



CITY OF NOVI
Administrative ePacket
July 30, 2026

Council Action/Attention

[Plante Moran Realpoint Update](#)

[Shockey Consulting Novi 2050 Strategic Plan Update](#)

[Sidewalk Program Tree Removal - Herczeg](#)

[Lincoln Avenue Housing Proposal - Swick](#)

Departmental Updates

[The Buzz Report](#)

[Novi Weekly Road Construction Update \(7/28 - 8/3\)](#)

For Your Information



City of Novi - Project Status Overview

Status Summary

Novi City Council Weekly Update #76

As of:

7/29/2026

Overall
Status

In progress

PMR Previous Activities (October 2024 – July 2026)

Design

- Bi-weekly design meetings continue to occur on Mondays

Other

- ~~HED/PMR met with Community Development to discuss final site plan submission process and stormwater detention on 7/21.~~
- ~~Commissioning Agent contract (JMK) awaiting city signatures.~~
- HED/BRW, City, PMR and Christman have value engineered FS 2 and FS 3 to keep project within schematic design budget parameters; correspondence memorializing this milestone has been sent by HED to PMR for City distribution.

Upcoming Activities

Governance

- City Council's remaining approvals consist of design development; furniture vendor; contractor bid packages; change orders (CO's) that exceed project contingency or program budget
- FAC to approve budget transfers between projects (for example, a budget transfer from the PSB to FS 2) and use of contingency

Design

- Approval of FS 2 and FS 3 Design Development to occur at the 10/12 City Council meeting, with an FAC meeting to be scheduled prior (week of 10/5?)
- Current cost estimating for the PSB is within industry standards for the Conceptual Design phase; as such, PSB is now in the Schematic Design phase.
- Current timeline is aiming for Schematic Design approval of the PSB at the 10/12 City Council meeting, with an FAC meeting to be scheduled prior (week of 10/5?)
- Materials Testing invite-only RFP to be issued ~~this week~~ in August.

Other

- The next PMR's Owner's Meeting with Novi will be on 8/10/26
- FS 2 and FS 3 site bid packages to be issued in August with award recommendation at 10/12 City Council meeting.

Areas for Discussion

Site Due Diligence / Budget Items Checklist:

- City of Novi will address any necessary survey and treatment of invasive species for public safety sites
- HED to set follow up meeting with Community Development to review FS 2 and FS 3 landscaping plan.

City of Novi Road Project

- Approx. \$18 million, which includes property acquisition and utilities (\$11.5 million "construction cost" for the road itself)
- PMR's assumption is that it is responsible for activities within the project sites, and that utilities are available at lot line
- FS 2 sewer to be discussed with city administration.
- City will be responsible for wetlands, contaminated soils and land clearing of the identified spoils pile at the Public Safety Building Site (if needed), and relocation and/or improvements of public utilities adjacent at Lee BeGole Drive to facilitate the road improvements and PSB project.
- PMR analyzing cost-sharing financial scenarios between Public Safety Project and Road Project activities for items listed above for FAC.
- Road Project pre-bid occurred on 7/14, with bid openings scheduled for 7/23. Anticipated Council award date is 8/10.

Procurement and Contracts

- Site work/land clearing for FS 2 and 3 to occur 4th Quarter 2026
- Targeting substantial completion of FS 2 and FS 3 by December 2027, with the PSB starting construction in 2028.
- PMR seeking approval of Mechanical/Electrical Commissioning and Furniture, Fixtures and Equipment (FFE) vendor in 4th Quarter 2026.

July 27, 2026

Brian Weber
Plante Moran Realpoint (PMR)
3000 Town Center, Suite 100
Southfield, MI 48075

RE: City of Novi - Fire Station 2 & 3
"Scope-to-Budget" VE Process & Assessment

Dear Mr. Weber:

Following completion of the 35% Schematic Design cost estimate for Fire Stations No. 2 and No. 3, the City of Novi Police and Fire Department Chiefs, Plante Moran Realpoint (PMR), The Christman Company, and the entire AEC design team initiated a comprehensive Value Engineering (VE) assessment per the approach outlined herein to identify opportunities to reduce project costs to both sites and restore alignment with the City's original targeted construction budget objective of \$8.5 million per station. The assessment was conducted as a collaborative and disciplined review of every major building system, site improvement, and civil infrastructure component. Rather than focusing solely on first-cost reductions, the evaluation emphasized preserving the long-term operational performance, firefighter safety, durability, and public value expected of these critical public safety facilities while identifying opportunities to improve construction efficiency and reduce unnecessary project costs.

While there are still some outstanding items listed on the CMar's VE log that have yet to be priced and tracked that have been identified as potential added cost savings, HED still believes that the two fire station projects are now much closer to within the 10% threshold of the city's targeted construction budget. It's important to note that this goal can be further achieved through continued design refinements, in addition to the city's relaxation of targeted design standards, as well as maximizing the contractors subtrade bidding environment. HED is committed to continue working to identify and explore additional cost reduction opportunities while still protecting the Public Safety Departments operational needs, program and design integrity of each station.

Comprehensive Evaluation

The Value Engineering effort that was completed represents a comprehensive review of the project, evaluating more than sixty individual value creation opportunities across all major project disciplines, including civil engineering, site development, utilities, landscape architecture, structural systems, building envelopes, interior construction, mechanical, electrical, plumbing, and specialty systems. The evaluation focused on the highest-cost components identified in the 35% estimate, where meaningful cost reductions could be achieved without compromising the core mission of the facilities.

Balanced Decision-Making

Each value creation opportunity was evaluated using a consistent set of criteria extending well beyond initial construction cost. Recommendations were assessed for their impact on firefighter operations, emergency response capability, public safety, long-term maintenance requirements, durability, life-cycle value, constructability, schedule, and code compliance. This disciplined approach ensures that cost reductions are considered within the broader context of the City's long-term investment rather than solely on short-term budget impacts.

The assessment also distinguishes between recommendations that can be implemented administratively by the project team and those requiring operational direction from the Novi Fire Department or policy decisions by the City. Several site-related recommendations, including modifications to screening walls, landscape requirements, stormwater management strategies, and other ordinance-driven site improvements would require review and approval through the City's Community Development team and waivers provided to allow relaxation from city design ordinances and standards.

Balanced Value-Based Approach

The assessment intentionally prioritizes recommendations that simplify construction, reduce architectural complexity, optimize building systems, and improve construction efficiency before considering measures that could affect operational capability or service delivery. Opportunities such as simplifying exterior materials, optimizing structural systems, refining site improvements, reducing unnecessary architectural enhancements, and selecting alternative building systems offer meaningful cost reductions while preserving the operational integrity, civic character, and long-term durability of the facilities.

Only after these opportunities are fully considered does the assessment identify alternatives that may affect building program, operational flexibility, or future expansion potential. These items are clearly identified for additional discussion with City leadership and Fire Department representatives to ensure that any decisions involving operational impacts remain policy decisions rather than purely financial decisions.

Meaningful Progress Toward Budget Alignment

The completed Value Creation Log created and managed by The Christman Company demonstrates that the collaborative evaluation and has identified **approximately \$2.34 million in potential combined savings** across Fire Stations No. 2 and No. 3, providing a realistic pathway toward substantially reducing the current budget variance while maintaining the City's operational objectives. Many of these opportunities can be implemented through design refinement, material selection, system optimization, and construction efficiency, while others remain subject to City approvals, operational decisions, market conditions, and continued design development.

Although additional refinement will continue throughout Design Development and Construction Documents, the assessment confirms that meaningful progress can be achieved through thoughtful optimization of the current design rather than fundamental wholesale changes that impact the operational program or mission of either fire station.

Conclusion

The Value Engineering assessment should not be viewed as a cost-cutting exercise, but rather as a strategic value optimization process that balances fiscal responsibility with the City's commitment to providing safe, durable, resilient, and efficient public safety facilities. The recommendations contained within this assessment provide City leadership with a structured framework for evaluating project priorities, making informed policy decisions, and responsibly managing public investment while preserving the operational excellence and long-term service life expected of Fire Stations No. 2 and No. 3.

Ultimately, the objective of this effort is to deliver two high-quality fire stations that support the operational needs of the Novi Fire Department, provide exceptional long-term value to the community, and reflect the City's commitment to responsible stewardship of public resources through informed, collaborative, and value-based decision making.

Should you have any questions regarding this information, or if you wish to discuss any other aspects of the project, please contact the HED leadership team directly.

Sincerely,

Steve Jackson
Assoc. Sr. Project Manager

CITY OF NOVI: FIRE STATIONS No. 2 & No. 3 VALUE CREATION ASSESSMENT

DESIGN PHASE

- 35% Schematic Design

PROJECT OBJECTIVE

- Restore Fire Stations No. 2 and No. 3 to the City's original construction budget target of \$8.5 Million per station while preserving firefighter safety, operational readiness, long-term durability, and responsible stewardship of public investment.

PROJECT STATUS

	Fire Station 2	Fire Station 3
Original Construction Budget	\$8.50M	\$8.50M
35% SD Construction Estimate, dated May 29, 2026	~\$12.2M	~\$12.6M
Budget Status	Over Target	Over Target
Projected Value After Current VE Log, per revised CMaR estimate dated 7/23/2026	≈ \$10.5M	≈ \$10.7M
• Additional refinement during Design Development and market pricing may further improve budget alignment.		

VALUE CREATION PROCESS

Comprehensive Evaluation

- More than 60 value creation opportunities were evaluated across every major discipline to maximize value while minimizing operational impacts.

Discipline	Primary Focus
Site & Civil	Utilities, grading, paving, detention, retaining walls
Landscape	Plantings, irrigation, screening, berms
Architecture	Exterior materials, roofing, glazing, finishes
Structure	Foundations, framing systems, roof structure
Mechanical	HVAC systems, controls, plumbing
Electrical	Generator, lighting, security, low-voltage
Interiors	Finishes, casework, specialty equipment

GUIDING PRINCIPLES

Preserve What Matters Most

- ✓ Firefighter Safety
- ✓ Emergency Response Readiness
- ✓ Code Compliance
- ✓ Operational Functionality
- ✓ Long-Term Durability
- ✓ Public Investment Value

Reduce Cost Through Better Value

- ✓ Simplify Construction
- ✓ Eliminate Unnecessary Complexity
- ✓ Optimize Building Systems
- ✓ Improve Constructability
- ✓ Reduce Life-Cycle Maintenance
- ✓ Maintain Civic Character

HIGHEST VALUE OPPORTUNITIES

Opportunity	Value Potential	Operational Risk
Exterior Material Simplification	★★★★★	Low
Site & Civil Optimization	★★★★★	Low-Medium
Roofing Simplification	★★★★☆	Low
Structural Optimization	★★★★☆	Low
Mechanical & Electrical Optimization	★★★★☆	Low-Medium
Interior Finish Optimization	★★★☆☆	Low
Landscape Optimization	★★★☆☆	Low

DECISION FRAMEWORK

Ready for Design Team Implementation

- **No policy changes required**
- Material substitutions
- Structural optimization
- Interior finish simplification
- HVAC optimization
- Electrical optimization
- Lighting revisions
- Constructability improvements

Requires City Review / Ordinance Relief

- Alternative stormwater strategies
- Berm removal
- Screen wall revisions
- Landscape reductions
- Sidewalk modifications

Requires Fire Department / Owner Direction

- Apparatus Bay Modifications
- Program reductions and/or modifications
- Generator use: existing vs. new. Capacity sizing to be determined to provide clarity of each option for informed decisions.
- Security system reductions
- Snowmelt system revisions
- Apparatus door alternatives

EXPECTED OUTCOME

- The Value Creation Assessment demonstrates a practical pathway toward substantially reducing the current budget variance while maintaining:
 - Firefighter operational readiness
 - Public safety performance
 - Long-term facility durability
 - Community architectural quality
 - Sustainable maintenance costs
 - Responsible stewardship of City Resources

Conclusion

The Value Creation Assessment is not simply a cost-cutting exercise. It is a strategic evaluation intended to maximize long-term value by balancing fiscal responsibility with firefighter safety, operational effectiveness, durability, maintainability, and architectural quality.

The assessment provides City leadership with a structured framework for making informed decisions that preserves the mission of the Novi Fire Department while responsibly managing public investments.

End Of "Scope-to-Budget" / Realignment VE Process



City of Novi – Strategic Plan Status Update

As of: 7/30/2026

Launch	Discovery	Visioning	Scenarios / Strategies	Crafting the Plan
Completed	Completed	Completed	Underway	Jul-Oct

Recent Progress	Upcoming Efforts / Engagements
• July Briefing and Plan Framework Review with LRSPC (7/20) • Novi 2050 Process Update at Council Meeting (7/27) • Launched additional topic-specific surveys(Mobility & Transportation, Responsive & Adaptable Services, Long-Term Funding, Infrastructure & Facilities, Environment) • Developed initial plan framework, including: ○ Vision ○ Mission ○ Focus Areas ○ Goals ○ Strategies ○ Outcome Measures	• August In-Person Visit (8/17-18) – Plan Drafting and Revisions • Develop sample plan pages for design approval • Review of Full Plan Draft

Input Needed
N/A

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: JEFFRY HERCZEG, DIRECTOR OF PUBLIC WORKS
SUBJECT: SIDEWALK PROGRAM TREE REMOVAL
DATE: JULY 23, 2026

The Department of Public Works in cooperation with the Mobility Committee and City Council worked to create a Neighborhood Sidewalk Program (NSP) to address deflections and deterioration of sidewalk panels in residential neighborhoods throughout the city ([more information here](#)).

This program is a courtesy to the residents, who by ordinance, are responsible to maintain [sidewalks](#) in a proper state of repair. The intent of the city program is to unburden residents with the financial responsibility and bring the residential non-motorized network up to the acceptable Americans with Disabilities Act (ADA) standards, in the most efficient and cost-effective manner. Generally, most communities assess the property owners for repairs adjacent to their parcel. Since the city can create programs on a large scale, volume prices are lower (versus homeowner solicited), and the program can be managed and inspected by staff per city standards.

This year's NSP program consists of 17 subdivisions and includes 2,982 Sidewalk panels to be replaced, totaling over 15,754 feet of sidewalk. These repairs are spread over 600 plus addresses amongst the 17 subdivisions. 788 trees were identified as impacting the sidewalks included in these repairs, comprising a total of 1,218 panels and 6,300 feet of sidewalk.

As discussed throughout the creation of the program, trees are responsible for between 50% and 80% of the panel deflections in the network, depending on a particular subdivision and the tree species. Consequently, the program includes right-of-way (ROW) and the occasional private tree removals.

Why are tree removals necessary? In the 1970's, 80's and 90's when Novi saw a surge in residential development, trees too large for rights-of-way were planted (or left in place) because infrastructure was smaller and different, and planning lacked modern arboricultural data. Immediate environmental and aesthetic needs were prioritized over good arboriculture practices. Or, fast and large growing trees were often used in places where they would eventually become problematic.

In general, large and fast-growing species should not be planted near sewer lines, sidewalks, roads or other critical infrastructure. These include (but are not limited to) silver and Norway maple, Siberian elm, dawn redwood, London planetree, honey locust, and some red oak species. This is commonly referred to as **“wrong tree, wrong place”**.

Novi's infrastructure has both aged and grown exponentially in the last 30-40 years. Urban landscapes, like a residential landscape, have a service life and are not exempt from an ever-changing environment. Over a 30-year time, the average homeowner may have renewed or refreshed their landscape several times. The urban forest is no different except for the sheer scale the city is charged to maintain (tree inventory ~40,000).

Did staff evaluate alternatives? Yes. Root pruning is the preferred alternative and is executed when applicable. If a tree is in good health and poses no other risks than a deflected panel, root pruning is part of the program. However, excessive root pruning can damage trees and make them susceptible to uprooting, and therefore, can't be used in every instance.

How do staff decide what stays and what goes? The first step was a city-wide condition assessment and creation of a geo-database in 2025. Staff work closely with a consulting engineering firm to analyze the condition assessment and create specifications and bid documents for the Neighborhood Sidewalk Program.

Next, the city Arborist ([ISA Arborist](#), and tree risk assessment or [TRAQ credentialed](#)) and a staff Engineering Technician evaluated all the sidewalk locations and found 788 locations where trees were identified as impacting the sidewalks. The forester was asked to evaluate the locations where tree removals were thought to be likely due to the amount of adjacent concrete work. Staff identified 188 locations which resulted in 129 recommendations for removal. Out of all trees involved in sidewalk repairs identified in this year's NSP **removals make up 16 percent and the remaining 84 percent were saved utilizing root pruning or preserving the tree in place**. When trees are **wrong tree, wrong place**, and/or fail in other **categorical risk assessments** they are added to the removal list. This is a thoughtful and data-based decision-making process which staff stand behind.

For example, the Westridge Downs opposition to tree removals is based on a total of 17 trees, (7 of which are Norway Maples) out of more than 100 street trees in the subdivision. These 17 are also in conflict with other critical infrastructure (water, sanitary sewer, storm sewer, and the road - exhibits below) which could interfere with future maintenance operations. Seven of the identified trees had existing health concerns and would be candidates for removal regardless of the sidewalk program. Alternatively, root pruning was deemed appropriate in 13 locations where roots were impacting the sidewalk, where the health of the tree was not in jeopardy.

[illegible]

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Suggestions to use alternative materials, realignment, or concrete grinding are **not feasible for a program this comprehensive**. Creating an “a la carte” or negotiable program for city owned assets would be more expensive, is not efficient and would not meet ADA standards. Also, introducing other materials (rubber, ramps, mats etc.) would create numerous issues with ongoing maintenance specific to each location.

How are removals communicated to residents? Through experience with previous projects, the most effective manner of resident contact is a physical knock on the door accompanied by a door hanger 3-4 weeks before the program mobilizes and when sites are being marked by Engineering. This is done in tandem with a letter from Community Relations to impacted property owners.

Additional notifications via yard signs, social media/website, flyers etc. speaking to the NSP more broadly, follow the above process.

Does the city replace the trees? Yes. Staff replaces the tree being removed with a well-suited species for the site, unless the resident requests that a tree not be replanted OR major site conflicts (infrastructure, inadequate planting space, severe sight distance impacts) make replacement inappropriate. If the latter, attempts are made to relocate the planting site and replace the tree elsewhere in the ROW adjacent to the impacted address.

Staff understand the value of the urban forest and take appropriate consideration when deciding the best way to manage assets now and for the future. Resident concerns for tree removals are passionate, real and worthy of discussion, and staff have been fully responsive. Tree removal decisions are not taken lightly and are made in accordance with best arboricultural best practices. Ultimately the trees are **city assets, in city ROW**. The decision to remove the trees should be made by City Council and staff, who work in the best interest and consider the long-term maintenance of all the city's critical infrastructure.

MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
FROM: REGINA SWICK, ECONOMIC DEVELOPMENT
SUBJECT: LINCOLN AVENUE MIXED-INCOME HOUSING
DATE: JULY 30, 2026

Mayor and Council –

We have another request that will come before you at your August 10th meeting. This one is specifically geared toward workforce housing. Happy to answer any questions you may have leading up to their presentation.

- Victor

The City has been approached by Lincoln Avenue Communities, a developer interested in redeveloping the former DeMaria site at the northwest corner of Taft Road and Grand River Avenue, within Novi's City West District.

The proposed project is a mixed-income, multifamily housing development consisting of approximately 269 units: 40 one-bedroom, 121 two-bedroom, 80 three-bedroom, and 28 four-bedroom units. Per the developer, all units would be income-restricted to households earning no more than 80% of Area Median Income (AMI), with a weighted average across the property not to exceed 60% AMI.

Within that mix, 32 units would serve households earning up to 30% AMI and would be supported by MSHDA Project-Based Vouchers. The vouchers would allow the property to receive market-comparable rents on those units. The developer intends to finance the project using federal Low-Income Housing Tax Credits (LIHTC), together with funding through Oakland County and the Michigan State Housing Development Authority (MSHDA).

Per the developer, the LIHTC financing would require the applicable affordable units to remain subject to income and rent restrictions for a minimum of 30 years, regardless of a change in ownership. Additional affordability requirements may apply as a result of MSHDA and Oakland County financing. The specific affordability requirements for the project's financing would be established by the applicable financing and regulatory agreements.

As part of this financing structure, the developer has requested that the City consider either a MSHDA Housing Tax Increment Financing Program, or a Payment In Lieu of Taxes (PILOT) arrangement, in place of standard property taxes.



Specifically, the developer is proposing a Housing TIF to capture 90% of the incremental increase in taxable value for a 40-year term. Affecting both City General Fund revenue and CIA revenue, since both draw from the same captured increment. Per the developer, a 90% capture ratio aligns with what has been permitted for similar Lincoln Avenue Communities projects in other municipalities and would provide additional financing capacity to help address anticipated increases in construction costs.

The developer has indicated that, if the City were to provide TIF assistance, the City could require an affordability commitment extending beyond the minimum affordability period associated with the LIHTC financing. Because the proposed TIF term is 40 years, the City may wish to consider whether the affordability commitment should correspond with the full term of the City's financial assistance.

Following expiration of the requested 40-year TIF term, the property would return to the standard property tax structure. Any affordability requirements in place at that time would continue according to the terms of the project's financing and regulatory agreements. The developer may seek additional financing or incentives in the future to support capital improvements or other project needs; any future request would be subject to City consideration at that time.

Brief Summary: What Is a PILOT?

A Payment In Lieu of Taxes (PILOT) is an alternative to standard property taxation that may be used for certain affordable housing developments. Rather than paying property taxes calculated from assessed value and applicable millage rates, the property owner makes a payment based on the terms established under the applicable PILOT program and agreement.

Per the developer, the proposed PILOT would require the property owner to pay 3% of "shelter rents," defined by the developer as rent collected less utility costs paid by the owner. The PILOT payment would then be distributed among the applicable taxing jurisdictions according to the terms of the PILOT structure. Based on the City's 2025 millage rates, the City of Novi would receive approximately 20% of the PILOT payment.

As an additional possibility, the developer has discussed a Municipal Services Agreement (MSA) in conjunction with a reduced PILOT. Under this concept, the PILOT percentage would be lowered (for example, from 3% to 1% of shelter rents), while a separate service payment, proposed at approximately 2% of shelter rents, would be paid directly to the City under the MSA. Per the developer, this additional payment would not be distributed among the other taxing jurisdictions.

The proposed PILOT and MSA structure would be subject to further review by the City, including review of the applicable statutory authority, proposed agreement terms, and financial implications.

Table of sample rents provided by the developer

Bedrooms	50%	60%	80%
1 Bedroom	\$946	\$1,136	\$1,515
2 Bedrooms	\$1,136	\$1,363	\$1,818
3 Bedrooms	\$1,313	\$1,575	\$2,101
4 Bedrooms	\$1,465	\$1,758	\$2,344

[Income and rent limits](#) set by MSHDA for LIHTC projects, MSHDA Direct Loan projects

05/01/2026 INCOME AND RENT LIMITS

County: 63 Oakland

Effective Date: 5/1/2026

Income	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
20%	14,680	16,780	18,880	20,960	22,640	24,320	26,000	27,680
25%	18,350	20,975	23,600	26,200	28,300	30,400	32,500	34,600
30%	22,020	25,170	28,320	31,440	33,960	36,480	39,000	41,520
35%	25,690	29,365	33,040	36,680	39,620	42,560	45,500	48,440
40%	29,360	33,560	37,760	41,920	45,280	48,640	52,000	55,360
45%	33,030	37,755	42,480	47,160	50,940	54,720	58,500	62,280
50%	36,700	41,950	47,200	52,400	56,600	60,800	65,000	69,200
55%	40,370	46,145	51,920	57,640	62,260	66,880	71,500	76,120
60%	44,040	50,340	56,640	62,880	67,920	72,960	78,000	83,040
70%	51,380	58,730	66,080	73,360	79,240	85,120	91,000	96,880
80%	58,720	67,120	75,520	83,840	90,560	97,280	104,000	110,720
100%	73,400	83,900	94,400	104,800	113,200	121,600	130,000	138,400
120%	88,080	100,680	113,280	125,760	135,840	145,920	156,000	166,080
125%	91,750	104,875	118,000	131,000	141,500	152,000	162,500	173,000
140%	102,760	117,460	132,160	146,720	158,480	170,240	182,000	193,760
150%	110,100	125,850	141,600	157,200	169,800	182,400	195,000	207,600
Rent By Person	1 Person	2 Person	3 Person	4 Person	5 Person	6 Person	7 Person	8 Person
20%	367	419	472	524	566	608	650	692
25%	458	524	590	655	707	760	812	865
30%	550	629	708	786	849	912	975	1,038
35%	642	734	826	917	990	1,064	1,137	1,211
40%	734	839	944	1,048	1,132	1,216	1,300	1,384
45%	825	943	1,062	1,179	1,273	1,368	1,462	1,557
50%	917	1,048	1,180	1,310	1,415	1,520	1,625	1,730
55%	1,009	1,153	1,298	1,441	1,556	1,672	1,787	1,903
60%	1,101	1,258	1,416	1,572	1,698	1,824	1,950	2,076
80%	1,468	1,678	1,888	2,096	2,264	2,432	2,600	2,768
100%	1,835	2,097	2,360	2,620	2,830	3,040	3,250	3,460
120%	2,202	2,517	2,832	3,144	3,396	3,648	3,900	4,152
125%	2,293	2,621	2,950	3,275	3,537	3,800	4,062	4,325
140%	2,569	2,936	3,304	3,668	3,962	4,256	4,550	4,844
150%	2,752	3,146	3,540	3,930	4,245	4,560	4,875	5,190
Rent By Bedroom	0 Bedroom	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom	5 Bedroom		
20%	367	393	472	545	608	671		
25%	458	491	590	681	760	838		
30%	550	589	708	817	912	1,006		
35%	642	688	826	953	1,064	1,174		
40%	734	786	944	1,090	1,216	1,342		
45%	825	884	1,062	1,226	1,368	1,509		
50%	917	983	1,180	1,362	1,520	1,677		
55%	1,009	1,081	1,298	1,498	1,672	1,845		
60%	1,101	1,179	1,416	1,635	1,824	2,013		
70%	1,284	1,376	1,652	1,907	2,128	2,348		
80%	1,468	1,573	1,888	2,180	2,432	2,684		
100%	1,835	1,966	2,360	2,725	3,040	3,355		
120%	2,202	2,359	2,832	3,270	3,648	4,026		
125%	2,293	2,457	2,950	3,406	3,800	4,193		
140%	2,569	2,752	3,304	3,815	4,256	4,697		
150%	2,752	2,949	3,540	4,087	4,560	5,032		



45500 GRAND RIVER AVENUE

I. EXECUTIVE SUMMARY

Lincoln Avenue Communities (LAC) proposes the development of a 269-unit, high-quality affordable multifamily community located at 45500 Grand River Avenue in Novi, Michigan, one of the most economically vibrant and supply-constrained housing markets in Oakland County.

The project will deliver new construction family housing serving households at a range of income levels (30%–80% AMI) in a market where existing rental housing options are overwhelmingly oriented toward high-income households. The development will leverage MSHDA Direct Lending and Gap Financing, Housing TIF, and local support, including potential Oakland County soft funding, to close the affordability gap and deliver long-term community benefit.

Strategically located within the City's newly established City West zoning district, the site sits at the center of a rapidly transforming corridor envisioned as a walkable, mixed-use district anchored by major employment, retail, and entertainment uses. The project aligns directly with this vision by combining high-density residential development with public open space amenities, contributing to placemaking while addressing a critical shortage of workforce and affordable housing.

This development represents a rare opportunity to introduce institutional-quality affordable housing into one of Southeast Michigan's most desirable suburban communities.

II. PROJECT NARRATIVE

Development Overview

The proposed development is envisioned as a high-quality multifamily community that advances the objectives of Novi's newly formed City West district. The unit mix is deliberately structured to accommodate larger households, with a strong emphasis on two-, three-, and four-bedroom units. This approach reflects both demonstrated market demand and the limited availability of larger, affordable units within Novi and the broader Oakland County region. Utilizing the income-averaging, the project will accommodate households with incomes ranging from 30% to 80% AMI. Units set aside for 30% AMI households will be subsidized with Project-Based Vouchers, and at least one full-time staff member will be dedicated to providing resident services to these households.

	Efficiency	1	2	3	4	Total
0%	—	—	—	—	—	—
10%	—	—	—	—	—	—
20%	—	—	—	—	—	—
30%	—	4	10	8	3	25
40%	—	—	—	—	—	—
50%	—	1	3	2	—	6
60%	—	30	89	59	20	198
70%	—	—	—	—	—	—
80%	—	6	18	12	4	40
LIHTC	—	41	120	81	27	269
Other Restrictd	—	—	—	—	—	—
Market	—	—	—	—	—	—
	—	41	120	81	27	269

Figure: Unit Mix by AMI Set-Aside and Unit Type

Beds	Baths	Income Limit	Units	Comparable Mkt Rent	Spread to Market	2026 Gross Rent	Utility Allowance	2026 Net Rent
1	1	30.0 %	4	\$ 1,825	PBV	PBV	PBV	PBV
2	2	30.0 %	10	2,244	PBV	PBV	PBV	PBV
3	2	30.0 %	8	2,376	PBV	PBV	PBV	PBV
4	3	30.0 %	3	3,000	PBV	PBV	PBV	PBV
1	1	50.0 %	1	1,825	(50.0) %	983	70	913
2	2	50.0 %	3	2,244	(51.2) %	1,180	86	1,094
3	2	50.0 %	2	2,376	(46.8) %	1,362	98	1,264
4	2	50.0 %	—	3,000	(53.1) %	1,520	114	1,406
1	1	60.0 %	30	1,825	(39.2) %	1,179	70	1,109
2	2	60.0 %	89	2,244	(40.7) %	1,416	86	1,330
3	2	60.0 %	59	2,376	(35.3) %	1,635	98	1,537
4	2	60.0 %	20	3,000	(43.0) %	1,824	114	1,710
1	1	80.0 %	6	1,825	(17.6) %	1,573	70	1,503
2	2	80.0 %	18	2,244	(19.7) %	1,888	86	1,802
3	2	80.0 %	12	2,376	(12.4) %	2,180	98	2,082
4	2	80.0 %	4	3,000	(22.7) %	2,432	114	2,318
Total / Weighted Average		60.0 %	269	2,296	(32.5) %	1,416	\$ 82	\$ 1,334

Figure: Rent and Unit Mix

Beyond housing, the development will incorporate a publicly accessible open space element—such as a park, plaza, or gathering area—to satisfy zoning requirements and enhance the project's integration into the surrounding neighborhood. This feature is intended not only as a compliance measure, but as a meaningful amenity that contributes to the broader vision for a walkable, mixed-use district.

Market Opportunity

Oakland County is widely recognized as one of Michigan's most economically robust regions, supported by a diverse employment base and a highly educated workforce. Novi, in particular, stands out as a key growth node within the county, characterized by strong household incomes, high-quality schools, and a concentration of retail and commercial activity.

Despite these strengths, the local housing market presents a clear imbalance. The existing multifamily inventory is heavily skewed toward market-rate product, much of which commands rents that are out of reach for moderate-income households. Affordable housing options are extremely limited, particularly within Novi itself, where few income-restricted properties exist.

The scarcity of affordable units is compounded by strong demand fundamentals, including population stability, employment growth, and continued private investment. Nearby market-rate developments achieve rents that are significantly higher than those projected for the proposed project, often exceeding affordable rent levels by 30% to 50%.

Site and Location Advantages

The subject site comprises approximately 10.74 acres and is currently improved with a series of low-density office and light industrial structures. Following the City's 2024 rezoning of the property to the City West district, these existing uses have become non-conforming, creating a clear opportunity for redevelopment consistent with the City's long-term planning framework.

From a locational standpoint, the site benefits from immediate access to Interstate 96, positioning it within a major regional employment corridor. It is also directly adjacent to the Suburban Collection Showplace, one of the largest conference and event facilities in Michigan, which serves as a significant economic anchor for the area. Major employers such as Harman International and Henry Ford Providence Hospital are located nearby, further reinforcing the site's connectivity to employment centers.

Perhaps most notably, the surrounding area is poised for substantial transformation. A large-scale mixed-use development is currently being advanced immediately west of the site within the City West district. Planned components include residential units, hospitality uses, retail space, and entertainment venues. This level of adjacent investment signals strong confidence in the corridor and is expected to catalyze additional growth, further enhancing the desirability and long-term value of the proposed development.



Figure: Key Adjacencies

Zoning and Entitlements

The City West zoning district was established to implement a vision first articulated in Novi's 2016 Master Plan, which called for the creation of a dense, walkable, mixed-use environment along the Grand River corridor. The district explicitly encourages the integration of residential uses with complementary commercial and public-oriented spaces, fostering a more urban, connected development pattern.

Within this framework, multifamily housing is permitted at a density of 25 units per acre when paired with a qualifying non-residential or public use. LAC's development concept has been structured to meet this requirement through the inclusion of a public gathering space, ensuring compliance while also contributing to the district's broader design intent.

Initial engagement with City planning staff has been positive, with indications that affordable housing is viewed as a desirable and appropriate use for the site. Continued collaboration with the City will focus on ensuring that the project's design, scale, and amenities align with local expectations and reinforce the goals of the City West district.

Financial Overview and Feasibility

The project is structured to leverage the Michigan State Housing Development Authority's Direct Lending and Gap Financing Program, which provides both construction and permanent financing alongside subordinate funding. This approach allows for an efficient capital stack while maintaining long-term affordability.

In addition to MSHDA financing, the development anticipates utilizing Housing Tax Increment Financing and subordinate financing available through Oakland County. Receipt of these additional sources is crucial for project feasibility.

Uses	
Acquisition	\$ 5,300,000
Construction/Rehabilitation	63,536,728
Professional Fees	2,207,300
Interim Construction Costs	6,997,033
Permanent Financing	1,682,194
Other Costs (In Basis)	3,665,238
Other Costs (NOT In Basis)	921,794
Project Reserves	3,719,495
Developer Fee	12,528,005
Total	\$ 100,557,787
Sources	
MSHDA Permanent Mortgage	\$ 41,979,181
Equity Contribution From Tax Credit Syndication	37,088,421
MSHDA Gap Funding	8,000,000
Oakland County Funds	3,000,000
Other Equity	100
Cashflow During Construction	185,120
Deferred Developer Fee	10,304,965
Total	\$ 100,557,787

Community Impact

The proposed development will deliver meaningful benefits to the City of Novi and Oakland County by expanding access to high-quality affordable housing in a high-opportunity area where such options are currently limited. By providing housing for working families near major employment centers, the project will support workforce stability and contribute to a more economically diverse community.

Beyond housing delivery, the project is expected to generate significant economic activity. The combined impact of construction, operations, and resident spending is projected to total approximately \$172 million in regional economic output, driven primarily by more than \$133 million in construction activity. Ongoing operations and resident spending will continue to support local businesses and economic activity over time.

The development is also anticipated to support approximately 739 jobs across the regional economy, including roughly 565 construction-related positions during the development phase. Additional jobs will be supported through property operations and indirect economic activity generated by residents.

These economic benefits are complemented by LAC's resident-focused operating model, which connects households to services such as workforce development, education, and financial resources, supporting long-term stability and mobility.

The project will further contribute to the City West district through the inclusion of publicly accessible open space, reinforcing the City's vision for a walkable, mixed-use environment. Collectively, the development represents a significant investment in both housing and the broader economic vitality of Novi and Oakland County.

III. DEVELOPER OVERVIEW

About Lincoln Avenue Communities

Lincoln Avenue Communities is a nationally recognized owner, developer, and operator of affordable housing, with a mission-driven approach to delivering high-quality, sustainable communities. Founded in 2016, LAC has rapidly grown into one of the most active affordable housing platforms in the United States, with a portfolio that now includes more than 180 communities across 30 states serving over 80,000 residents. This growth has been driven by the firm's ability to combine institutional capital with an entrepreneurial approach, supported in part by its affiliation with the Bronfman Family Office, which provides flexible access to capital and enables LAC to move quickly and structure complex transactions.

LAC is uniquely equipped to manage the full development lifecycle through its integrated platform spanning development, construction management, asset services, and policy and impact. These teams work collaboratively to source opportunities, navigate entitlements, structure financing, and deliver projects efficiently, while ensuring long-term operational success. The firm's development team brings deep experience across new construction, preservation, and mixed-income housing, with a demonstrated ability to execute complex transactions involving layered capital structures and multiple public and private funding sources.

LAC has extensive experience structuring and executing a wide range of affordable housing transactions, including new construction, acquisition-rehabilitation, and mixed-income developments. The firm regularly utilizes 4% and 9% Low-Income Housing Tax Credits, tax-exempt bond financing, and forward or immediate funding debt structures, in combination with local, state, and federal soft funding sources such as HOME, CDBG, and housing trust funds. LAC also incorporates complementary financing tools where appropriate, including solar and other energy-related tax credits, tax increment financing, PILOT structures, and project-based rental assistance. This breadth of experience allows LAC to tailor capital stacks to meet project-specific needs while maximizing financial feasibility and long-term affordability.

Core Development Team Members

Kyle Brasser, Vice President & Project Partner

Kyle Brasser is a Vice President and Project Partner at Lincoln Avenue Communities, where he leads the sourcing, structuring, and execution of affordable housing developments across the Midwest. Kyle brings extensive experience in both affordable and market-rate housing, having developed more than 2,500 multifamily units totaling over \$500 million in development costs. Prior to joining LAC, he held development roles with several nationally recognized firms, including Dominion, Sherman & Associates, and Mountain Real Estate Capital. Kyle holds a Bachelor of Business Administration from the Wisconsin School of Business.

Erica Meissner, Director – Development

Erica Meissner is a Director on Lincoln Avenue Communities' Development Team, where she is responsible for managing the execution of affordable and mixed-income housing developments from predevelopment through closing. Prior to joining LAC, Erica served as a Vice President of Development at KCG Companies, where she led the development of more than 1,200 units of housing and managed a team of development analysts. Earlier in her career, she worked as a consultant with Brailsford & Dunlavey, advising institutional clients on real estate strategy and housing development. Erica holds an MPhil in Development Studies from the University of Cambridge and a Bachelor of Arts in Anthropology from Auburn University.

Representative Projects

Huron Vista & Residences at Huron – Ypsilanti, Michigan

Huron Vista and Residences at Huron are two complementary affordable housing communities currently under construction in Ypsilanti, Michigan, developed by Lincoln Avenue Communities. Together, the projects will deliver more than 300 units of new construction housing serving both families and seniors across a range of income levels.

Huron Vista is a 156-unit family community consisting of multiple residential buildings and a standalone clubhouse with amenities including a community room, fitness center, outdoor play areas, and a pool. The property serves households primarily at or below 60% of area median income, with additional units set aside for lower-income households. Residences at Huron is a 152-unit senior community designed as a single elevator building with a full suite of amenities, including community gathering spaces, wellness-oriented features, and recreational facilities, also serving residents across multiple affordability tiers.

Both developments were financed using a complex capital stack that included approximately \$50 million in tax-exempt bonds issued by the Michigan State Housing Development Authority, along with more than \$45 million in Low-Income Housing Tax Credit equity. The projects also benefit from local support through a PILOT and related agreements, reflecting strong public-sector partnership and alignment with community housing goals.

These developments demonstrate LAC's ability to execute large-scale, multi-phase affordable housing projects in Michigan, effectively layer public and private financing sources, and deliver high-quality communities that meet diverse resident needs.



Flats at Bishops Woods – Brookfield, Wisconsin

Flats at Bishops Woods is a 203-unit affordable multifamily housing community in Brookfield, Wisconsin, developed by Lincoln Avenue Communities. The project will transform a portion of the Bishops Woods Office Park through the demolition of two vacant office buildings and the delivery of new construction housing serving households across a range of affordability levels.

The community will consist of a single four-story residential building offering one-, two-, and three-bedroom units, all restricted to households earning up to 70% of area median income. The property will utilize income averaging, with units set aside for households at 50%, 60%, and 70% of AMI. Planned amenities include an on-site management office, community room with views of a nearby nature preserve, secure package delivery room, fitness facilities, exterior courtyard, 246 underground parking stalls, and 62 surface parking stalls.

The development was financed using a complex capital stack that included approximately \$38.7 million in tax-exempt bonds issued through the Wisconsin Housing and Economic Development Authority, 4% Low-Income Housing Tax Credits, Solar Tax Credits, more than \$50 million in tax credit equity, \$1 million in WHEDA Vacancy-to-Vitality funds, construction and permanent debt, deferred developer fee, bond reinvestment proceeds, and cash flow from operations. Construction commenced following closing in May 2024, with substantial completion projected for December 2025.

Flats at Bishops Woods demonstrates LAC's ability to execute projects in high-opportunity suburban markets, convert underutilized commercial land into needed housing, and layer state, federal, public, and private financing sources to deliver high-quality affordable communities.



Buzz Report

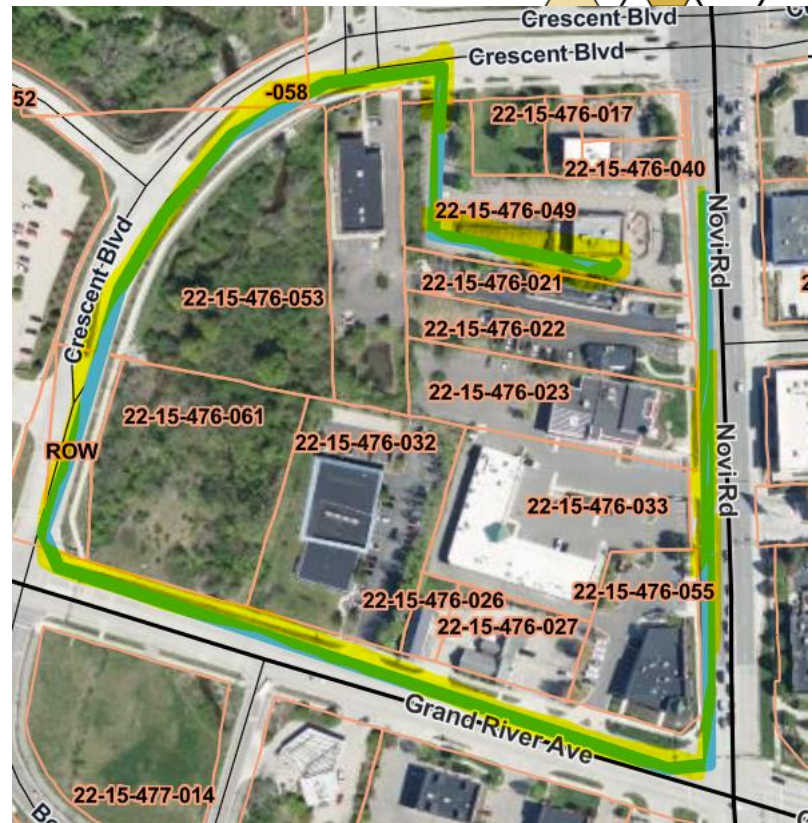
July 30, 2026



Hot Topics:

- **Raising Canes Opening and PETA Protest**

The New Novi Raising Canes location on Novi Road has been approved for operation and has set a Grand Opening Ribbon Cutting for Monday, August 3rd at 9:45 am with opening to the general public at 10 a.m. As this is a highly anticipated opening at one of our major intersections (Novi Rd/Grand River Ave) there are traffic control measures in place. Stacking traffic south of their entrance and forcing traffic on Grand River and onto Crescent. Additionally, we have been made aware that PETA (People for the Ethical Treatment of Animals) is likely to stage a protest/demonstration during the Grand Opening, as they have recently done at other locations. The restaurant has contracted with the Novi PD to have two officers on hand to assist with the possible protestors.



- **Start of 2026 NSRP and Associated Tree Removals**

Work for the 2026 NSP (Neighborhood Sidewalk Program) began on **Monday, July 13th, 2026**. The initial work will be contractor PPM mobilizing to begin tree removal's in previously marked and notified locations where tree removals are to occur as part of the NSP program throughout the City of Novi.

The subdivision of WESTRIDGE DOWNS work will be executed starting in September, this includes all sidewalk and tree work along WESTRIDGE LN, and GALWAY Dr.

Once the tree removals are complete contractor Major Construction Group will begin sidewalk/concrete work. The first three subdivisions that Major will be working in will be North Haven Woods, Haverhill, and Woods of Novi. Once completed in these three developments, Major will continue working through the remaining subdivisions included in this years NSP program. Sidewalk panel marking / notifications via door hangers and yard signs will occur 2-3 weeks ahead of Major beginning work, with a final notification flyer being distributed approximately one week ahead of concrete work beginning.

Community Relations, in coordination with the Department of Public Works (DPW), sent an informational letter to addresses in the following subdivisions where a tree is marked for removal to help explain the program, the reason trees are being removed, and the possibility of trees being replaced once the program is completed: North Haven Woods, Haverhill Farms, Woods of Novi, Whispering Meadows, Westridge Downs, Royal Crown Estates, Addington,

Broadmoor Park, Mockingbird, Simmons Orchard, Cedarspring Estates, Settlers Creek, Camborne, and Homestead Condos.

The Sidewalk Repair Program webpage has also been updated with the latest information. You can see example of the signage and door hangers to be used on the webpage: <https://cityofnovi.org/sidewalkrepairprogram/>

- **Food Waste/Compost Bins**

The Food Scrap Composting Program is now active! Collection Bins, alongside instructional signage regarding what [acceptable materials](#) have been placed at the rear parking lot for Ella Mae Power Park. Some issues have been identified with the current placement and so a relocation within the Civic Center campus is being considered. Our account manager from [My Green Michigan](#) has confirmed that our collection/service day going forward will be Tuesdays. Two bins have now also been placed at MSU Tollgate Farm. Social Media posts and other educational promotion are planned in addition to the dedicated webpage: <https://cityofnovi.org/trash/food-scrap-composting-program/>



Great Lakes Water Authority (GLWA) Status Update:

14 MILE TRANSMISSION WATER MAIN REPLACEMENT: As road restoration work continues on 14 Mile Road between M-5 and Walled Lake, motorists should expect traffic impacts during the week of [July 27](#). During this time, paving crews will remove the existing asphalt and install new pavement in both the eastbound and westbound lanes. Temporary traffic control will be in place to allow crews to safely complete the work. Westbound traffic will remain open, but flagging operations will be used to direct vehicles through the work zone. While every effort will be made to minimize disruptions, motorists should expect delays. To avoid congestion, drivers are encouraged to use 13 Mile Road or West Maple Road as alternate east-west routes whenever possible.

<https://www.glwater.org/14milemainproject/>

Road Construction Projects:

At City Council's request the Administrative ePacket will now include the Weekly Road Construction Updates put together by our Department of Public Works engineering team. This same information is used to update the Better Roads Ahead section of the City webpage in a more easily digestible format for the public <https://cityofnovi.org/betterroadsahead/>

Community and Economic Development Project Updates:

[Map of Development projects](#)

[Development Projects Webpage](#)

- **Stars + Honey**

Locally founded protein bar company is opening a manufacturing facility in Novi after expanding its distribution from direct sales to contracts with Target and Costco. Sales have grown roughly 300% over the past 14 months and the company expects \$50 million in revenues this year.

- **Townes at Haggerty** – Haggerty Road just south of 9 Mile

175 townhouses across 26 buildings are proposed on the west side of Haggerty. A public hearing was held before the Planning Commission on May 6th, for their initial review.

- **Hotels at the Adell Center**

Preconstruction meeting complete for Home 2 Suites (5 story/141 rooms), expected start any day. Working to post Financial Guarantees and Schedule preconstruction meeting for Towne Place Suites (5 story/129 guestrooms)

- **Supra Revolving Sushi** (Former Bar Louie) – 12 Mile Crossing

The space recently vacated by Bar Louie is set to become a new revolving sushi restaurant. Permits have been issued and rough inspections are underway. There is not yet a timeline for when they plan to open.

- **Central Park South** – Beck Road, South of Grand River Ave

The former Central Park Estates project has been redesigned and is being treated as a new project by planning. New multiple-family development with 106 units in a single 5-story building. The site improvements include parking on the first level of part of the building, garages, and related open spaces. Awaiting submission of Final Site Plan for review.

- **Providence Meadows** – Grand River Ave, West of Providence Parkway

Proposed rezoning of 31 acres from Light Industrial to High Density Multiple Family to develop 161 townhome units. At the January 14th Planning Commission meeting this project received initial feedback (no votes were taken) and went before Council on May 4th for their initial input. The applicant has resubmitted as a Rezoning/Planned Suburban Low Rise (PSLR) development with 157 units.

- **Grand-Beck Development** – Grand River east of Beck Road

Fuel station, convenience store, and Clean Express car wash to be built on a vacant parcel. Preliminary Site Plan has been approved by the Planning Commission. Awaiting submission of a revised Final Site Plan for review. Estimated Completion Date: Unknown

- **Taft Knolls III** – Taft Rd, north of 10 Mile Rd

The Site plan for a Single-Family Residential Development of 13 new homes is now under construction.

- **North Eight Kitchen & Cocktails** (Former Border Cantina) – Novi Road north of Eight Mile

New restaurant by the owners of Benstein Grille in Commerce. Modified site plan with building additions and remodel has been approved by Planning Commission and Zoning Board.

Interior Demolition work has commenced as of September. Permits have been issued and work is underway. *Estimated Completion Date: September 2026*

- **Novi 10** - 10 Mile and Novi Road
Staff sent the developers a draft of the PRO Agreement in early April. Comments have not received any comments back from them so far.
- **Novi Acres (FKA Station Flats)**
The owners of the property between Target and Sam's recently submitted a new Preliminary Site Plan (61 townhome units and a 6,529-square-foot retail building) under the new name of Novi Acres. The previously planned project, known as Station Flats, has been scuttled. The current project is anticipated to be before Planning Commission in July.
- **Camelot Parc/Avalon** by Village of Stonebrook
Townhomes for sale with garages, fewer units (currently zoned PSLR so a special land use approval will come before council for a decision). They last went before City Council on [February 23rd](#) for a tentative approval of their PSLR Agreement and Concept plan. The development will come before Council at their July 27th meeting.
- **El Car Wash # 2** (former Original \$6 Car Wash) - Novi Road and 96
Permits have been issued. *Estimated Completion Date: August 17, 2026, however they have several permits that need to be finalized.*
- **Raising Cane's Chicken Fingers** (Former Wendy's) – Novi Rd/Grand River Ave
The Louisiana-based fast food chain Raising Cane's [has been approved for operation by Oakland County Health and received a Temporary Certificate of Occupancy. A final Certificate of Occupancy will be issued upon the completion of some outstanding site work.](#)
*Estimated Completion Date: **Grand opening and ribbon cutting set for August 3rd***
- **Transformco (Former Sears at Twelve Oaks)**
Spaces for [a Dicks House of Sport, Round 1 Arcade and Bowling, and Primark](#). Nearly all the external work has been completed. Construction continues for all 3 future tenants. *Estimated Completion Date: September 2026 (for Dicks House of Sport). Primark and Round One expected around December 1, 2026.*
- **Nagase America, LLC**
The Mobility Solutions office for Nagase America moved this spring from Novi's Crystal Glen Office Centre (9112 sq ft), near Eight Mile and Hagerty, to the 211 West Fort St. office tower in downtown Detroit. According to an [article in MSN](#), 25 employees will work in the new Detroit office.

Ordinance Enforcement Updates:

- **DICE (24555 Novi Rd):** Community Development continues to work with them to clean up graffiti on the back of the building. Their plans for a car wash are set to expire very soon.

Frequently Asked Questions:

1. Does the City of Novi have a Policy or Ordinance regarding e-bikes/electric scooters/electric minibikes (especially on sidewalks)?

Answer: No, The City of Novi does not *currently* have an ordinance regarding e-bikes or similar toys/vehicles. However, we are aware of the increase in such modes of transport and the safety concerns of pedestrians and non-motorized bikers sharing the sidewalk. Policy/Ordinance options regarding the matter are currently being explored.

2. Does the City of Novi have Flock Cameras installed/in-service?

Answer: Yes, The City has had several Flock Automated License Plate Reader (ALPR) cameras positioned at strategic roadway intersections throughout the City since the approval of their purchase and installation in 2023.

Detective Sergeant Snell recently provided a memorandum regarding their use in Novi and surrounding communities and can be reviewed [HERE](#).

Additionally, on the morning of Sunday, July 5th, Novi PD discovered someone had tampered with our Flock cameras located at southbound Novi Road at I-96 and northbound Novi Road at I-96. Based on the preliminary investigation, the damage appears to have been intentional. It appears the suspect was unsuccessful in removing the northbound camera on Novi Road, as only three of the four mounting bolts had been loosened. The southbound camera only sustained damage to its solar panel.

During a check of other Flock camera locations, officers identified another incident at the westbound Eight Mile Road and Haggerty Road location, where the mounting bolts had been loosened.



2026 WEEKLY CONSTRUCTION UPDATE

July 28 through August 3

*Please note: Any indication of a project's schedule is only an estimate.
Construction work could be delayed by many factors, such as inclement weather.



PROJECT STATUS

YELLOW	- NOT STARTED	GREEN	- ACTIVE
RED	- STOPPED OR DELAYED	BLACK	- COMPLETE

COUNTY PROJECTS

Project: **NOVI ROAD RECONSTRUCTION/REHABILITATION (8 MILE TO 9 MILE ROADS)**

Prime Contractor: Dan's Excavating, Inc.
Start: April 15, 2025
End: August 30, 2026
Consultant: RCOC - In-House Project Management

Description: See attached link to the right for RCOC construction updates. <https://www.rcocweb.org/658/Novi-Road-8-Mile-Road-to-9-Mile-Road>
The Road Commission for Oakland County (RCOC), in partnership with the cities of Novi and Northville, will rehabilitate and reconstruct Novi Road, from 8 Mile to 9 Mile Roads. Phase 1 - relocate utilities (DTE, Consumers, AT&T, etc.) in spring of 2025 - **COMPLETE**; Phase 2 - reconstruct the 'curve' between 8 Mile Road and Allen Drive in summer/fall of 2025 - **COMPLETE**; and **Phase 3 - rehabilitate the remainder of Novi Road from Allen Drive to 9 Mile Road, in 2026. Plans are also to add a continuous center left turn lane throughout the entire section of Novi Road as well as the installation of a High-Intensity Activated Crosswalk or HAWK pedestrian signals, located just north of Galway Drive.**

Traffic Control/Detours: Pg 4 of 9 - Detour map attached as an appendix

Phase 3 - The contractor will maintain one-way, southbound traffic only. Northbound traffic will be detoured to Beck, 10 Mile, and back to Novi Road.

Work Status:

Construction, closure and detour started on Monday, March 30th. Although, dodging existing utilities along the southbound side slowed progress, the contractor was able to complete the storm sewer, new concrete curbing, and paving of the first two leveling courses of new asphalt. The contractor has flipped traffic onto the newly paved southbound lanes and begun removals and storm sewer installation on the northbound side. **Contractor hopes to have Novi Road reopened before school starts.**

Project: **BASE LINE OR 8 MILE ROAD/CSX RAILROAD BRIDGE DECK REPLACEMENT**

Prime Contractor: E.C. Kornfeff Co.
Start: March 2, 2026
End: August 15, 2026
Consultant: In-House WCDPS Project Management Staff

Description: See attached link to the right for WCDPS construction updates. <https://www.wcdps.org/658/Novi-Road-8-Mile-Road-to-9-Mile-Road>
The Wayne County Department of Public Services (WCDPS) will be completing the final stage (Stage 3) of construction on 8 Mile Road between Haggerty and Novi Roads which is the bridge rehabilitation and bridge deck replacement at the CSX/Lake State Railway. Stage 1 was the concrete rehabilitation from Haggerty Road to just west of Meadowbrook Road. Stage 2 was completed late last year, milling the existing concrete and placing new asphalt pavement over the top from just west of Meadowbrook Road to the CSX bridge.

Traffic Control/Detours: Pg 5 of 9 - Detour map attached as an appendix

8 Mile Road will be completely closed in both directions of the CSX/Lake State Railway bridge for the full duration of the project. The detour for westbound traffic will be Haggerty Road, south to 6 Mile Road, to Beck Road, and back to 8 Mile Road. Eastbound traffic will be in the reverse.

Work Status:

The closure and construction began on Monday, March 2nd. The contractor is progressing well and expects to have the bridge reopened by mid-August.

Project: **12 MILE ROAD REHABILITATION (NOVI ROAD TO FARMINGTON ROAD)**

Prime Contractor: Cadillac Asphalt, LLC
Start: July 13, 2026
End: October 30, 2027
Consultant: Internal RCOC Design and Inspection Staff

Description: <https://www.rcocweb.org/713/12-Mile-Road-Now-Road-to-Farmington-Road>
The Road Commission for Oakland County (RCOC) in cooperation with the cities of Novi and Farmington Hills will be rehabilitating 12 Mile Road from Novi Road to Farmington Road over the course of two years, in four, distinct stages (see attached 'Staging Plan'). Stage 1 will take place this summer on the concrete portion of 12 Mile Road between Novi and Meadowbrook Roads and the asphalt portion between just east of Halsted Road and Farmington Road. The plan is to repair the outer lanes first, then repair the inner lanes.

Traffic Control/Detours: Pg 6 of 9 - Staging plan attached as an appendix.

The contractor will maintain at least one lane, in each direction throughout the duration of the first stage.

Work Status:

Stage 1 has been divided into two separate phases. Stage 1A started on July 14th in Farmington Hills, from just east of Halsted Road to Farmington Road milling and paving the existing asphalt along with some spot, curb repairs. Stage 1B will start on August 3rd in Novi, between Novi and Haggerty Roads, removing and replacing existing concrete sections of roadway.

Project: **GLWA's 14 MILE TRANSMISSION WATER MAIN REPLACEMENT**

Prime Contractor: Ric-Man Construction, Inc.
Start: January 12, 2026
End: August 15, 2026
Consultant: Brown & Caldwell and DLZ Corporation

Description: <https://www.gwater.org/141/milemainreplace/>
The Great Lakes Water Authority (GLWA) in cooperation with the Road Commission for Oakland County (RCOC) and the cities of Novi, Walled Lake, Commerce Township, Wixom, and Farmington Hills will be replacing and/or rehabilitating the 42-inch water transmission main along 14 Mile Road from roughly East Lake Drive to M-5. This construction will constitute rehabilitation of certain portions with a Carbon Fiber Reinforced Polymer (CFRP) repair, mainly through the Walled Lake and Wixom areas. All other areas will be an outright replacement pipe.

Traffic Control/Detours: Pg 7 of 9 - Closure and Detour plans attached as an appendix

14 Mile Road (East Lake Drive to M-5) is still currently closed to eastbound traffic while maintaining westbound traffic.

Work Status:

As road restoration work continues on 14 Mile Road between M-5 and Walled Lake, motorists should expect traffic impacts during the week of July 27. During this time, paving crews will remove the existing asphalt and install new pavement in both the eastbound and westbound lanes. Temporary traffic control will be in place to allow crews to safely complete the work. Westbound traffic will remain open, but flagging operations will be used to direct vehicles through the work zone. While every effort will be made to minimize disruptions, motorists should expect delays. To avoid congestion, drivers are encouraged to use 13 Mile Road or West Maple Road as alternate east-west routes whenever possible.

Project: **2026 BRIDGE PREVENTATIVE MAINTENANCE PROGRAM - NOVI ROAD OVER THE CSX RAILROAD**

Prime Contractor: C.A. Hull Construction Company
Start: July 15, 2026
End: August 15, 2026
Consultant: Internal RCOC Design and Inspection Staff

Description: See attached link to the right for RCOC construction updates. <https://www.rcocweb.org/658/Bridge-Preventative-Maintenance>
The Road Commission for Oakland County (RCOC) has developed a Preventative Maintenance Program for several of their bridges that does not warrant rehabilitation or replacement. These programs are less intrusive while also extending the usable life of the bridge which is more cost-effective in the long term. One of the bridges selected is the Novi Road bridge over the CSX Railroad tracks, just south of the Main Street/Bond Street intersection.

Traffic Control/Detours: N/A - Detour map is attached as an appendix

The County's contractor will maintain one lane in each direction for the duration of the project.

Work Status:

A contractor has been awarded and we are awaiting a schedule to see where the Novi Road bridge falls.

CITY PROJECTS

Project: **BECK ROAD RECONSTRUCTION (GRAND RIVER AVENUE TO 11 MILE ROAD)**

Prime Contractor: Dan's Excavating, Inc.

Start: April 6, 2026

End: November 1, 2026

Consultant: AECOM-Great Lakes

Description:

Through MDOT's Local Agency Project office and federal funding program (\$3.6 Million), the City will be reconstructing and widening Beck Road from Grand River Avenue to 11 Mile Road to five lanes. The plan is to first locate and lower the existing 16-inch and 24-inch water mains in order to install a new large diameter culvert under Beck Road, just south of Heritage Drive. The contractor will begin installing a new storm sewer network along the western edge of Beck Road before construction begins on the road widening. There will also be improvements made to the signalized intersection to the hospital and ADA sidewalk upgrades throughout.

Traffic Control/DeTours: Pg 8 of 9 - Detour map attached as an appendix

Most of the preparatory work will be performed off the edge of the roadway. Drivers can expect to see minor lane closures or lane shifts under flag control for this work. Once the actual road work begins, Beck Road will be open to southbound traffic only; most northbound traffic will be detoured using 10 Mile, Novi Road, and Grand River Avenue. **Local traffic will still be able to use northbound Beck Road north of 10 Mile, all the way to 11 Mile Road.**

Work Status:

Construction of the southbound lanes or west half is now complete. Traffic has been shifted to the newly poured concrete lanes while the contractor begins with pavement removals and new storm pipe construction on the northbound lanes or east half.

Project: **NOVI ROAD MEDIAN ISLAND CONVERSION (12 MILE TO 13 MILE)**

Prime Contractor: Merlo Construction Company

Start: July 27, 2026

End: September 1, 2026

Consultant: Spalding DeDecker

Description:

The City will be providing improvements to the center median islands on Novi Road, between 12 Mile and 13 Mile Roads. Improvements will be to deconstruct the current, natural, sunken islands with newly raised, decorative concrete islands along with planter boxes for small bushes and trees.

Traffic Control/DeTours: N/A - Detour map attached as an appendix

One lane of traffic in each direction (outer lanes) will be provided at all times during construction. No closures or detours are expected for this work.

Work Status:

Contractor will start with pavement removals and excavation of the existing soil within and around the islands this week.

Project: **VILLAGE WOOD ROAD RECONSTRUCTION (CRANBROOKE DRIVE TO HAGGERTY ROAD)**

Prime Contractor: Fanson Company, Inc.

Start: June 8, 2026

End: September 30, 2026

Consultant: AECOM-Great Lakes

Description:

The City's contractor, Fanson Company, Inc., will reconstruct Village Wood Road from Cranbrooke Drive to Haggerty Road with new asphalt, concrete curb and gutter, enclosing the ditches, improved storm sewer network, and adding a new, 6-foot wide concrete sidewalk along the north side of the roadway.

Traffic Control/DeTours: Pg 9 of 9 - Detour map attached as an appendix

Eastbound traffic will be maintained at all times, no matter which side of the roadway is being worked on. Westbound traffic will be detoured south on Haggerty Road, west on 9 Mile Road, north on Cranbrooke Drive, and back to Village Wood Road for the duration of the project.

Work Status:

All of the new storm sewer, curbing, and base course of asphalt has been installed on the south side of Village Wood Road from Cranbrooke Drive to Haggerty Road. This week the contractor will place the interlayer paving fabric and the final lift of asphalt on the south side. By next week, the contractor will have traffic shifted over to the newly paved eastbound lane, so they can begin removals and storm sewer installation on the westbound lanes.

Project: **2026 NEIGHBORHOOD ROAD PROGRAM - ASPHALT STREETS**

Prime Contractor: TBD

Start: August 15, 2026

End: November 15, 2027 (Overall Program Completion)

Consultant: OHM-Advisors

Description:

This will be the first year of a 2026-27 program whereby the City of Novi will be performing asphalt road work (full reconstruction, rehabilitation, and/or repair) in the following asphalt street developments: Vistas of Novi; Meadowbrook Glens; Nottingham Woods/Pebble Ridge; and Echo Valley/Andover Pointe/Edinborough subdivisions. A full list of streets will be provided on the City's 'Better Roads Ahead' web page once contracts and budgets are finalized.

Traffic Control/DeTours: N/A - detour map attached as appendix

Although, no detours will be necessary for this work, local traffic and directly affected residents should expect delays in access while the contractor is working on their street or directly in front of their homes and driveways. The engineering consultant and contractor will have constant contact with each resident as construction progresses. Parking on the street will not be allowed during actual construction.

Work Status:

Bids have been received and our engineering team is evaluating the results and budgets in order to finalize the list of streets. Hope to have a contractor on board and beginning construction by mid-August.

Project: **2026 NEIGHBORHOOD ROAD PROGRAM - CONCRETE STREETS**

Prime Contractor: TBD

Start: August 15, 2026

End: November 15, 2026 (Overall Program Completion)

Consultant: OHM-Advisors

Description:

This will be the first year of a 2026-27 program whereby the City of Novi will be performing concrete road work (full reconstruction, rehabilitation and/or repair) in the following developments: Fairfield Farms; Chase Farms; Mystic Forest; Arden Glen; Broadmoor Park; Bradford of Novi; Westmont; and Yorkshire Place. A full list of streets will be provided on the City's 'Better Roads Ahead' web page once contracts and budgets are finalized.

Traffic Control/DeTours: N/A - Detour map attached as appendix

No detours will be necessary for this work. Construction will take place on one half of the street at a time and for the most part, traffic flow will be maintained in one direction. Residents located on the half being worked on will need to find another location to park vehicles as no access will be provided during this time. The consulting engineer and contractor will be in constant contact with those affected residents.

Work Status:

Bids have been received and our engineering team is evaluating the results and budgets in order to finalize the list of streets. Hope to have a contractor on board and beginning construction by mid-August.

CITY PROJECTS

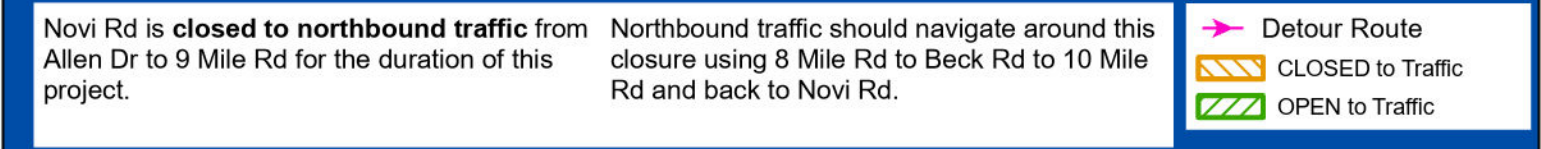
Project: CEDAR SPRING ESTATES WATER MAIN LINING		
Prime Contractor: FER-PAL Construction USA, LLC		
Start: June 15, 2026		
End: August 15, 2026		
Consultant: OHM-Advisors		
Description: The Cedar Spring Estates subdivision has experienced numerous water main breaks over the last decade due to corrosion and deterioration of the existing ductile iron pipe. Instead of a full replacement of the water main which would involve significant excavation and disturbance to the adjacent lands and roadways, the City will be undertaking a placement of a cured-in-place pipe (CIPP) lining of approximately 5,000 feet of 8-inch and 600 feet of 12-inch water main. The project will also involve the replacement of existing valves and hydrants. A temporary water service will be provided to the residents prior to and during construction.		
Traffic Control/Detours:	N/A	- Detour map attached as an appendix
Depending on the locations of work which will vary, there may be some minor lane closures, but two-way traffic will be maintained at all times.		
Work Status: All residents in Stage 1 and Stage 2 have been connected to the temporary services. All the lining pits have been excavated and established. The contractor has been making good progress lining a majority of the water main in both stages. Project is on target for completion by mid to late August.		

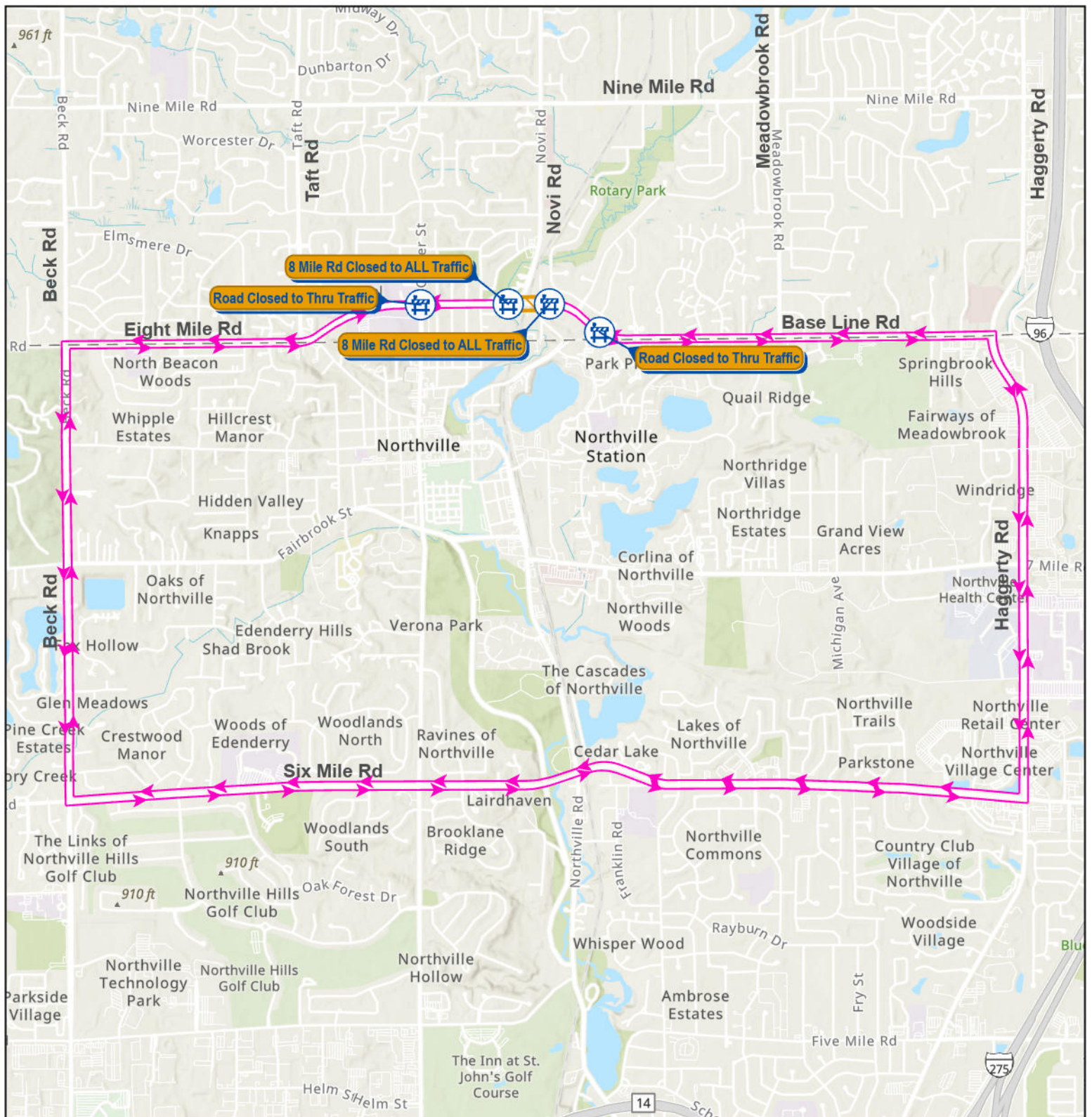
Project: SOUTHWEST WATER MAIN LOOP (BECK, 8 MILE & NAPIER)		
Prime Contractor: TBD		
Start: September 1, 2026		
End: May 15, 2027		
Consultant: OHM-Advisors		
Description: The 2014 Water Master Plan Update identified a large area of the southwest quadrant of the City as having low or insufficient water pressure and fire protection. Therefore, this project will expand the "Island Lake Pressure District" by providing a 'looped' water main connection between 8 Mile Road, Napier Road, 10 Mile Road, and Beck Road. The project will involve constructing approximately 16,800 feet of 12-inch ductile iron water main between 8 Mile Road and 10 Mile Road, through the ITC Sports Park, along Beck Road, and Napier Road.		
Traffic Control/Detours:	N/A	- Detour map attached as an appendix
No detours will be necessary for this project, but will involve a moving or 'rolling' lane closure as the work progresses along the roadway. The lane closures will be protected along with flagging personnel.		
Work Status: Plans are currently being finalized and still negotiating easements with a few property owners. Plan is still to go out to bid this summer with a late fall construction.		

Project: MAIN STREET SIDEWALK, LIGHTING & ROAD IMPROVEMENTS (GRAND RIVER AVENUE TO NOVI ROAD)		
Prime Contractor: TBD		
Start: May 1, 2027		
End: August 15, 2027		
Consultant: AECOM-Great Lakes		
Description: In cooperation with the Corridor Improvement Authority (CIA), the City is moving forward with a plan to make significant improvements to the existing sidewalk, lighting, and road pavements on both the east/west and north/south portions of Main Street from Grand River Avenue to Novi Road.		
Traffic Control/Detours:	N/A	- Detour map attached as an appendix
No detours will be necessary for this project, but may involve small, distinct lane closures at the specific work areas. The lane closures will be protected with traffic cones and barrels along with flagging personnel while the work is actively in progress.		
Work Status: The City is finalizing plans and specifications with the CIA for approval and looking to go out to bid by the end of this month with construction slated for early spring of 2027.		

Project: VILLA BARR PARK CONCRETE PATHS		
Prime Contractor: Mattoli Cement Company, Inc.		
Start: June 17, 2026		
End: July 6, 2026		
Consultant: AECOM-Great Lakes		
Description: City Council requested the paving of the pathways at Villa Barr Park to increase accessibility. Concrete will be placed over the existing aggregate paths as well as providing a new concrete loop around the existing pond.		
Traffic Control/Detours:	N/A	
No detours will be necessary for this work. The park will be closed during the duration of this project which is approximately 30 to 45 days.		
Work Status: The contractor made quick and short work of this project. All of the new concrete paths have been poured and achieved proper strength on the sidewalk. The park has now been reopened to the public. The contractor also spread topsoil and straw mulch along the sides of the new path network. These newly restored areas will need time to fully grow in. We ask that the walking public please stay on the sidewalk and refrain from stepping on the newly seeded grass areas.		

Project: ITC PATHWAY AND BOARDWALK CONNECTION TO BOSCO FIELDS		
Prime Contractor: L.J. Construction Company		
Start: April 25, 2026		
End: August 31, 2026		
Consultant: AECOM-Great Lakes		
Description: Through MDOT's Local Agency Project office and federal funding program through SEMCOG (\$230,000), the City will be constructing a pathway between the existing ITC Trail and Bosco Fields Park. Construction will involve the placement of a hot-mix asphalt shared use path from the existing ITC Trail, south of 11 Mile Road, easterly to Bosco Fields Park, connecting to Beck Road, including approximately 600 feet of a 14-foot-wide boardwalk.		
Traffic Control/Detours:	N/A	- Detour map attached as appendix
No detours or closures will be necessary for this project. A small area of the southwestern portion of Bosco Fields will be quartered-off for staging of contractor equipment.		
Work Status: All of the helical piers have been installed for the substructure of the boardwalk. Over the next four weeks, the contractor will be building the boardwalk. Once complete, they will begin grading and excavating the pathway at both ends of the boardwalk in preparation for new asphalt pavement.		





8 Mile Rd/Base Line Rd over the CSX railroad tracks will be **closed to ALL traffic** for the duration of the project while the bridge repairs are underway.

The designated detour is 8 Mile Rd to Haggerty Rd to 6 Mile Rd to Beck Rd back to 8 Mile Rd and vice versa.

 Detour Route
 CLOSED to Traffic

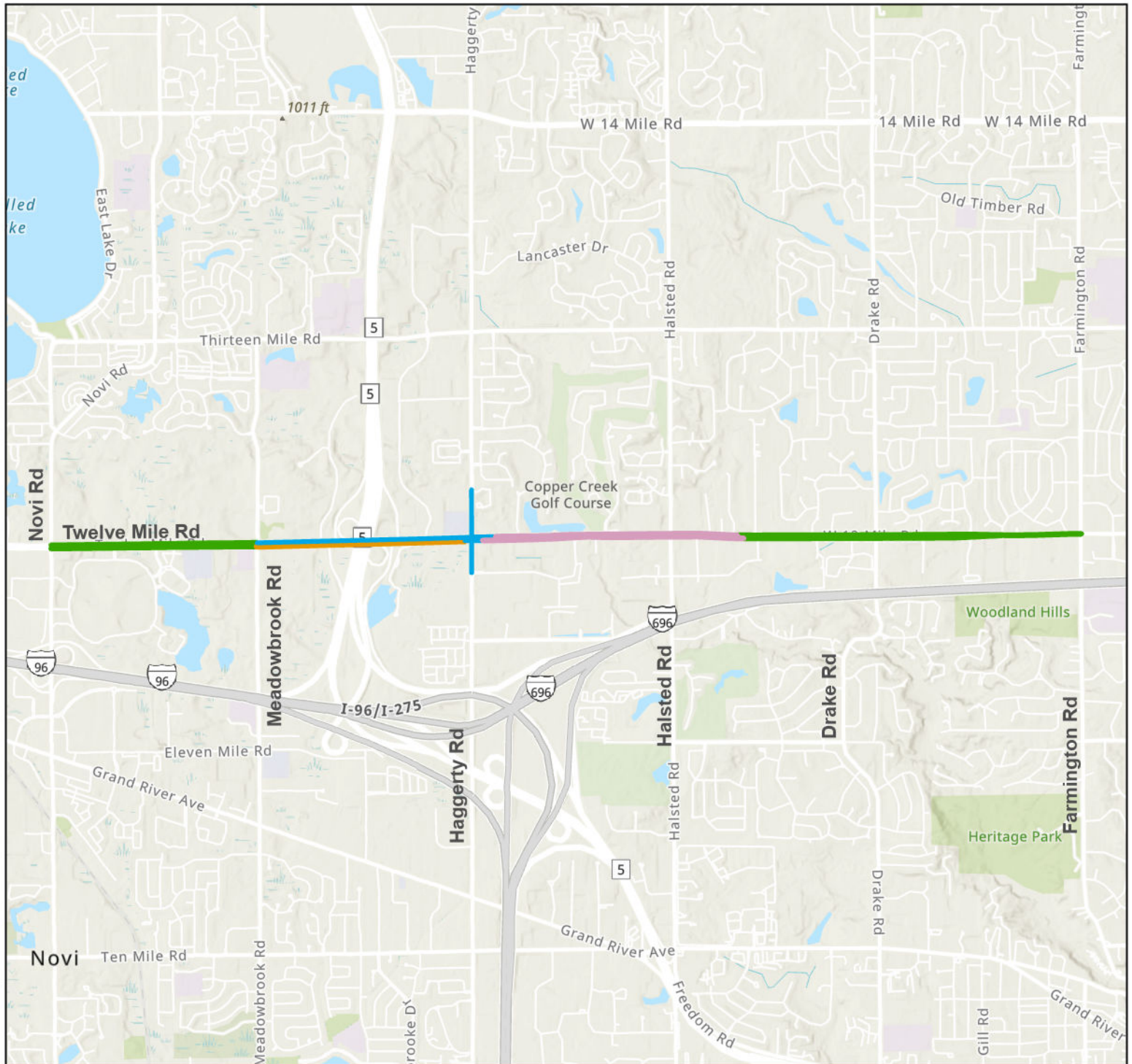


8 Mile Rd at CSX Railroad Bridge Novi Rd to Brickscape Dr

0 1,500 3,000 6,000 9,000 Feet



Map Print Date: 3/14/25
Map Author: K. Blough



Staging Plan

- Stage 1 (Summer 2026): Novi Rd to Meadowbrook Rd & Investment Dr to Farmington Rd
- Stage 2 (Fall 2026): Eastbound from Meadowbrook Rd to Haggerty Rd
- Stage 3 (Spring & Summer 2027): Westbound from Meadowbrook Rd to Haggerty Rd & Haggerty Rd Intersection
- Stage 4 (Fall 2027): Haggerty Rd to Investment Dr



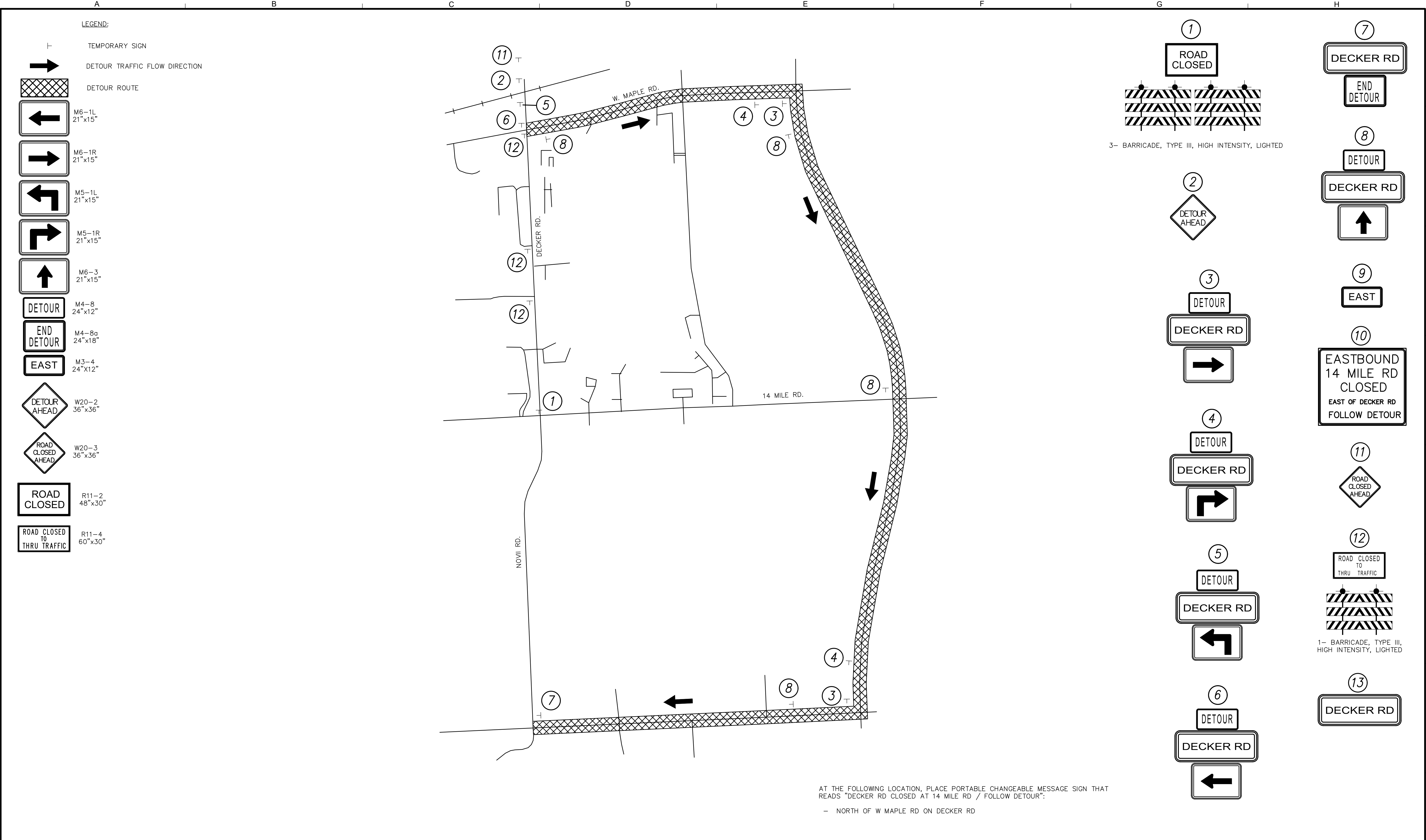
Twelve Mile Rd Rehabilitation Novi Rd to Farmington Rd

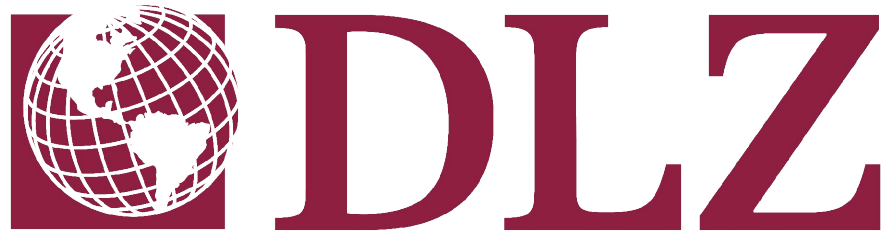


Map Print Date: 2/24/26
Map Author: K. Blough

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D					CHECKED BY:	D. HOEH					GLWA CIP No.	-
C					APPROVED BY:	D. HOEH					DRAWING No.	C-913
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SECTION MAP

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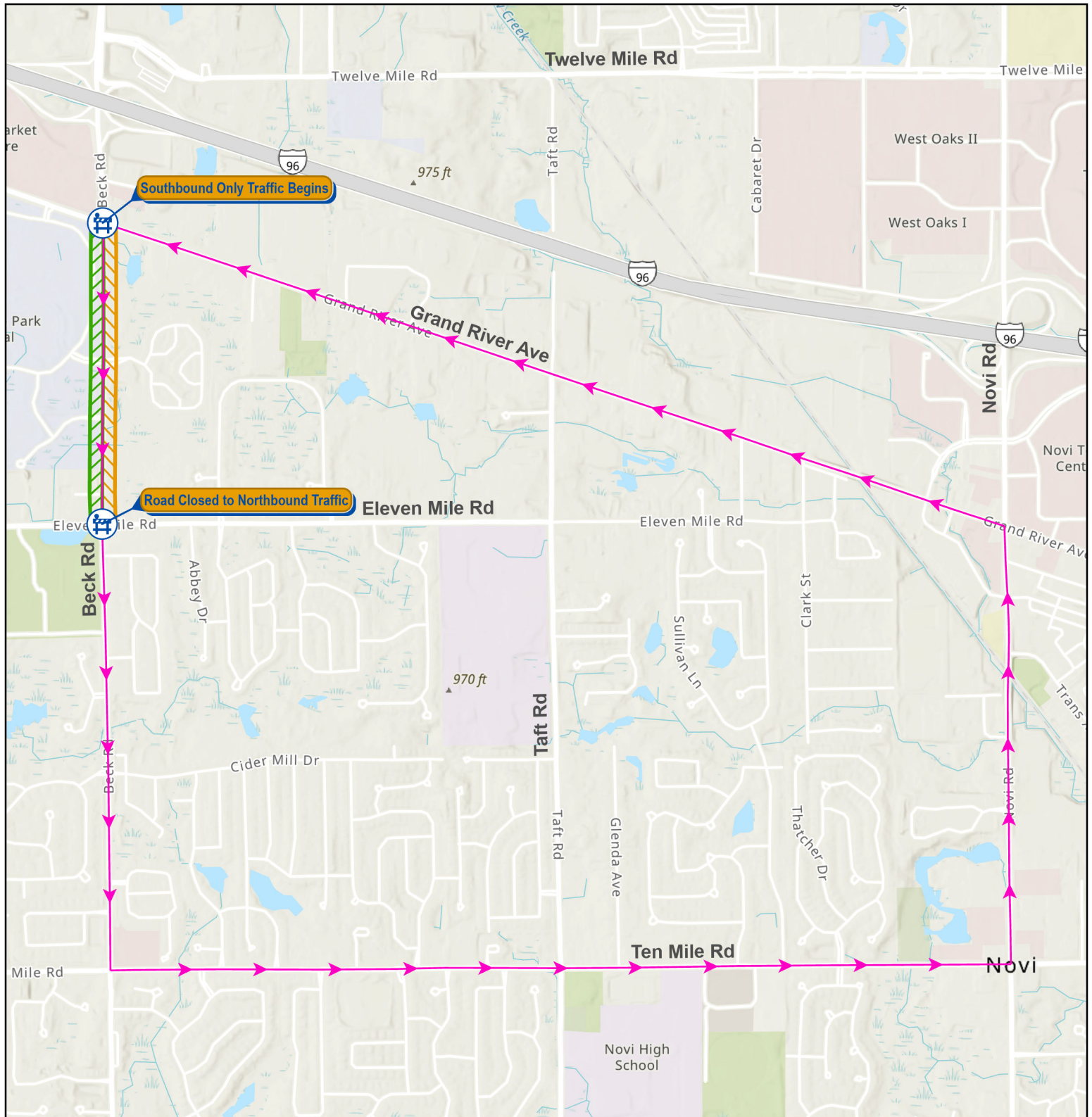
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Beck Rd is **closed to northbound traffic** from Eleven Mile Rd to Grand River Ave for the duration of this project.

Northbound traffic should navigate around this closure using 10 Mile Rd to Novi Rd to Grand River Ave and back to Beck Rd.

-  Detour Route
-  CLOSED to Traffic
-  OPEN to Traffic

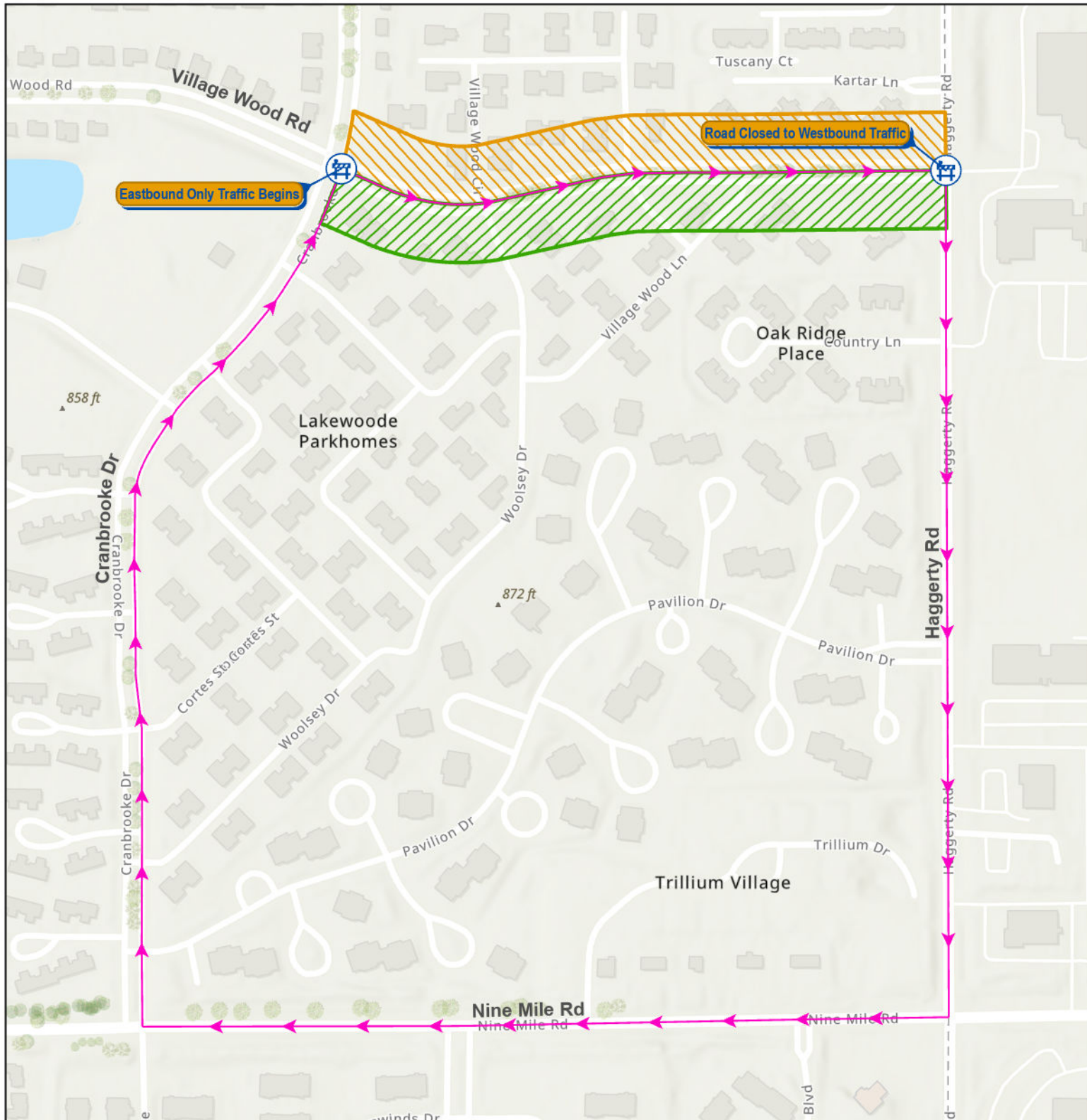


Beck Road Widening 11 Mile Rd to Grand River Ave

0 800 1,600 3,200 4,800 Feet



Map Print Date: 7/15/26
Map Author: J. Gartha



Village Wood Rd is **closed to westbound traffic** from Haggerty Rd to Cranbrooke Dr for the duration of this project.

Westbound traffic should navigate around this closure using Haggerty Rd to 9 Mile Rd to Cranbrooke Dr and back to Village Wood Rd.

-  Detour Route
-  CLOSED to Traffic
-  OPEN to Traffic



Village Wood Rd Reconstruction Cranbrooke Dr to Haggerty Rd

0 175 350 700 1,050 Feet



Map Print Date: 2/23/26
Map Author: K. Blough