



CITY OF NOVI
Administrative ePacket
September 14, 2023

Public Safety (Police/Fire)

[Public Safety Year-to-Date Statistics](#)

Infrastructure (Roads/Water/Sewer)

Economic Development (City Revenue/Job Growth)

[Community Flood Insurance Assessment - Boulard](#)

[Number Crunch Article on Lineage Logistics 18 Billion Valuation](#)

Citizen-Focused Government (Shared Services/Customer Services)

[Crain's Detroit Business Article on Oakland County Public Transit](#)

[Michigan Municipal League \(MML\) Board Service - Cardenas](#)

Natural Areas & Features and Community Character (Community that Preserves)

Fiscally Responsible Government (Maintain)

Parks, Recreation & Cultural Services (Enhance Services)

Capital Improvement Program

City Council Only or Confidential

Novi Public Safety

Police and Fire Departments 2023 v. 2022 Year-to-Date Statistics
January - August

September 2023

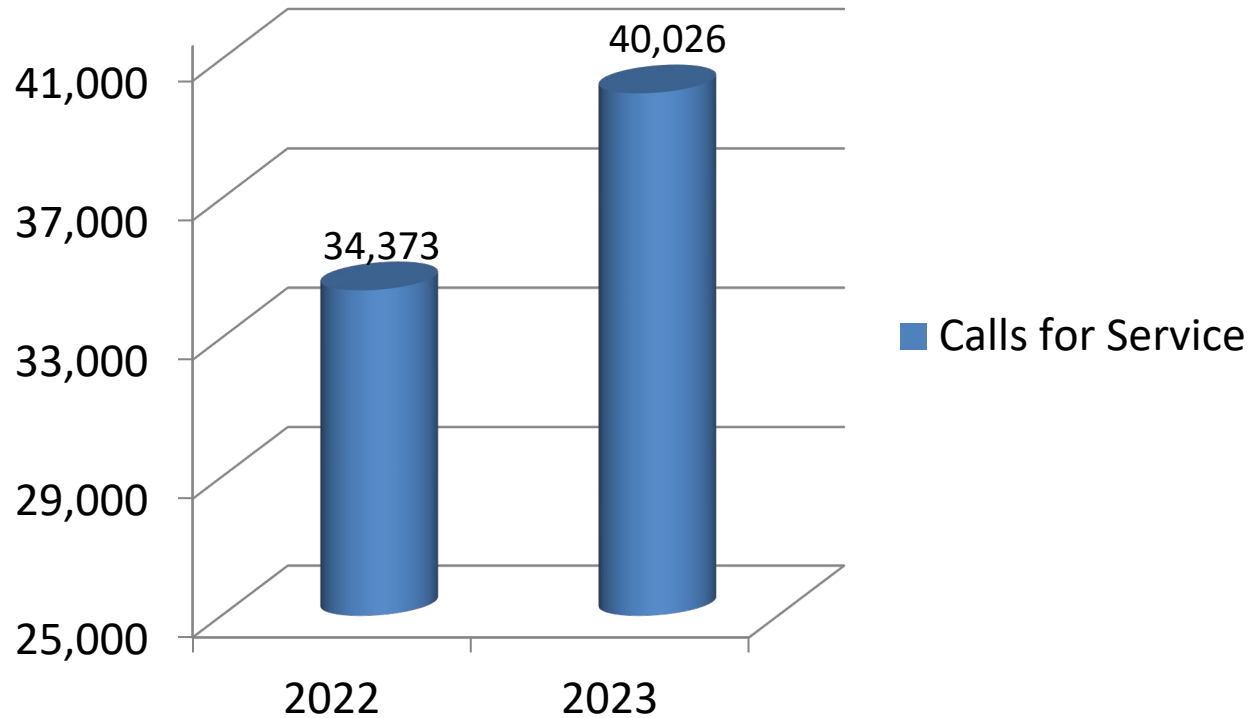


Part A Crime

Description	2023	2022	% Change	Arrests/ EXC	% Cleared	23 YTD	22 YTD	% Change	Arrests/ EXC 23 YTD	% Cleared 23 YTD	Arrests/ EXC 23 YTD	Arrests/ EXC 22 YTD	% Change
Murder	0	0	No Change	0	No Change	0	0	No Change	0	No Change	0	0	No Change
Negligent Homicide	0	0	No Change	0	No Change	1	2	-50.00%	0	0.00%	0	0	No Change
Kidnapping/Abduction (Parental)	0	0	No Change	0	No Change	0	0	No Change	0	No Change	0	0	No Change
Crim. Sexual Conduct	1	3	-66.67%	0	0.00%	9	14	-35.71%	5	55.56%	5	10	-50.00%
Robbery	0	0	No Change	0	No Change	2	5	-60.00%	1	50.00%	1	5	-80.00%
Assault (Aggravated)	6	2	200.00%	4	66.67%	25	22	13.64%	20	80.00%	20	18	11.11%
Assault (Non-Aggravated)	26	24	8.33%	16	61.54%	167	182	-8.24%	151	90.42%	151	173	-12.72%
Threats/Stalking	1	1	0.00%	1	100.00%	19	15	26.67%	11	57.89%	11	11	0.00%
Arson	0	0	No Change	0	No Change	0	0	No Change	0	No Change	0	0	No Change
Extortion	0	0	No Change	0	No Change	0	0	No Change	0	No Change	0	0	No Change
Burglary	5	0	N/C	0	0.00%	18	12	50.00%	4	22.22%	4	3	33.33%
Larceny	20	25	-20.00%	4	20.00%	175	148	18.24%	23	13.14%	23	24	-4.17%
Motor Vehicle Theft	7	5	40.00%	1	14.29%	51	28	82.14%	7	13.73%	7	4	75.00%
Forgery/Counterfeiting	0	0	No Change	0	No Change	6	5	20.00%	2	33.33%	2	4	-50.00%
Fraud	10	12	-16.67%	4	40.00%	76	72	5.56%	13	17.11%	13	14	-7.14%
Retail Fraud	15	28	-46.43%	13	86.67%	156	139	12.23%	109	69.87%	109	82	32.93%
Embezzlement	2	2	0.00%	2	100.00%	15	13	15.38%	14	93.33%	14	13	7.69%
R&C Stolen Property	1	0	N/C	0	0.00%	3	2	50.00%	2	66.67%	2	2	0.00%
Vandalism	13	7	85.71%	1	7.69%	50	55	-9.09%	9	18.00%	9	14	-35.71%
Narcotics	2	1	100.00%	2	100.00%	19	8	137.50%	17	89.47%	17	6	183.33%
Obscenity	0	0	No Change	0	No Change	0	1	-100.00%	0	No Change	0	1	-100.00%
Prostitution & Vice	0	0	No Change	0	No Change	0	1	-100.00%	0	No Change	0	1	-100.00%
Weapons	4	0	N/C	3	75.00%	19	12	58.33%	18	94.74%	18	11	63.64%
Animal Cruelty	0	0	No Change	0	No Change	0	0	No Change	0	No Change	0	0	No Change
Total Part A Incidents	113	110	2.73%	51	45.13%	811	736	10.19%	406	50.06%	406	396	2.53%



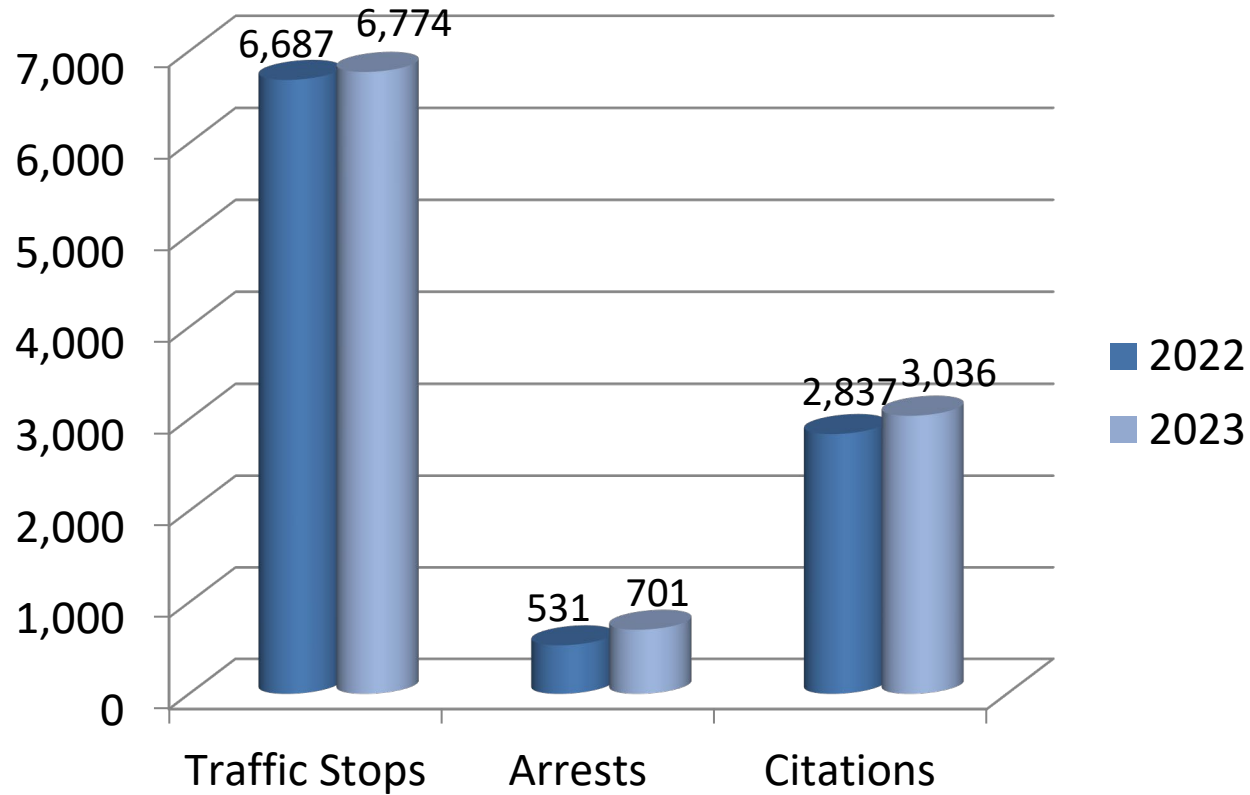
Police Total Calls for Service*



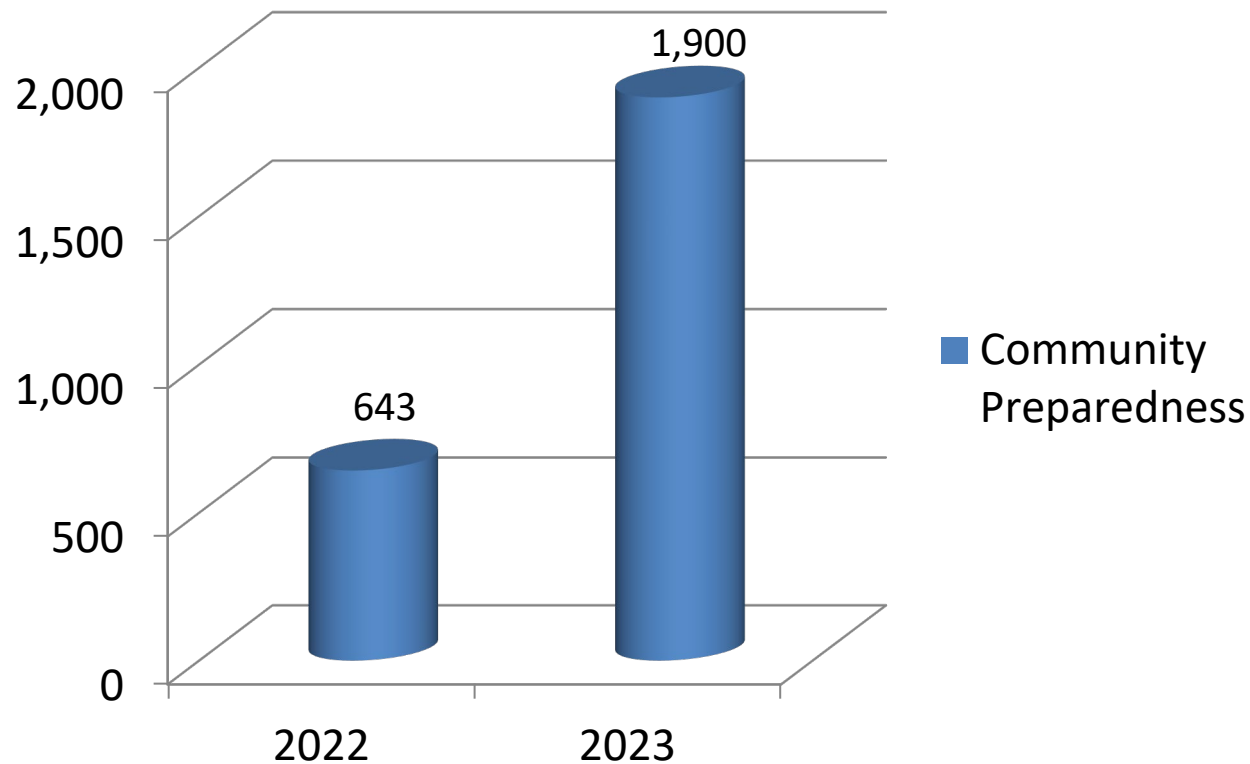
*includes all traffic stops, self initiated activity, routine and priority calls for service, etc.



Officer Productivity



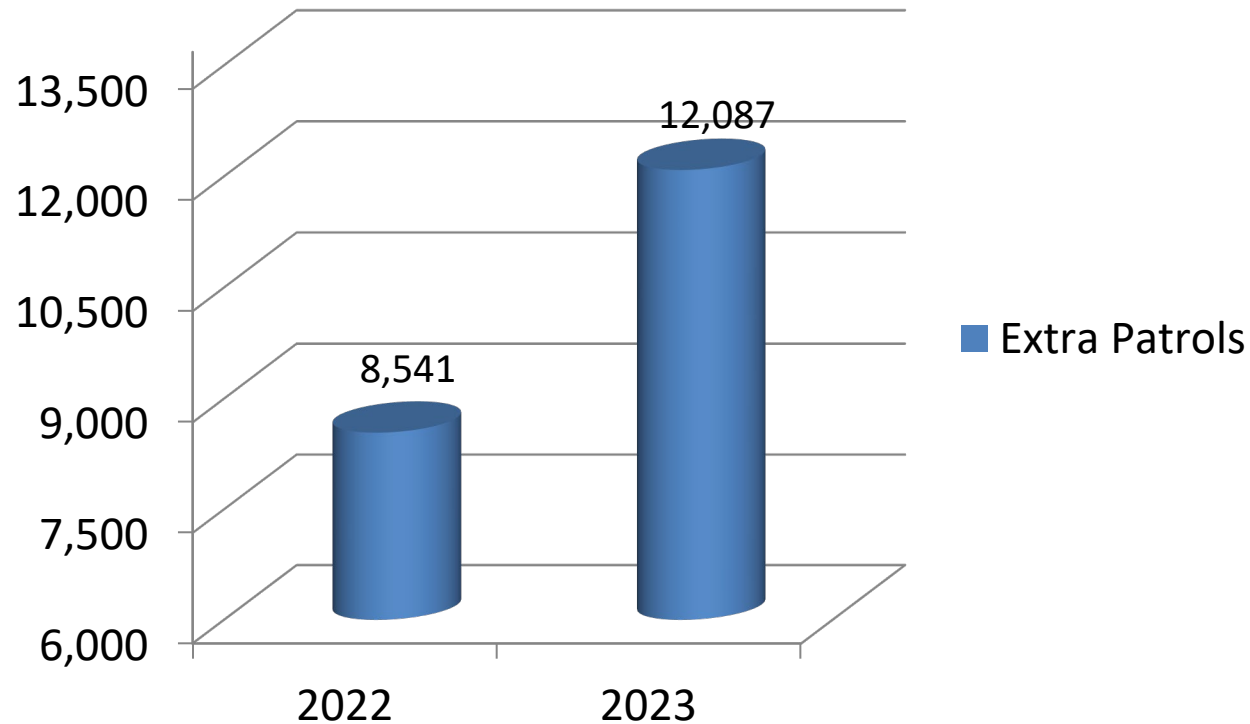
Community Preparedness Numbers* – Self Initiated



*Extra patrols at critical infrastructure (ie. ITC Transmission, US Energy Distribution, Ascension Providence Park Hospital, Water Treatment Facility, etc.) within the city.



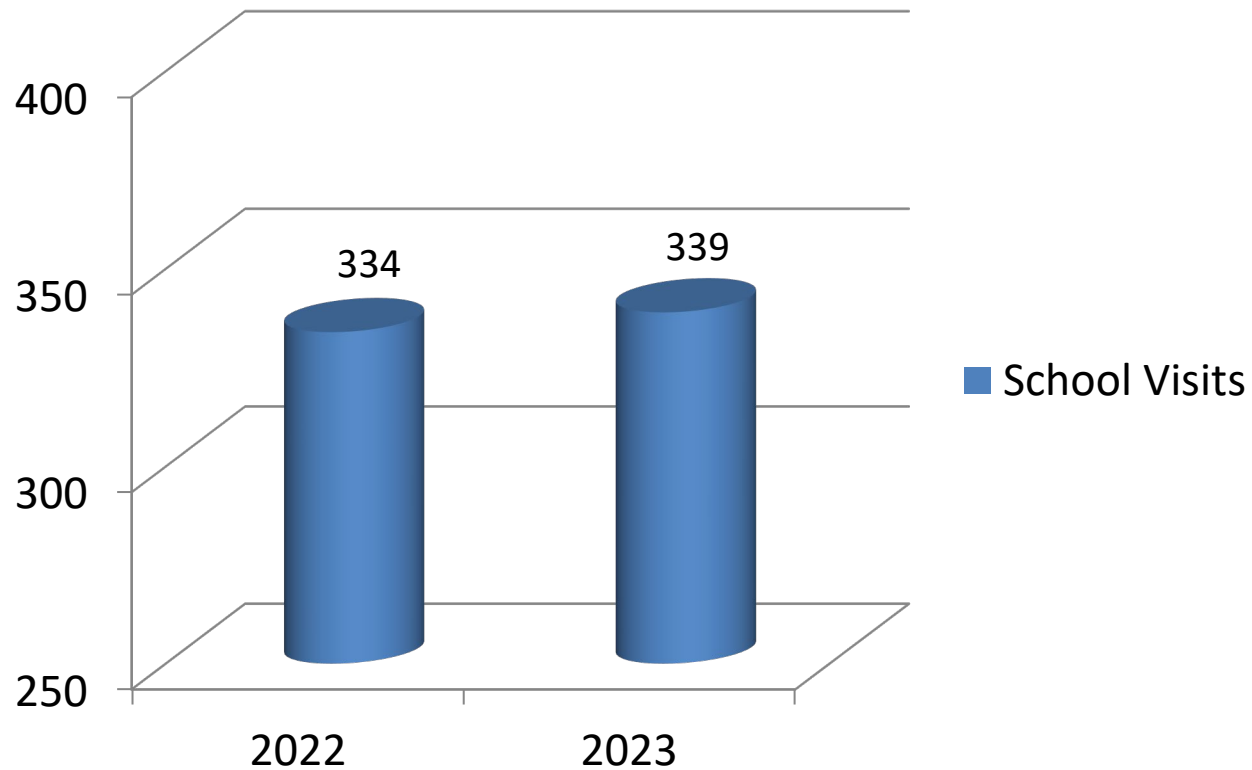
Extra Patrol Numbers* – Self Initiated



*Officers providing additional patrols at various locations above and beyond routine patrol.



School Visit Numbers* – Self Initiated



*Additional patrols at area schools where officers typically walk inside.



Fire Priority Calls for Service January - August 2023 v. 2022

INCIDENT ACTIVITY REPORT				
Summary Comparison January 1 - August 31				
Priority Calls for Service				
Incident Type	2023	2022	Difference	% Change
Fires	53	52	1	2%
EMS	3545	3226	319	10%
Hazardous Condition	161	105	56	53%
Service Call (Unauthorized Burn)	66	96	-30	-31%
Good Intent	90	94	-4	-4%
False Calls	188	198	-10	-5%
Other	8	8	0	0%
TOTAL:	4111	3779	332	9%



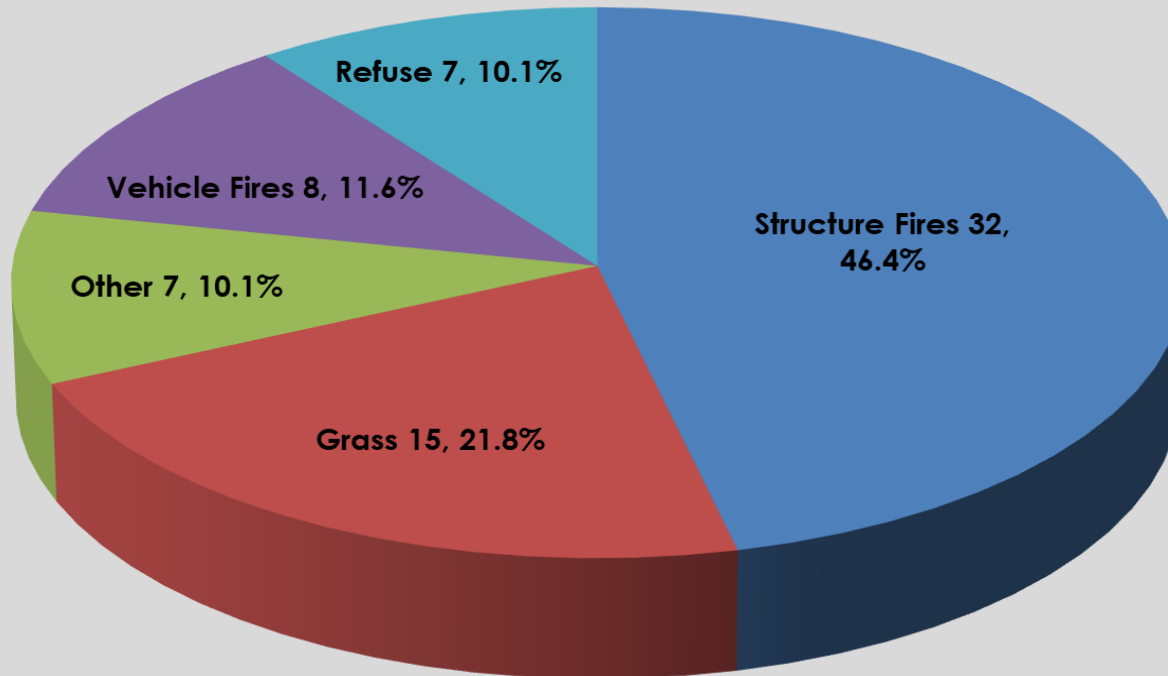
Fire All Calls for Service

January - August 2023 v. 2022

A	B	C	D	E
INCIDENT ACTIVITY REPORT				
Summary Comparison January 1 - August 31				
All Calls for Service				
Incident Type	2023	2022	Difference	% Change
Fires	71	56	15	27%
EMS	3699	3390	309	9%
Hazardous Condition	234	147	87	59%
Service Call (Unauthorized Burn)	611	544	67	12%
Good Intent	195	176	19	11%
False Calls	407	355	52	15%
Power Outage Investigation	16	17	-1	-6%
Other (Inspections, Pub-Ed, Pub-Relations, Car Seats, etc.)	485	494	-9	-2%
TOTAL:	5718	5179	539	10%



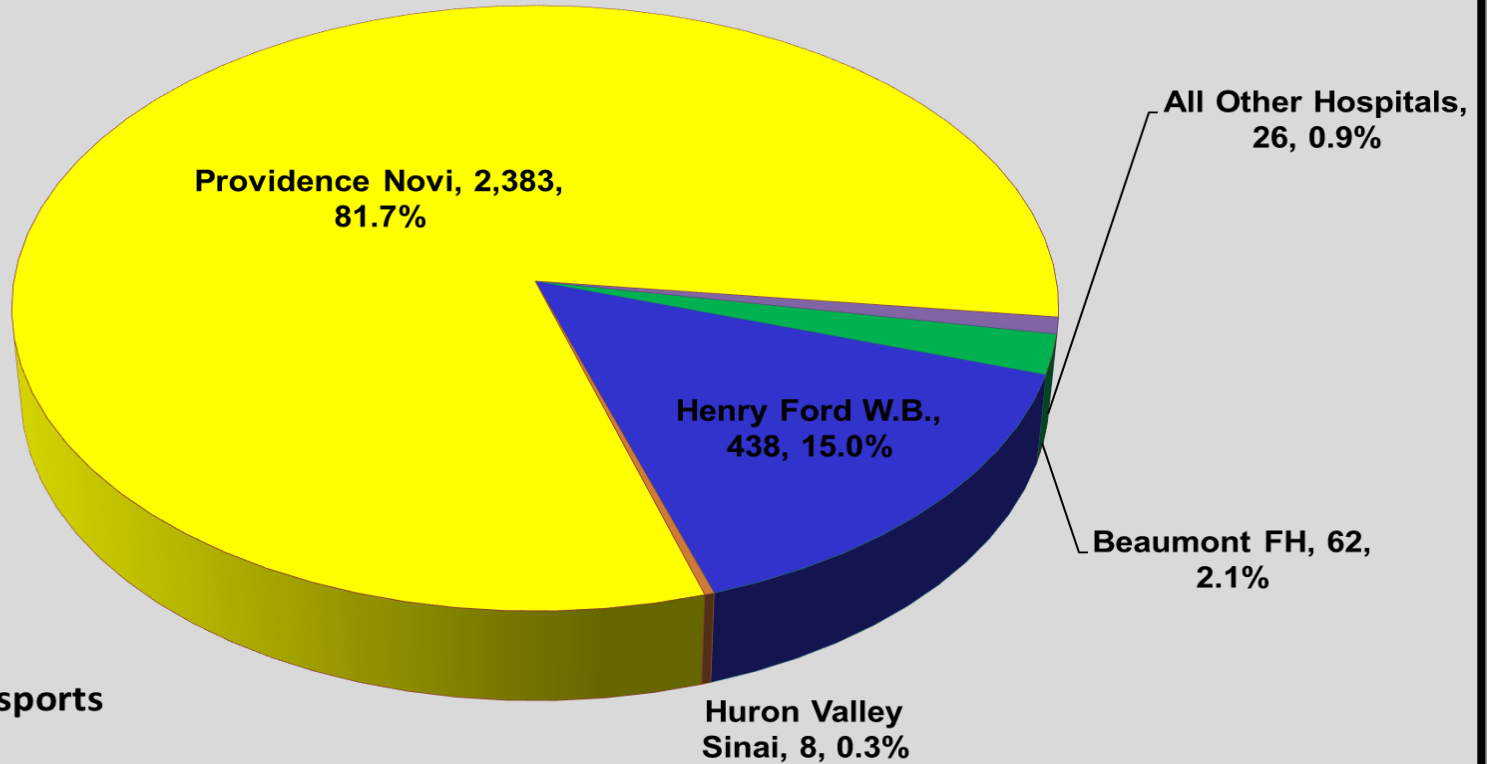
2023 YTD FIRES



TOTAL 69



Hospital Transports 2023



**Total Transports
2917**



FIRE OPERATIONS AVERAGE RESPONSE TIMES PRIORITY RESPONSES ONLY

TEAM / STATION	August	Total Calls	YTD	Total Calls	YTD	Total Calls
	2023		2023		2022	
TEAM 'A':						
STATION 1	5:06	114	5:20	814	5:18	760
STATION 2	5:46	99	5:43	677	5:55	605
STATION 3	5:21	39	5:30	252	5:38	299
STATION 4	5:36	35	5:34	294	5:59	183
TEAM 'A' AVERAGE:	5:26	287	5:35	2037	5:38	1847
TEAM 'B':						
STATION 1	5:39	87	5:46	755	5:54	692
STATION 2	6:36	70	6:25	703	6:16	641
STATION 3	6:28	42	6:55	316	6:25	309
STATION 4	6:54	31	7:05	267	6:36	266
TEAM 'B' AVERAGE:	6:05	230	6:23	2041	6:12	1908
TEAM. AVERAGE	5:46	517	5:56	4078	5:55	3755



MEMORANDUM



TO: MAYOR AND CITY COUNCIL
FROM: CHARLES BOULARD, COMMUNITY DEVELOP. D
SUBJECT: COMMUNITY FLOOD INSURANCE ASSESSMENT
DATE: SEPTEMBER 13, 2023

Mayor and Council –

Please see the following information as it pertains to our Flood Insurance Assessment per FEMA guidelines.

- Victor

Background:

The City of Novi is currently undergoing a 5-year review for the National Flood Insurance (NFIP) Program Community Rating System (CRS). Participation in this program allows property owners within the City of Novi to qualify for a discount on flood insurance through the NFIP. Reporting is required annually with an additional audit every five (5) years and includes verification of internal processes, mapping, and design requirements along with outreach and communications.

Properties in Novi currently qualify for a 5% discount for policies. The maximum discount available is 10%. This assessment is prepared to identify opportunities for encouraging additional coverage. Currently, 16 of 67 (24%) of potentially insurable structures within the SFHA have policies in force.

Details of the types and values of coverage broken out by occupancy and hazard zone are as follows:

Policies and Coverage by Property Type

Occupancy	Policies in Force	Premium	Premium per Policy	Insurance in Force
Single Family	21	\$8,506.00	\$405.05	\$5,945,000.00
2-4 Family	8	\$879.00	\$109.88	\$2,000,000.00
All other Residential	1	\$226.00	\$226.00	\$125,000.00
Non-Residential	7	\$7,414.00	\$1,059.14	\$4,875,000.00
Total	37	\$17,025.00	\$460.14	\$12,945,000.00

Policies and Coverage by Ownership Type

Ownership	Policies in Force	Premium	Premium per Policy	Insurance in Force
Condo	11	\$1,790.00	\$162.73	\$2,545,000.00
Non-Condo	26	\$15,235.00	\$585.96	\$10,400,000.00
Total	37	\$17,025.00	\$460.14	\$12,945,000.00

Policies and Coverage by Hazard Area

Insurance Zone	Policies in Force	Premium	Premium per Policy	Insurance in Force
AE Zones	15	\$6,297.00	\$419.80	\$5,520,000.00
A Zones	1	\$279.00	\$279.00	\$250,000.00
AO Zones	0	\$0.00	\$0.00	\$0.00
B, C & X Zones	21	\$10,449.00	\$497.57	\$7,175,000.00
Total	37	\$17,025.00	\$460.14	\$12,945,000.00

Please let me know if I can provide any additional information.



Mayor and Council –

More impressive news on our
“unicorn” Lineage Logistics.

- Victor

\$18 billion: That’s the recent valuation of Lineage Logistics, a Novi, Michigan-based company that is now the world’s largest temperature-controlled warehouse and storage firm (as gauged by total space), according to [the Wall Street Journal](#). Sure, Zoom, Robinhood, and Peloton grab a lot more headlines as “pandemic winners.” But private firm Lineage fits the description, too, as the cold-storage business has heated up over the past year.

The reason: The skyrocketing demand for food delivery and online grocery shopping during the pandemic has led to increased demand for cold-storage warehousing. Lineage’s CEO told the *Journal* that the company expects that demand to continue, and in the past year, Lineage grew its total space through an aggressive 38 acquisitions.

Lineage now controls about 7% of global cold-storage capacity (its closest rival, Americold, has 5.6%) and its value has followed suit. The company [recently closed](#) a \$1.9 billion funding round — to [continue its expansion](#) and invest in new automation technology — backed by

hedge fund D1 Capital Partners and real estate funds BentallGreenOak and Oxford Properties Group. Behold: a bona fide supply-chain unicorn.

It's not as sexy as Clubhouse, but it's possible that it's, you know, more important.

*For more [Number Crunch](#), follow
Marker Editors*

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CRAIN'S DETROIT BUSINESS

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Transportation

Mayor and Council –

FYI, as a reminder service started this past Monday. I have another meeting with representatives with SMART tomorrow (Friday 9/15). More to come on their potential offerings

- Victor

Public transit faces long road ahead in Oakland County

By Dustin Walsh



Oakland County residents went from NIMBYs to YIMBYs in November by approving a millage to open up access to Suburban Mobility Authority for Regional Transportation (SMART) bus routes across the county.

SMART extended several routes this month opening up access to critical employers, including Ascension Providence Novi and Twelve Oaks Mall. The regional system even

added new stops, including one at Woodward Avenue and Long Lake Road in Bloomfield Hills where there hadn't been any stops before.

While outside experts applaud the new connections, they say the extensions and additions remain a Band-Aid on the region's broken public transportation system.

Voters OK'd a 10-year, 0.95-mill property tax in November to fund the SMART expansion. The millage costs the owner of a home with a market value of \$300,000 about \$140 a year.

It was a do-or-die gamble the Oakland County Board of Commissioners made in August when it voted to end the opt-out provision that has provided for a patchwork of SMART service across the county. Prior to the vote, some communities participated in SMART services and others did not, leaving roughly 1.27 million residents without a major bus service for at least a decade.

Now, SMART's expansion is connecting those far-flung regions, at least to the city of Detroit.

Harmony Lloyd, vice president of planning and innovation for SMART, said the route extensions reflect where the transit system had the most demand.

"We repeatedly heard about those currently using those routes having to walk to get to Twelve Oaks Mall and other retailers after getting off at the Farmington Hills border (with Novi)," Lloyd said. "Anecdotally we knew it was a big issue. That line is heavy with retail, restaurants and hospitals. There's so much opportunity for people who make that \$10 to \$25 an hour wage who are grateful to have a bus to get to work."

Mike Badali, regional COO for Ascension Michigan's metro Detroit West region, said bus service to Ascension Providence increases health care access.

"A new bus stop near Ascension Providence Hospital in Novi will facilitate easier access to our health care facilities, especially for patients who need medical care and services," Badali said. "This will also provide associates with another mode of transportation to and from work."

Lloyd said the Grand River Avenue route, which now extends from the Old Redford Meijer at Grand River and McNichols Road to the Fifth Third Bank on Grand River Avenue and 12 Mile Road in Wixom, has roughly 6,000 monthly riders.

The now extended 12 Mile route, which goes from 13 Mile and Flora Road in Roseville to the Fifth Third in Wixom, serves 14,000 riders per month.

(We will be asking for monthly data sets)

Robert Pfaff, a public transit researcher, visiting assistant professor at Cleveland State University and native metro Detroiter, said the regional transportation system's structure isn't conducive to efficient transportation.

"Imagine if you live Downriver and you want to get to Twelve Oaks; there's no direct route," Pfaff said. "If you take the bus, you've got to go into the city and then back out to where you want to go. There are no external regional connectors. Job flow is not just in and out of the city (of Detroit)."

Joanna Ganning, associate dean of faculty research, development and administration in Cleveland State's public affairs department, told Crain's there are no legitimate studies documenting labor force participation and bus access. She said many bus route extensions appear to be driven by labor demand for business owners that don't fully consider the reliability of cash-strapped transit systems.

"We don't know if these are the destinations riders would prefer," Ganning said. "Really, adding a bunch of new stops doesn't take into account whether traveling those routes are even efficient for the riders. Does it enhance their quality of life?"

The SMART schedule shows the route from Meijer in Old Redford is about 49 minutes. But [Crain's reporters have taken that route](#) in the past when it stopped several miles short in Farmington Hills and the route took nearly two hours.

"If you're a worker, how do you plan for an unpredictable ride?" Ganning said. "There has to be meaningful investment, not just going to the mall, to make these options effective."

SMART is also facing an [ongoing bus driver shortage](#), which has stalled its further expansion across Oakland County, said Lloyd.

"We're looking at ways we could expand, but we have to be able to deliver the services within our current capacity," Lloyd said. "We chose these routes because they were already in existence, we were able to expand them and make them a little bit longer without having to add additional drivers and equipment."

Lloyd said SMART is looking to hire up to 100 new drivers statewide. It needs upwards of 15 new drivers to continue expansion into Oakland County alone.

Ganning said much of the region's transportation problem is exacerbated by big employers like Amazon building new operations on greenfield sites in the far reaches of metro Detroit, who then put expectations on the transit authorities to provide routes to get workers to them.

"These transit systems were built to serve a much smaller footprint than what needs to be served today," she said. "It's grotesquely unfair to blame these issues on transit authorities given smaller and smaller budgets and more political shifts."

By **Dustin Walsh**

Dustin Walsh is a senior reporter for Crain's Detroit Business, covering health care with a focus on industry change and operations, as well as the state's emerging cannabis industry. He is also a regular columnist on all things health, labor, economics and more.

 Transportation, News, Oakland County, Politics & Policy

Source URL: <https://www.crainsdetroit.com/transportation/smart-bus-expansion-no-fix-metro-detroit-transit-issues>

MEMORANDUM



TO: MAYOR AND CITY COUNCIL
FROM: VICTOR CARDENAS, CITY MANAGER
SUBJECT: BOARD SERVICE
DATE: SEPTEMBER 14, 2023

I've been asked to serve on the board of the Michigan Municipal League's Worker Compensation Fund Board of Directors. The board is comprised of 13 members of elected and appointed municipal officials from around the state. The Workers' Compensation Fund is a non-profit self-insurance pool owned and governed by its members. It is Michigan's leading provider of municipal workers' compensation and risk management services, with over 900 members and assets of over \$150 million. The City of Novi has been a member for over 30 years.

The Fund offers stable, cost-effective, broad coverage options and expert risk management services provided by municipal risk specialists with decades of experience. Over the last five years, the Fund has issued \$58.3 million in dividends, representing about 35% of members' premiums during the same period. Its mission is to be a stable, cost-effective, long-term risk management choice for members and associate members of the Michigan Municipal League.

My board service with the Grand Valley State University ended in February and my term on the ICMA board ends later this month. The Worker Compensation board meets four times a year. Please let me know if you have any questions regarding my service with this board.