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 #1193 comes before City council for approval.

RECOMMENDED ACTION: Approval of claims and warrants – Warrant 1193

CITY OF NOVI
Warrant 1193
Monday, December 15, 2025

Check	Vendor Name	Description	Amount	
201217	ARROW OFFICE SUPPLY CO	INVOICE 422859	516.37	
201218	BAY AREA NARCOTICS ENFORCEMENT TEAM	SEPT/OCT PHONE BILLING AND GPS TRACKER	699.00	
201219	BORIEO, SANDRA	PROFESSIONAL SERVICES	1,872.00	
201220	BRADY INDUSTRIES	INVOICE 10890421	359.38	
201221	COMCAST BUSINESS	ACCOUNT 8529 10 249 0033015	1,106.60	
201222	CTS/UNITEL, INC.	INVOICE CW124259	11.50	
201223	KUIACK, MATT	REIMBURSE TESTING FEES	99.00	
201224	MICHIGAN ASSOC OF CHIEFS OF	INVOICE 200015245	1,915.00	
201225	STATE OF MICHIGAN	INVOICE 551-665728	2,926.60	
201226	VERIZON WIRELESS	ACCOUNT 942421817-00001 INVOICE 61268326	1,467.44	
201227	WEST MICHIGAN ENFORCEMENT TEAM	REIMBURSE TRAINING FEES	8,446.12	
201228 - 201230	CONSUMERS ENERGY	HEAT	617.66	
201231 - 201246	DTE ENERGY	ELECTRICITY	21,563.52	
201247	STATE OF MICHIGAN	NOVEMBER SALES TAX	53.70	
201248	AT&T	ACCOUNT 248 356-6512 512 6	192.97	
201249	A AND R PLUMBING LLC	PARK BUILDING MAINTENANCE	15,361.19	
201250	ACCUFORM PRINTING & GRAPHICS INC	COMMUNITY NEWSLETTER	22,967.00	
201251	ADVANCE AUTO PARTS	VEHICLE MAINTENANCE	12.99	
201252 - 201262	AECOM GREAT LAKES, INC	PROFESSIONAL SERVICES	55,615.27	
201263	ALLIED INC	PARK BUILDING MAINTENANCE	481.01	
201264	ALTECH DOORS LLC	BUILDING MAINTENANCE	745.37	
201265	AMAZON	LIBRARY PROGRAMMING	2,078.35	
201266	VOID		-	V
201267	AMERICAN GENERATORS SALES AND	BUILDING MAINTENANCE	596.00	
201268	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	5,000.00	
201269	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	1,200.00	
201270	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	750.00	
201271	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	750.00	
201272	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	750.00	
201273	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	500.00	
201274	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	2,800.00	
201275	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	5,200.00	
201276	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	1,200.00	
201277	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	1,200.00	
201278	ANYWHERE LOMBARDO LLC	BLDG. BOND REFUND (ESCROW)	500.00	
201279	APPLICANTPRO	PROFESSIONAL SERVICES	473.00	
201280	APPLIED INNOVATION	INTERNAL TECHNOLOGY COMMUNITY RELATION	159.16	
201281	ARAMARK REFRESHMENT SERVICES	OPERATING SUPPLIES	86.61	
201282	ASCENSION MICHIGAN EMPLOYER	MEDICAL SERVICE	1,412.00	
201283	AXON ENTERPRISE, INC.	IN-CAR CAMERAS AND BODY CAMERAS FOR NOVI	95,572.36	
201284	BAGOZZI, BRIAN	WINTER FEST	1,500.00	
201285	BALDRIDGE, TRENDA	CHORALAIRES	450.00	
201286	BELL, DEVLIN	YOUTH BASKETBALL	80.00	
201287	BELLEVILLE AREA DISTRICT LIBRARY	LIBRARY BOOK FINES	250.00	
201288	BENITO'S CAFE	OPERATING SUPPLIES	999.55	
201289	BESK, DANIEL	YOUTH BASKETBALL	480.00	
201290	BOULARD, CHARLES	REIMBURSEMENT	30.00	
201291	BRIEN'S SERVICES INC	GROUNDS MAINTENANCE	1,750.00	
201292	BRODART CO.	LIBRARY BOOKS	3,483.04	
201293	CAMFIL USA, INC.	RANGE FILTERS AND FILTER INSTALLATION	1,601.13	
201294	CANTON, TOWNSHIP OF	MCOLES CPE GRANT	500.00	
201295	CAPITAL TIRE INC	VEHICLE MAINTENANCE	1,280.00	
201296	CARDENAS, VICTOR	REIMBURSEMENT	1,340.78	
201297	CARR'S MOTORCOACH TOURS	OLDER ADULTS TRAVEL PROGRAM	680.00	
201298	CAUCHI, PATRICIA	PETTY CASH	29.50	
201299	CDW GOVERNMENT LLC	INTERNAL TECHNOLOGY	2,877.00	
201300	CENTER POINT LARGE PRINT	LIBRARY BOOKS	50.94	
201301	CINTAS CORP	SUPPLIES UNIFORMS	1,228.48	
201302	CONTRACTOR'S CLOTHING CO.	SUPPLIES UNIFORMS	152.29	
201303	COUGAR SALES & RENTAL INC	OPERATING SUPPLIES	1,095.36	
201304	CRANBROOK CUSTOM HOMES	BLDG. BOND REFUND (ESCROW)	3,200.00	
201305	CRANDALL-WORTHINGTON INC	COMMUNITY CENTER	1,873.74	
201306	CRIMBOLI NURSERY AND LANDSCAPE INC.	TREE PLANTING RETAINAGE	12,075.50	

201307	CROWLEY COMPANY, THE	HISTORICAL COMMISSION	1,760.00	
201308	CUTMYTREEDOWN.COM	FORESTRY MAINTENANCE	14,690.00	
201309	D AND D WATER AND SEWER INC	WATER SERVICE INSTALLATIONS	16,000.00	
201310	DINGES FIRE COMPANY	VEHICLE MAINTENANCE	1,679.40	
201311	DITCH WITCH SALES OF MICHIGAN	EQUIPMENT MAINTENANCE	476.55	
201312	DOBSON, MICHAEL JAMES	YOUTH BASKETBALL	200.00	
201313	DORNBOS SIGN & SAFETY INC	GROUNDS MAINTENANCE	912.50	
201314	EGANIX, INC	FOG (FATS, OILS, & GREASE) PREVENTION PROGRAM	2,650.00	
201315	EJ USA, INC.	WATER LINE MAINTENANCE	7,306.32	
201316	EMERGENCY MEDICAL TRAINING CENTER	RECRUITMENT TRAINING	200.00	
201317	EMPIRE PRINTING, LLC	ADULT BASKETBALL	47.36	
201318	ENERCO CORPORATION	BUILDING MAINTENANCE	356.00	
201319	ETHERLY, JERRAN	YOUTH BASKETBALL	80.00	
201320	ETNA SUPPLY	WATER LINE MAINTENANCE	916.46	
201321	FELDMAN CHEVROLET OF NOVI	VEHCILE MAINTENANCE	1,949.52	
201322	FERGUSON WATERWORKS #3386	WATER METERS	18,386.28	
201323	FIRE SYSTEMS OF MICHIGAN	BUILDING MAINTENANCE	236.25	
201324	FIREPENNY	VEHICLE MAINTENANCE	1,351.95	
201325	FISCHER, JUSTIN	REIMBURSEMENT JAPAN CONFERENCE	28.95	
201326	FISCHER, JUSTIN	REIMBURSEMENT JAPAN CONFERENCE	28.95	
201327	FISCHER, JUSTIN	REIMBURSEMENT JAPAN CONFERENCE	131.51	
201328	FISCHER, JUSTIN	REIMBURSEMENT JAPAN CONFERENCE	131.51	
201329	FREEMAN, LAURIE	ART PROGRAMS	384.00	
201330	G2 CONSULTING GROUP, LLC.	MATERIAL TESTING: WEST PARK DRIVE REHAB	19,750.00	
201331	GALE/CENGAGE LEARNING	LIBRARY BOOKS	548.63	
201332	GARY'S CATERING INC	SUPPLIES PRISONER MEALS/LINEN	626.25	
201333	GDI SERVICES INC	JANITORIAL CONTRACTS	29,092.00	
201334	GIFFELS-WEBSTER ENGINEERS INC.	ZONING ORDINANCE UPDATES	355.00	
201335	GLASS AMERICA	VEHICLE MAINTENANCE	541.00	
201336	GORDON FOOD SERVICE PAYMENT PROC.	COMMUNITY CENTER	28.97	
201337	GRAINGER INC, W W	SIGNING SUPPLIES	939.91	
201338	GRAPHIK CONCEPTS INC	VEHICLE MAINTENANCE	1,517.58	
201339	GRAY, SCOTT	YOUTH VOLLEYBALL	400.00	
201340	GREAT LAKES ACE	OPERATING SUPPLIES	59.83	
201341	GREAT LAKES POWER & LIGHTING INC.	BUILDING MAINTENANCE	1,645.40	
201342	GREAT LAKES PROFILES, INC.	PRE-EMPLOYMENT TESTING	160.00	
201343	GREAT LAKES WATER AUTHORITY	IWC CHARGES	899,010.67	
201344	HALLORAN, KEVIN	YOUTH BASKETBALL	200.00	
201345	HENDERSON, LEONARD	YOUTH BASKETBALL	120.00	
201346	HENRY FORD HEALTH SYSTEM	OPERATING SUPPLIES	336.00	
201347	HOME DEPOT CREDIT SERVICES	OPERATING SUPPLIES	4,392.02	
201348	VOID		-	V
201349	HUTSON INC OF MICHIGAN	LAWN MOWER MAINTENANCE	650.06	
201350	HYDRO-CHEM SYSTEMS, INC.	VEHICLE MAINTENANCE	748.03	
201351	INTRADO LIFE & SAFETY, INC	TELEPHONE MAINTENANCE	440.19	
201352	JEWISH COMMUNITY CENTER OF	DANCE PROGRAMS	2,100.00	
201353	KBK LANDSCAPING, INC.	CEMETERY MAINTENANCE	42,010.00	
201354	KIMBALL MIDWEST	OPERATING SUPPLIES	1,701.96	
201355	KNIGHT TECHNOLOGY GROUP, INC	TELEPHONE	585.00	
201356	KOUDA, MAJD	TUITION REIMBURSEMENT	1,571.20	
201357	L&W SUPPLY	OPERATING SUPPLIES	640.00	
201358	LABSOURCE INC	OPERATING SUPPLIES	268.14	
201359	LANGUAGE LINE SERVICES	EMERGENCY COMMUNICATION SERVICE	575.32	
201360	LAPOINTE, ERNEST RICHARD	YOUTH BASKETBALL	120.00	
201361	LENNY'S HOME SERVICES	HCD	9,919.00	
201362	LIBERTY, MARVIN	YOUTH BASKETBALL	240.00	
201363	LIBRARY NETWORK, THE	TLN AUTOMATION SERVICES	21,246.68	
201364	LIMB WALKERS TREE & SNOW	FORESTRY MAINTENANCE	5,125.00	
201365	M-2 AUTO PARTS, INC.	OPERATING SUPPLIES	363.59	
201366	MACQUEEN EMERGENCY	VEHICLE MAINTENANCE	357.05	
201367	MAMOLA, LEE	OLDER ADULTS FITNESS	364.00	
201368	MARCHIONE, ALEX	REIMBURSEMENT BROKEN GLASSES	390.19	
201369	MARSHALL, JUSTIN	YOUTH BASKETBALL	160.00	
201370	MC AULIFFE, MICHAEL	YOUTH BASKETBALL	120.00	
201371	MCKENNA ASSOCIATES INC	HCD	3,943.50	
201372	MEDLINE INDUSTRIES, LP	MEDICAL SUPPLIES	590.86	
201373	MICHAEL N O'LYNNGER	BLDG. BOND REFUND (ESCROW)	4,377.61	
201374	MICHIGAN AUTOMATIC SPRINKLER INC	GROUNDS MAINTENANCE	1,395.00	
201375	MICHIGAN CAT	EQUIPMENT MAINTENANCE	1,639.51	
201376	MICHIGAN LINEN SERVICE, INC.	BUILDING MAINTENANCE	1,842.75	
201377	MIDWEST TAPE, LLC	AUDIO VISUAL MATERIALS	1,208.85	

201378	VOID		-	V
201379	MUNICIPAL WEB SERVICES, INC	WEB PAGE MAINTENANCE	3,848.70	
201380	NATIONAL EXPRESS WASH HOLDCO, LLC	BLDG. BOND REFUND (ESCROW)	4,800.00	
201381	NATIONAL EXPRESS WASH HOLDCO, LLC	BLDG. BOND REFUND (ESCROW)	21,000.00	
201382	NATIONAL EXPRESS WASH HOLDCO, LLC	BLDG. BOND REFUND (ESCROW)	6,000.00	
201383	NATIONAL EXPRESS WASH HOLDCO, LLC	BLDG. BOND REFUND (ESCROW)	42,605.00	
201384	NATIONAL EXPRESS WASH HOLDCO, LLC	BLDG. BOND REFUND (ESCROW)	3,200.00	
201385	NCS CONSTRUCTION SERVICES LLC	HYDRANT DEPOSIT REFUND PP25-7	1,529.14	
201386	NICE, KIM	REIMBURSEMENT	72.91	
201387	NORTHVILLE PAINT CO	OPERATING SUPPLIES	72.99	
201388	NOVI CHAMBER OF COMMERCE	MEMBERSHIPS	224.26	
201389	NOVI COMMUNITY SCHOOLS	CHORALAIRES	25.00	
201390	NOVI YOUTH ASSISTANCE	HCD	1,751.50	
201391	NOVI, CITY OF	CITY'S SHARE OF FEES COLLECTED	1,263.75	
201392	VOID		-	V
201393	NOVI, CITY OF	PUBLIC SAFETY BUILDING	85.34	
201394	NOVI, CITY OF	LAND ACQUISITION	307.96	
201395	NOVI, CITY OF	LAND ACQUISITION	11.16	
201396	NOVI, CITY OF	LAND ACQUISITION	8,046.32	
201397	NOVI, CITY OF	LAND ACQUISITION	1,244.63	
201398	NOVI, CITY OF	LAND ACQUISITION	1,244.63	
201399	NOVI, CITY OF	LAND ACQUISITION	1,292.68	
201400	O'REILLY AUTO PARTS	OPERATING SUPPLIES	828.32	
201401	OAKLAND COMMUNITY COLLEGE	EDUCATION AND TRAINING	575.00	
201402	OAKLAND COUNTY ASSOCIATION	MEMBERSHIP DUES	120.00	
201403	OAKLAND COUNTY REGISTER OF DEEDS	26900 BECK HIGHWAY EASEMENT AGREEMENT	1,457.60	
201404	OAKLAND COUNTY REGISTER OF DEEDS	LICENSE AGREEMENT GATEWAY TOWNHOMES	30.00	
201405	OAKLAND COUNTY TREASURERS	SEWAGE TREATMENT COSTS	901,448.33	
201406	OAKLAND COUNTY WATER RESOURCES	OCDC PERMIT FEE	200.00	
201407	OCCUPATIONAL HEALTH CENTERS OF	MEDICAL SERVICE	175.00	
201408	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	316.13	
201409	OFFERMAN, SARAH	HISTORICAL COMMISSION	1,500.00	
201410	ON DUTY GEAR, LLC	SUPPLIES	6,700.00	
201411	ORKIN	CONTTACTUAL SERVICES	549.00	
201412	OSCAR W. LARSON CO.	GASOLINE AND OIL	312.50	
201413	OTIS ELEVATOR COMPANY	BUILDING MAINTENANCE	455.63	
201414	OVERDRIVE, INC.	ELECTRONIC MEDIA	1,762.59	
201415	PERFECT CLEANERS OF DETROIT, INC	2025-26 UNIFORM CLEANING	1,197.95	
201416	PERIGORD, VERNE K	BLDG. BOND REFUND (ESCROW)	4,881.60	
201417	PETTY, ROBERT	REIMBURSEMENT CONFERENCE	1,740.97	
201418	PLANTE & MORAN REALPOINT, LLC	PUBLIC SAFETY BUILDING	63,041.72	
201419	PRECISE MRM LLC	INTERNAL TECHNOLOGY ASSESSING	3,740.32	
201420	PRIESTAF, RONALD H.	WINTER FEST	350.00	
201421	PRIORITY ONE EMERGENCY	VEHICLE MAINTENANCE	940.99	
201422	PRIORITY WASTE LLC	RUBBISH MONTHLY	189,274.64	
201423	PRO-LINE ASPHALT PAVING	CONSTRUCT: 2025 NEIGHBORHOOD ROADS PROGRAM	89,726.25	
201424	PROJECT RESOURCES GROUP, INC	INSURANCE DEDUCTIBLES	1,145.09	
201425	PROSCREENING, LLC	PROFESSIONAL SERVICES	1,398.00	
201426	QUILL CORPORATION	OFFICE SUPPLIES	75.46	
201427	RAINES, LYDIA S	WITNESS	11.60	
201428	REASON CONSULTING CORPORATION	PERSONAL PROPERTY AUDITOR	3,333.00	
201429	RESOURCE RECOVERY AND RECYCLING	RECYCLING CENTER	3,782.00	
201430	RITENOUR, CURTIS R.	WINTER FEST	375.00	
201431	RKA PETROLEUM COS., INC	GASOLINE AND OIL	15,584.81	
201432	ROBINSON, ALLEN	YOUTH BASKETBALL	120.00	
201433	ROSATI, SCHULTZ, JOPPICH	LEGAL FEES	12,594.70	
201434	ROYAL CROWN ESTATES HOMEOWNERS	WATER LEAK DIG AREA STOP BOX	1,750.00	
201435	RUGGIRELLO, CHARLES	YOUTH BASKETBALL	200.00	
201436	SACHSE CONSTRUCTION	BLDG. BOND REFUND (ESCROW)	1,600.00	
201437	SALTY JAKES LLC	VEHICLE MAINTENANCE	3,843.25	
201438	SAM'S CLUB DIRECT	OLDER ADULTS SPECIAL EVENTS	79.34	
201439	SCODELLER CONSTRUCTION, INC.	ROUTINE MAINTENANCE	58,757.86	
201440	SERRA FORD FARMINGTON HILLS	VEHICLE MAINTENANCE	460.18	
201441	SERVICE EXPRESS, INC.	INTERNAL TECHNOLOGY	2,259.00	
201442	SHIFMAN FOURNIER, PLC	LEGAL FEES	875.00	
201443	SITEONE LANDSCAPE SUPPLY, LLC	STORM SEWER MAINTENANCE	38.38	
201444	SKILLPATH SEMINARS	CONFERENCE	349.00	
201445	SMART BUSINESS SOURCE LLC	OPERATING SUPPLIES	1,026.22	
201446	SQUEAKY SHINE CAR WASH	VEHICLE MAINTENANCE	580.00	
201447	ST JAMES, STEVE	REIMBURSEMENT	75.00	
201448	STEVE'S WATERWORKS LLC	HCD	10,000.00	

201449	SUNBELT RENTALS INC	EQUIPMENT RENTAL/LEASE	761.05
201450	SYSTEMP CORPORATION	PARK BUILDING MAINTENANCE	2,002.50
201451	T-MOBILE USA, INC.	OPERATING SUPPLIES	200.00
201452	THOMSON REUTERS - WEST	SUPPLIES	1,187.06
201453	TRENDSET COMMUNICATIONS GROUP, LLC	WATER METERS	650.00
201454	TRI-COUNTY INTERNATIONAL	VEHICLE MAINTENANCE	992.74
201455	TRUCK & TRAILER SPECIALTIES, INC.	VEHICLE MAINTENANCE	1,123.64
201456	UNIFIRST FIRST AID & SAFETY	OPERATING SUPPLIES	844.08
201457	URBANS PARTITION AND REMODELING CO	BUILDING MAINTENANCE	1,272.00
201458	VARIPRO	FLEXIBLE SPENDING	2,616.96
201459	VESCO OIL CORPORATION	VEHICLE MAINTENANCE	167.45
201460	WAYNE CHAPTER SPEBSQSA, INC	OLDER ADULTS SPECIAL EVENTS	250.00
201461	WEINGARTZ SUPPLY CO INC	LAWN MOWER MAINTENANCE	2,518.58
201462	WITMER PUBLIC SAFETY GROUP INC	VEHICLE MAINTENANCE	335.32
201463	ZINK, STEPHANIE	OLDER ADULTS FITNESS	540.00
		GRAND TOTAL	**$ 2,934,309.52**

GENERAL FUND	101	357,640.64
MAJOR STREET FUND	202	24,250.00
LOCAL STREET FUND	203	110,184.06
MUNICIPAL STREET FUND	204	4,749.20
PARKS, REC & CULTURAL SVCS FUND	208	10,037.90
DRAIN FUND	211	3,738.38
TREE FUND	213	31,890.50
RUBBISH COLLECTION FUND	226	189,274.64
LIBRARY FUND	271	48,910.91
LIBRARY CONTRIBUTION FUND	272	84.96
COMMUNITY DVLPMNT BLOCK GRANT FUND	274	23,414.25
CAPITAL IMPROVMENT PRGRM (CIP) FUND	401	74,029.81
SENIOR HOUSING FUND	574	147.52
WATER AND SEWER FUND	592	1,914,301.81
AGENCY FUND	701	122,042.96
MI HIDTA	725	19,611.98
GRAND TOTAL		**$ 2,934,309.52**