CITY of NOVI CITY COUNCIL

Agenda Item 1
October 22, 2018

SUBJECT: Final Approval at the request of Orville Properties, LLC for Zoning Map Amendment 18.724 for a Planned Rezoning Overlay (PRO) Concept Plan and the PRO Agreement associated with a rezoning from Expo (EXPO) to TC (Town Center). The subject property is approximately 21.48 acres and is located at 43700 Expo Center Drive, north of Grand River Avenue and south of I-96 in Section 15. The applicant is proposing to develop the property as a multi-unit commercial development consisting of nine units accessed by a proposed private drive. The PRO Concept Plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance.

SUBMITTING DEPARTMENT: Community Development Department - Planning Barb

CITY MANAGER APPROVAL:

BACKGROUND INFORMATION:

The applicant is proposing to develop the property as a multi-unit commercial development consisting of nine units accessed by a proposed private drive. The development proposes a mix of two hotels, one fitness center, two restaurants, one indoor recreational facility, an off-street parking lot and open space area, and an unlisted use similar to an automobile sales facility. The existing water tower on site is proposed to remain on a separate unit. The current PRO Concept Plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance for the Carvana use.

The applicant seeks to rezone approximately 21 acres of land on the north of Grand River Avenue and south of I-96 in Section 15 from EXPO (Expo) to TC (Town Center) using the City's Planned Rezoning Overlay (PRO) option. The applicant, who is also the current land owner, is proposing to build the roads and the utilities and seek site condominium approval to divide the land into the nine proposed condominium units and then sell the land as individual units. Each future buyer will then be responsible for getting necessary site plan and other permit approvals, based on the Concept Plan that has been presented, and be responsible for each unit's construction. The uses below were provided for the City Council's review at the time of the September 24, 2018 meeting.

Unit No.	End Users	Proposed Height	Proposed Use Category
Unit 1	**I-Fly**	70 ft.	Indoor Commercial Recreation Facilities
Unit 2	**Planet Fitness**	40 ft. to 50 ft. (2 stories)	Indoor Commercial Recreation Facilities

Unit 3	**Fairfield Inn & Suites**	63 ft. (5 stories)	Hotels
Unit 4	**Temporary parking lot**	Not provided	Off-street Parking Lot *See Note about changes below*
Unit 5	**Drury Inn & Suites**	84.5 ft. (7 stories)	Hotels
Unit 6	**Restaurant**	20 ft. -30ft. (1 story)	End user to be determined *
Unit 7	**Restaurant**	20 ft. -30ft. (1 story)	End user to be determined *
Unit 8	**Carvana**	75'-10" (8 tiers)	Unlisted Use
Unit 9	**Water Tower**	120 ft. Existing tower	Existing Structure

* Units 6 and 7 may be developed for restaurant uses, provided that the buildings and improvements located thereon meet all requirements of the Zoning Ordinance, unless otherwise noted in the proposed PRO Agreement.

Following the City Council's consideration and tentative approval of this matter on September 24, 2018, the applicant submitted a revised Concept Plan via e-mail to address some of the staff's comments with regards to inapplicable notes on the Concept Plan. The submittal did not propose any plan changes other than few minor edits to notes. Additional modifications to the plans are requested subject to the conditions provided in the suggested motion, below.

PRO Plan

The PRO option of the City's Zoning Ordinance, adopted under the planned unit development authority of the State Zoning Enabling Act, MCL 125.3101, *et seq.*, creates a "floating district" with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from EXPO to TC) and the applicant enters into a PRO Agreement with the City, whereby the applicant submits a conceptual plan for development of the site. The City Council reviews the Concept Plan, and if the plan might be acceptable, it directs for preparation of an agreement between the City and the applicant, which also requires City Council approval. Following final approval of the PRO Concept Plan and PRO Agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. (Here, Applicant has submitted its road and utilities preliminary site plan before final PRO approval, at its own risk.) The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi and property owner. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires and the agreement becomes void.

Previous Meeting Results

The proposed rezoning category requested by the applicant is currently not supported by the Future Land Use Map. The applicant requested to waive the requirement to attend Master Plan and Zoning Committee with a letter dated June 11, 2018.

The applicant submitted for a Pre-Application Meeting, which was held on May 14, 2018. Staff indicated that the proposed zoning conflicts with the future land use designation and requested additional information to make an informed recommendation to the Planning Commission and the City Council.

On July 11, 2018, Planning Commission held a public hearing and postponed the recommendation to Council until a later time. On August 22, 2018, the Planning Commission considered the revised Concept Plan and recommended approval to the City Council of the rezoning request with Concept Plan.

The City Council considered the request at its September 24, 2018 meeting, indicated that it might approve the Concept Plan, and directed the City Attorney's Office to prepare a draft PRO Agreement.

Signage Deviations

Sign ordinance deviations are typically reviewed by Zoning Board of Appeals against certain sign ordinance standards in the Code of Ordinances, which is separate from the Zoning Ordinance. However, Section 5.6 of the Zoning Ordinance, which is subject to the PRO process, also requires compliance with the sign ordinance; hence, Council on occasion has included requested sign deviations in its review process.

The applicant has requested deviations for two monument signs for Adell Center. Staff reviews refer to deviations from the number of signs allowed and the maximum allowable sign area. These sign deviations have been included in the draft PRO Agreement, with the provision that the City may require a lesser deviation at the time of site plan approval if deemed appropriate. Alternatively, the City Council may defer the decision to Zoning Board of Appeals, if deemed appropriate.

At the September 24, 2018 Council meeting, Carvana's representative asked to include their request for signage deviations in the PRO Agreement, and Council directed the City Attorney's office to do so. iFly, Carvana and Drury have also provided information. With the current draft PRO Agreement, the requests for building sign deviations for all three users are included, as listed below. Each individual user's "justification" for the sign deviations has been provided separately, and is an attachment to this packet.

1. To allow for seven additional wall signs for Unit 8: Carvana. Nine are requested for the entire unit: eight signs on the tower and one canopy sign at the front entrance. Two wall signs are allowed.
2. To allow for a total of three wall signs for Unit 5: Drury. The three wall signs allowed with the following deviations:
    i. North Elevation - a size deviation of 182.34 square feet (117.5 square feet allowed, 299.84 square feet proposed)
    ii. South Elevation - a size deviation of 182.34 square feet (117.5 square feet allowed, 299.84 square feet proposed)
    iii. East Elevation - a size deviation of 1103.97 square feet (82.5 square feet allowed, 186.47 square feet provided)
3. To allow for four additional wall signs for Unit 1: iFly. Five are requested for the entire unit. One wall sign is allowed. The wall signs allowed with the following deviations:

i. Side Elevations: a size deviation of 88.75 square feet (65 square feet allowed, 153.75 square feet proposed) for two signs.
ii. Front and Back Elevations: a size deviation of 244 square feet (65 square feet allowed, 309 square feet proposed) for two signs.

Ordinance Deviations Requested

Section 7.13.2.D.i.c(2) permits deviations from the strict interpretation of the Zoning Ordinance within a PRO agreement. These deviations must be accompanied by a finding by City Council that "*each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas.*" Such deviations must be considered by City Council, who will make a finding of whether to include those deviations in a proposed PRO agreement. The proposed PRO agreement would be considered by City Council after tentative approval of the proposed concept plan and rezoning.

The Ordinance deviations that have been identified are included in the draft PRO Agreement.

Benefits to the Public under PRO Ordinance

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and that the benefits to public of the proposed PRO rezoning would clearly outweigh its detriments. The following are being suggested by the applicant (as listed in their narrative dated June 05, 2018 as benefits resulting from the project. The applicant has not provided an update since then.

1. *The proposed development will convert a vacant parcel of property at a major intersection and entryway into the City of Novi.*
2. *The development of this property will reduce any chances of crime associated with a vacant parcel by providing new development with continuous movement of people and vehicles throughout the property.*
3. *This development will convert a property that is currently zoned EXPO center into a zoning district that will allow a use that is beneficial to neighborhood businesses and the community in general.*
4. *This development will help produce a more positive image of the City of Novi by the 100,000 plus motorists travelling along Interstate on a weekly basis.*
5. *The approval of this development will bring additional entertainment, overnight stay and dining opportunities to the City that will benefit the City of Novi residents as well as bring in residents and visitors from neighboring communities.*
6. *This development is centrally located to several communities that will serve as a weekend long youth sporting tournaments and weekly events held at the Suburban showplace. These events typically bring in people from all over southeast Michigan and the United states.*
7. *The approval of this development will trigger a sale of proposed units within Adell Center thereby generating an increase in property values in addition to the value of neighboring properties.*

8. *The approval of this development will create 200-300 temporary construction jobs and permanent jobs.*
9. *The approval of this development will increase the tax base within the City of Novi. As reported by the Mayor at a recent City Council meeting, the city desires to increase the tax base to fund additional services such as police, fire and parks departments.* Items 1 through 9 may be accurate statements, but the applicant might want to address whether it requires a PRO rezoning process (as opposed, for example, to a "straight" rezoning to a district like TC) to accomplish them.
10. *It is estimated that this development will increase the tax base by over $3 million annually, plus an additional personal property tax generated from the new businesses.* Staff cannot comment on the accuracy of this figure.
11. *The approval of the proposed development will include the improvement of over three acres of existing city regulated woodlands/wetland areas to allow for better access by the public.* An enhancement plan was provided as a separate packet for site plan approval for Roads and Utilities site plan.
12. The *approval of this development will include a consistent and cohesive streetscape and signage package throughout.* The landscape indicates an ornamental brick wall on both sides of Adell Drive supplemented by landscape in order to create a cohesive streetscape. This is a determination for the Planning Commission and Council to make.
13. *The proposed development includes new public art (pocket parks) locations for placement of community art.* More information on the art being referred to is required to evaluate this.

PRO Conditions

The Planned Rezoning Overlay process involves a PRO Concept Plan and specific "PRO Conditions" in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Section 7.13.2). The applicant and City Council can agree on a series of conditions to be included as part of the approval.

The applicant has submitted a Concept Plan showing the general layout of the private road and internal parking lots and drives, a conceptual storm water management plan, the location of proposed open space and preserved natural features, and a general layout of landscaping along the proposed Adell Center Drive. The applicant has provided a narrative describing the proposed public benefits to the rezoning and the Concept Plan.

Recommended conditions to be included in the PRO Agreement are provided in the suggested motion.

City Council Action

The City Council is now being asked to consider the actual text of the Planned Rezoning Overlay Agreement and give final approval of the agreement, the PRO Plan and the rezoning. If Council gives final approval of the PRO Concept Plan and PRO Agreement, the applicant will proceed to finalize its submission of the Preliminary and Final Site Plan approval for the roads and utilities.

RECOMMENDED ACTION:

Final Approval at the request of Orville Properties, LLC for Zoning Map Amendment 18.724

for a Planned Rezoning Overlay (PRO) Concept Plan and PRO Agreement associated with a rezoning from Expo (EXPO) to TC (Town Center). The PRO Concept Plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance. This approval is subject to (1) the related Planned Rezoning Overlay (PRO) Agreement, and corresponding PRO Concept Plan, the findings and PRO Conditions contained therein; (2) the conditions listed in the staff and consultant review letters; and (3) the revisions (as also noted on the attached four-page exhibit) being made to the PRO Concept Plan prior to signature of the PRO Agreement by the City and its recording at the Oakland County Register of Deeds:

a. On Sheet 02, PRO Plan (Overall), remove the following notes
   i. Requested deviations (excerpts from PRO Agreement) *(because the final list of deviations is in the PRO Agreement)*.
   ii. 3.27.1.C. setback waiver for distance from I-96 centerline *(not applicable to Town Center district standards)*.
   iii. List of Allowable uses and special land uses *(because the permitted uses for this development are stated and regulated in the PRO Agreement)*.
   iv. Internal lot lines within Adell Center Development are subject to move *(because the lot lines are approved as shown on the PRO Concept Plan)*.
   v. Proposed unit line between units 6 and 7 may move subject to the final layout configuration for units 6 and 7 *(because the lot lines are approved as shown on the PRO Concept Plan)*.
   vi. All proposed buildings having a building width of over 125 feet shall have a pedestrian entranceway located at least every 125 feet *(not applicable to Town Center district standards)*.
   vii. The users are as of 08-29-2018 and will be updated as new users are determined *(because the permitted uses for this development are stated and regulated by the PRO Agreement)*.
b. On Sheet 02, PRO Plan (Overall), End Users for Unit 6 and 7 revise to state 'Restaurants', not 'to be determined'.
c. On Sheet 03, PRO Plan (North), sheet 04, PRO Plan (South) and sheet 12, Site Plan, remove note 'All proposed buildings having a building width of over 125 feet shall have a pedestrian entranceway located at least every 125 feet' *(not applicable to Town Center district standards)*.
d. On Sheet 02, PRO Plan (Overall) and Sheet 12, Site Plan, remove building and parking setbacks as noted *(because they conflict with the deviations approved in the PRO Agreement)*

As indicated in the PRO Agreement, the developer shall obtain all necessary off-site easements for connecting secondary emergency access to the west prior to Final Site Plan approval for Roads and Utilities.

The City Manager and City Attorney shall review the final form of the PRO Agreement prior to signature and recording and may make any required minor final amendments thereto

that are necessary to carry out the City Council's approval, with any such minor amendments to be incorporated by the City Attorney's office prior to the City's execution of the final agreement.

This motion is made for the following reasons:

1. The proposed Town Center zoning district is a reasonable alternative to the Master Plan for Land Use, because the development will improve a property that is blighted, and because the likelihood of alternative development is unknown and the potential for less favorable development exists.
2. The proposed plan meets several objectives of the Master Plan, including:
   i. *Maintain quality architecture and design throughout the City* (by proposing a consistent entryway wall and landscape along the proposed private drive that may serve to unify the development, as required by the Town Center Ordinance).
   ii. *Retain and support the growth of existing businesses and attract new businesses to the City of Novi.* (since the property is positioned to accomplish this goal with any appropriate development).
   iii. *Develop the I-96/Novi Road Study Area in a manner that reflects the importance of this important gateway to the City in terms of its location, visibility, and economic generation.* (The subject property falls in that study area and is located at an important gateway to the City.)
   iv. *Protect and maintain the City's woodlands, wetlands, water features and open space (by proposing an enhancement plan to restore the woodlands areas in the southerly part of the site).*
3. Submittal of a Concept Plan and the resulting PRO Agreement provides assurance to the Planning Commission and to the City Council of the manner in which the property will be developed and used in the future.

MAPS

Location

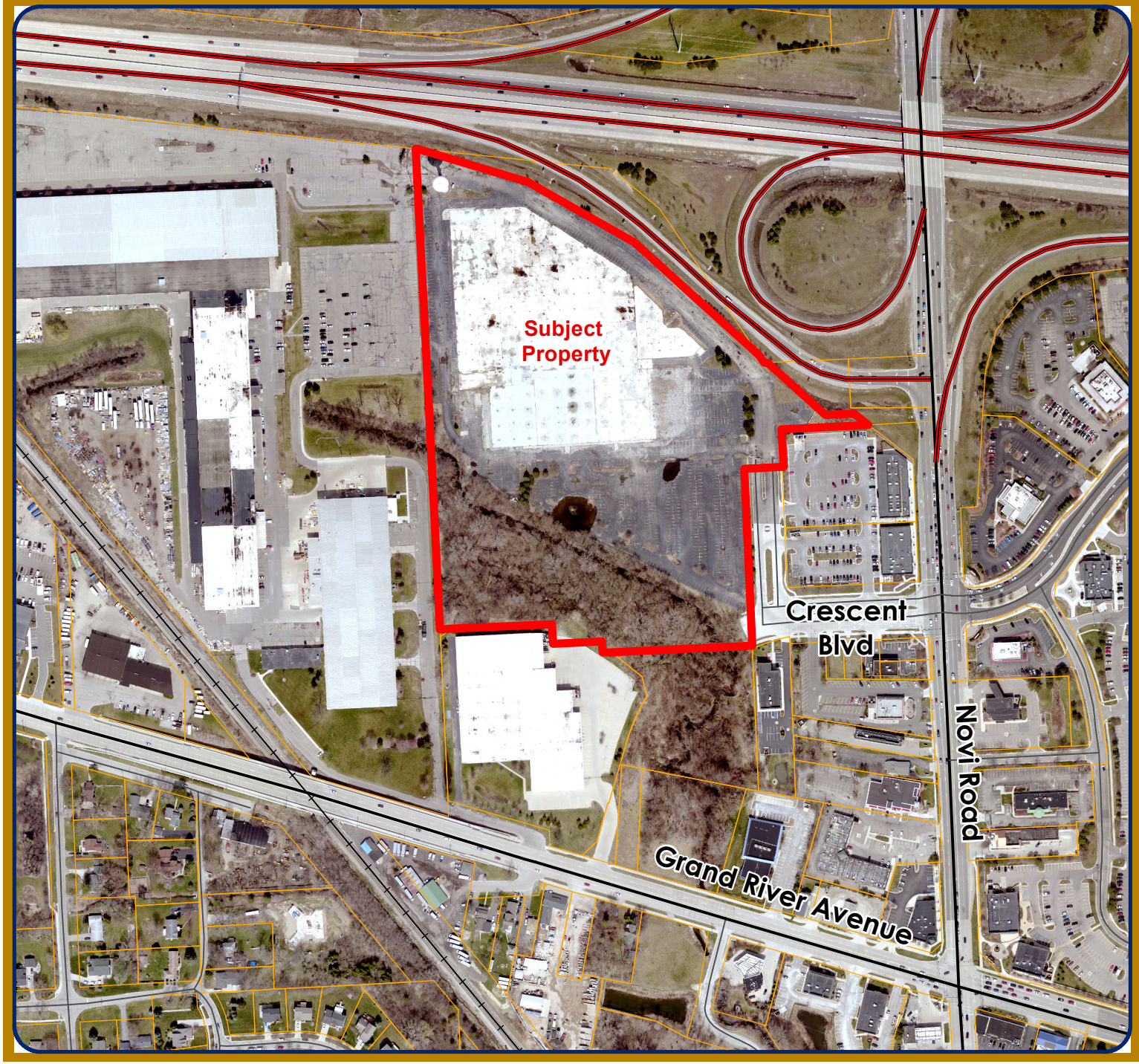
Zoning

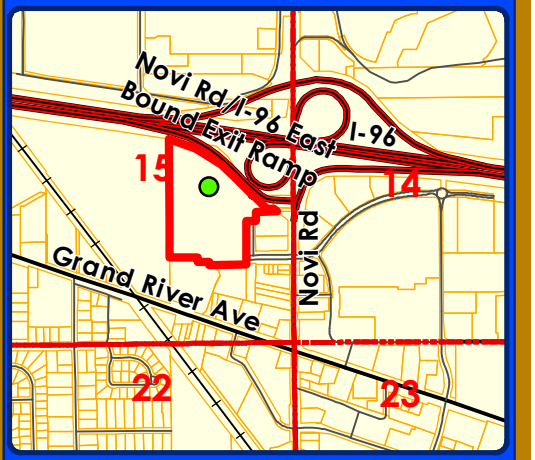
Future Land Use

Natural Features

JZ 18-24 ADELL CENTER PRO

Location





LEGEND

Sections

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

Map Author: Sri Komaragiri
Date: 07/06/18
Project: JZ 18-24 ADELL CENTER PRO
Version #: 1

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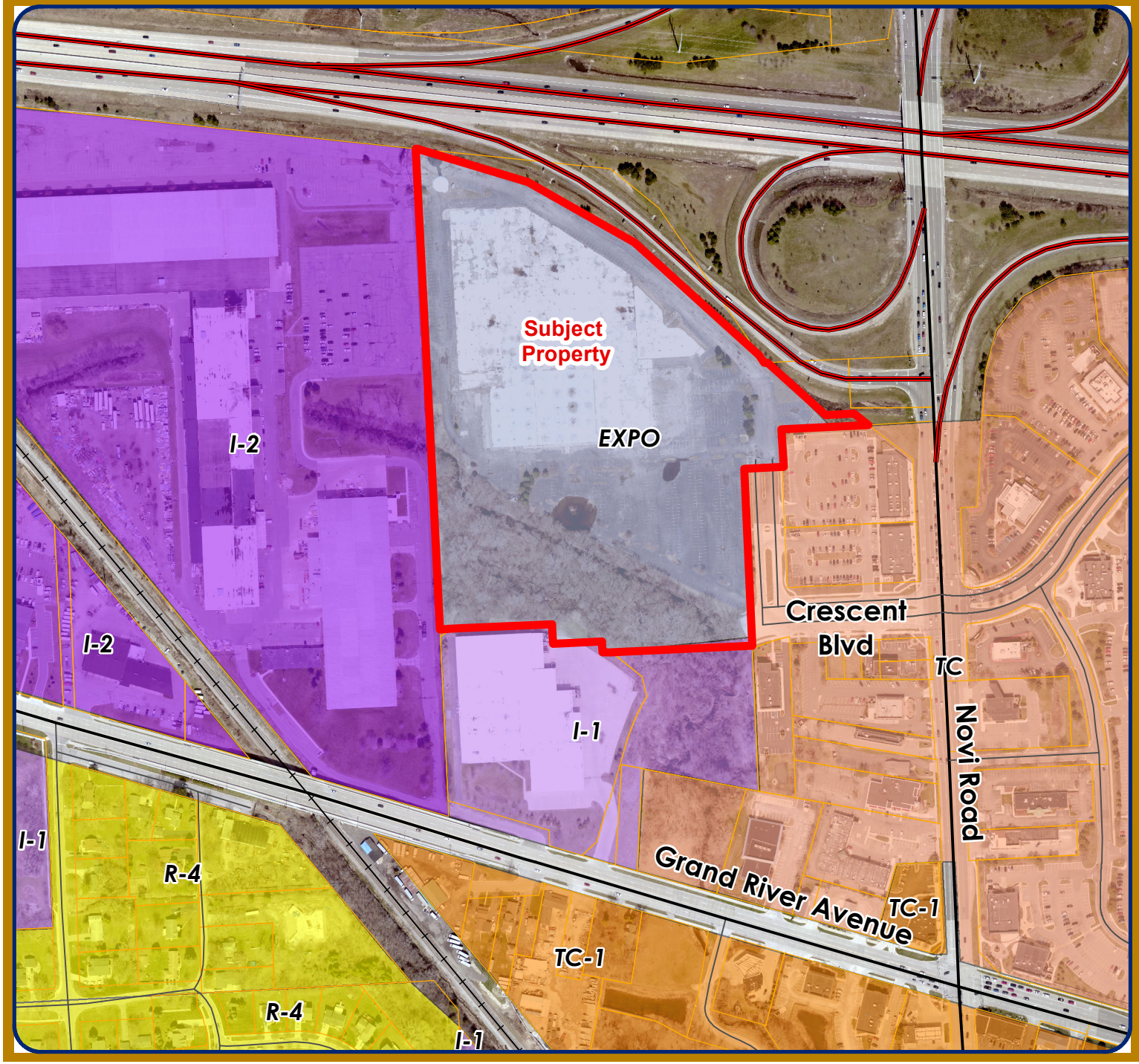
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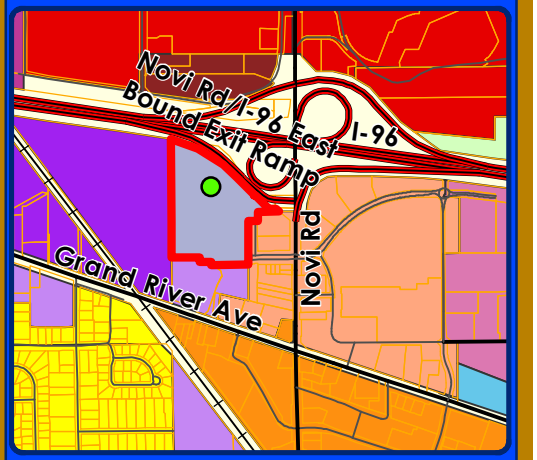
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JZ 18-24 ADELL CENTER PRO

Zoning





LEGEND

- R-A: Residential Acreage
- R-4: One-Family Residential District
- C: Conference District
- EXPO: EXPO District
- I-1: Light Industrial District
- I-2: General Industrial District
- OS-1: Office Service District
- OSC: Office Service Commercial
- OST: Office Service Technology
- RC: Regional Center District
- TC: Town Center District
- TC-1: Town Center -1 District

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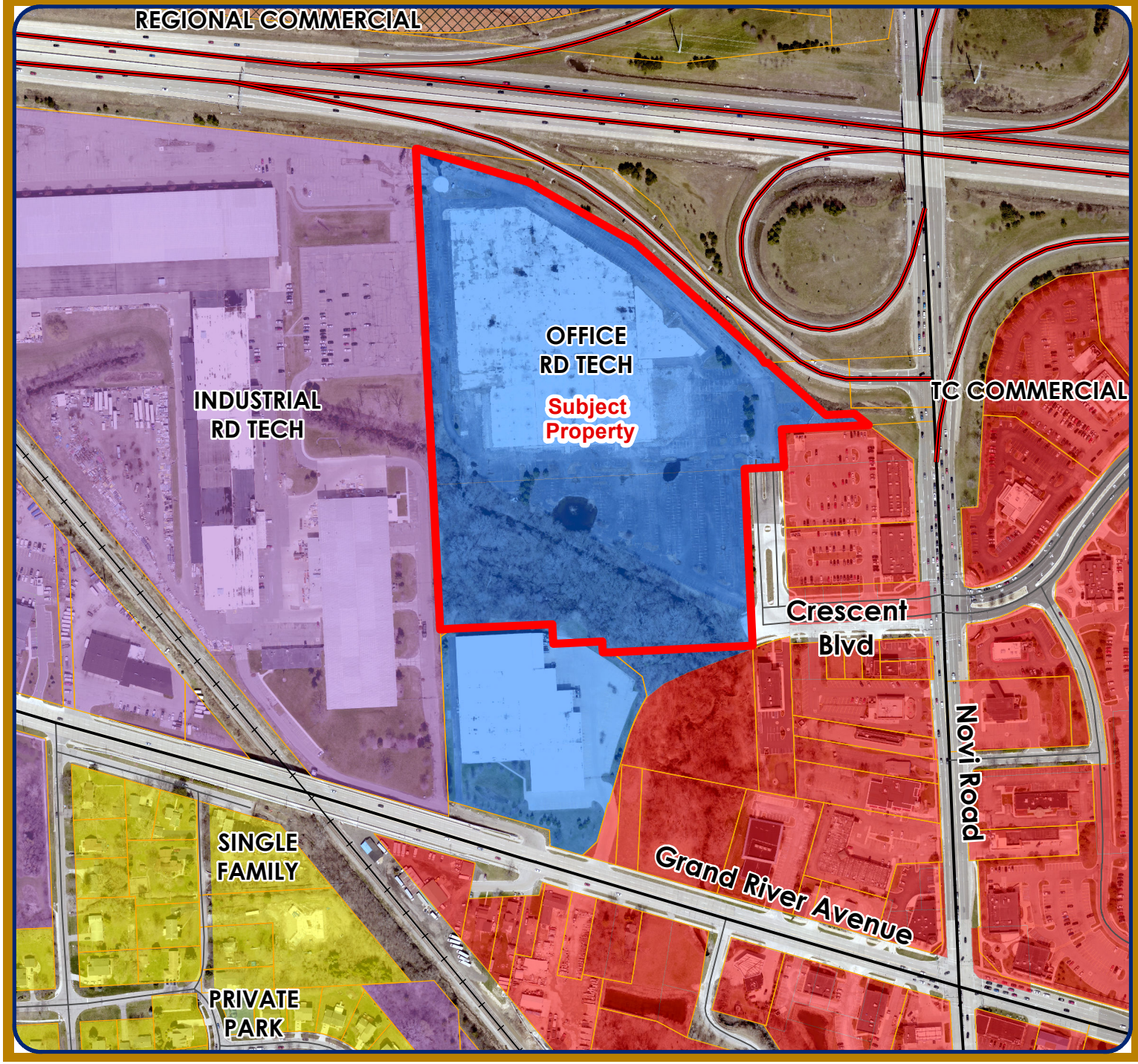
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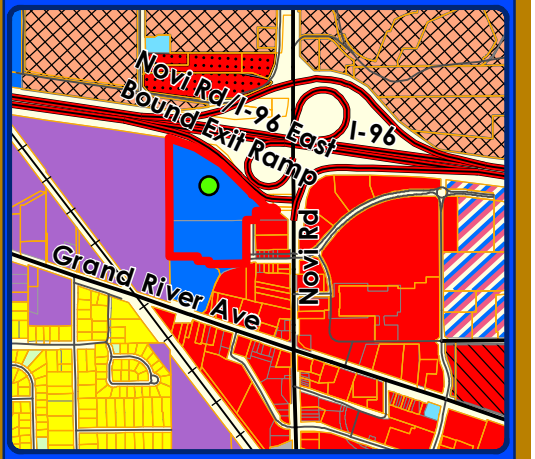
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JZ 18-24 ADELL CENTER PRO

Future Landuse





LEGEND

FUTURE LAND USE

- Single Family
- Office RD Tech
- Office Commercial
- Industrial RD Tech
- Regional Commercial
- TC Commercial
- TC Gateway
- PD2
- Public
- Private Park
- Cemetry

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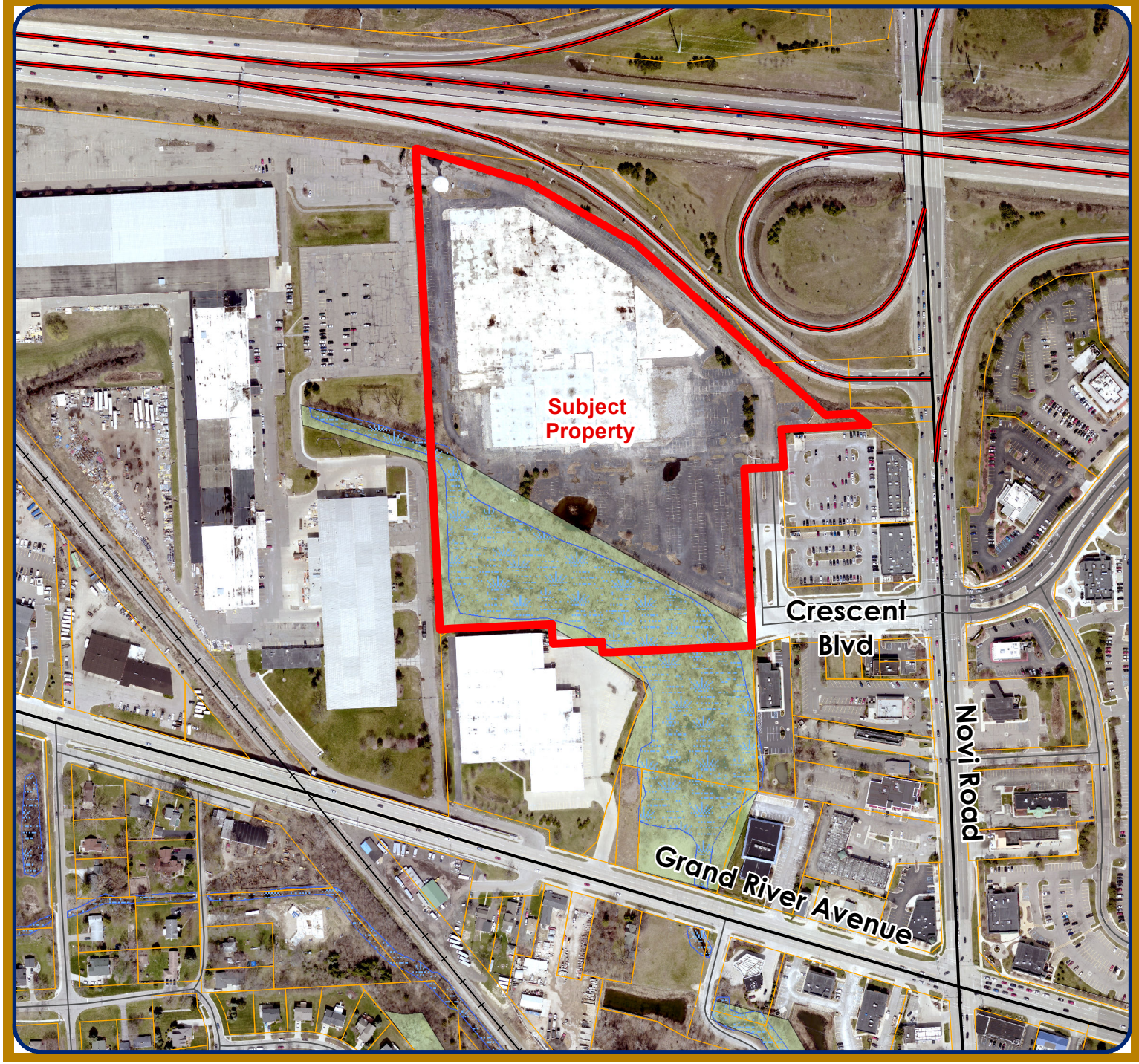
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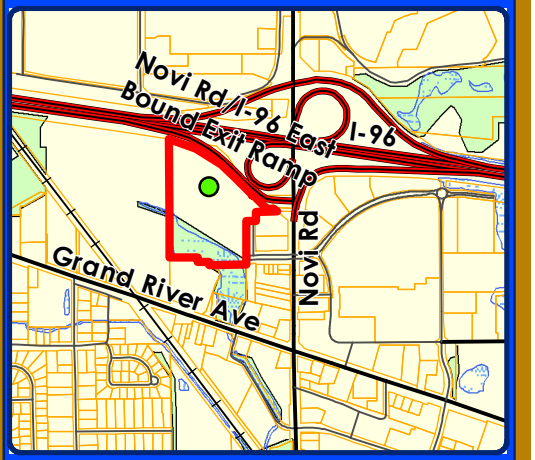
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JZ 18-24 ADELL CENTER PRO

Natural Features





LEGEND

- WETLANDS
- WOODLANDS

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DRAFT PRO AGREEMENT

PLANNED REZONING OVERLAY (PRO) AGREEMENT
ADELL CENTER

THIS AGREEMENT (the "**Agreement**"), dated October ___, 2018, is made and entered into by and between Orville Properties, LLC, a Delaware limited liability company whose address is 30733 W. Ten Mile, Southfield, MI 48075 (referred to as "**Developer**"), and the **CITY OF NOVI**, 45175 Ten Mile Road, Novi, MI 48375-3024 ("**City**").

RECITATIONS:

A. Developer is the owner and developer of a vacant parcel of property located on the west side of Novi Road, south of the I-96 freeway, approximately 21.48-acres in area, hereinafter called the "Property" and described on **Exhibit A**, attached and incorporated herein.

B. For purposes of improving and using the Property for a 9-unit commercial site condominium, with general common elements, that is not permitted under the City's Zoning Ordinance, as amended, in the EXPO (Exposition) District within the City, Developer petitioned the City for an amendment of the City's Zoning Ordinance so as to reclassify the Property from the EXPO District to the TC (Town Center) District. The EXPO classification shall be referred to in this Agreement as the "**Existing Classification**" and the TC classification shall be referred to as the "**Proposed Classification.**"

C. The Proposed Classification would provide the Developer with certain material development options not available under the Existing Classification and would be a distinct and material benefit and advantage to the Developer.

D. The City has reviewed the Developer's proposed petition to amend the zoning district classification of the Property from the Existing Classification to the Proposed Classification under the terms of the Planned Rezoning Overlay (PRO) provisions of the City's Zoning Ordinance; has reviewed the Developer's proposed PRO Plan (including building façade, some elevations, and design) attached hereto and incorporated herein as **Exhibit B** (the "PRO Plan"), which is a conceptual or illustrative plan for the potential development of the Property under the Proposed Classification, and not an approval to construct the proposed improvements as shown; has further reviewed the proposed PRO Conditions offered or accepted by the Developer, and also the proposed deviations requested by the Developer from the strict terms of the City's land use ordinances and regulations, and has determined that the proposed Conditions constitute an overall

public benefit that outweighs the deviations and that, if the deviations were not granted, enhancements to the development that are in the public interest would not be made, and that approving the deviations would be consistent with the City Master Plan and compatible with the surrounding area; and has determined to approve the rezoning subject to, and only in light of, the terms and conditions of this Agreement.

E. The City desires to ensure that all of the Property that is depicted on the PRO Plan is developed and/or re-developed in accordance with, and used for the purposes permitted by, the approved PRO Plan, the related documents and undertakings of the Developer, and all applicable laws, ordinances, regulations, and standards. The Developer desires to proceed with obtaining the site plan and engineering approval and the issuance of permits required to re-develop the Property in accordance with the approved PRO Plan. Set forth herein are the terms and conditions of the agreement between the City and the Developer, which such agreement is to be recorded with the Register of Deeds for the County of Oakland following execution by the parties.

F. In proposing the Proposed Classification to the City, the Developer has expressed as a firm and unalterable intent that the Developer and its successors and assigns will develop and use the Property in conformance with the following undertakings by the Developer, as well as the following forbearances by the Developer (each and every one of such undertakings and forbearances shall together be referred to as the "Undertakings"):

1. **Uses Permitted**. The Developer shall develop and use the Property solely for a commercial site condominium of 9 units, including general common elements, under the Proposed Classification (the "Development") as shown on the PRO Plan. The Development shall be a mix of uses that includes two hotels, a fitness center, an indoor recreational facility for simulated skydiving, an off-street parking lot, a "vending machine fulfillment center" for motor vehicle sales, two restaurant uses, a separate unit to house the existing water tower, an open area/parking lot with no building improvements, and an area of undeveloped wetlands with a trail system, subject to State of Michigan (MDEQ) approval.

2. **Site Improvements.** The Developer has indicated its intention to undertake the necessary site improvements for the utilities (water, sewer, storm water) and the private road that will serve as access to the proposed units, but to sell and convey the individual units to others with the possible exception of Unit 9, which will house the existing water tower and Unit 4, which will be an open area/parking lot. The Developer and its successors and assigns shall forbear from developing and/or using the Property in any manner other than as authorized and/or limited by this Agreement.

   The Developer shall develop the Property in accordance with all applicable laws, ordinances, and regulations, except as expressly authorized herein. The PRO Plan is acknowledged by both the City and the Developer to be a conceptual plan for the purpose of depicting the area contemplated for development. Some deviations from the provisions of the City's ordinances, rules, or regulations are depicted in the PRO Plan and are approved by virtue of this Agreement. Except

as to those specific deviations as enumerated herein, the Developer's right to develop the 9-unit commercial site condominium under the requirements of the Proposed Classification shall be subject to and in accordance with all applications, reviews, approvals, permits, and authorizations required under applicable laws, ordinances, and regulations, including, but not limited to, site plan approval, storm water management plan approval, woodlands and wetlands permits, façade approval, landscape approval, and engineering plan approval, except as expressly provided in this Agreement.

Because the Development is located on a prominent thoroughfare in the City, the City has an interest in ensuring that the architecture of the buildings is of high quality. The buildings shall be of good and workmanlike construction and constructed of quality materials. The facades and elevations will be as approved by the City at the time of preliminary or final site plan approval. The City retains, and the Developer expressly acknowledges that the City retains, full authority under the Zoning Ordinance to approve, deny, or require alterations to the façade and elevations of all buildings within the Project at the time of final site plan approval for any parcel within the Project, including the grant of waivers/deviations therefrom as further provided herein.

3. **Developer Responsibilities.** In addition to any other ordinance requirements, as the entity responsible to make the road and utilities improvements, the Developer shall comply with all applicable ordinances for (i) storm water and soil erosion requirements and measures throughout the site, including all individual units, during the design and construction phases, and subsequent use, of the Development contemplated in the Proposed Classification and shall be the sole responsible entity under such permit until the Development is complete (that is, even as improvements and buildings on individual units are constructed following conveyance by the Developer); (ii) final site plan for the roads and utilities to be approved by the City in accordance with the Zoning Ordinance and Code of Ordinances; and (iii) engineering construction plan review and approval by the City and/or its consultants for the roads and utilities, which plans have been or shall be submitted by the Developer in accordance with all applicable laws, ordinances, regulations and standards.

Development of the individual units with buildings, parking lots, and any other internal improvements, shall also be subject to all requirements for preliminary and final site plan review, engineering review, and all other required permitting, which may be submitted by individuals or entities other than the Developer.

4. **PRO Conditions.** The following PRO Conditions shall apply to the Property and/or be undertaken by Developer unless otherwise specified herein:

   a. **Restoration/Enhancement of Wetlands.** The Developer shall restore and enhance the wetlands on the southerly portion of the site pursuant to a plan to be approved by the City at the time of final site plan approval, which such plan shall include the requirement to remove unwanted and invasive species and various dumped materials. The wetlands shall

remain undeveloped and in their natural state, subject to State of Michigan and City wetlands law and regulations, except that a trail system shall be established in locations set forth in the final site plan for the roads and utilities. No development shall be authorized in the wetlands area. Securing appropriate permits from the City and the State (MDEQ) shall be the responsibility of the Developer. The wetlands restoration and enhancement described herein shall be completed by the Developer within twelve (12) months of the date of this Agreement, provided that the City may, in its reasonable discretion, accept a performance guarantee in a form and manner to be approved by the Community Development Department and the City Attorney's office from the Developer to assure its completion by a different date.

b. **Uses to be developed; Uses Prohibited at any Time.** Notwithstanding any notes on any plan, or any correspondence or other writing to the contrary, the Development shall be limited to 9 units of the size and location indicated on the PRO Plan, to be used as follows:

Unit No.	**End Users**	**Use Category**
Unit 1	**I-Fly**	Indoor Commercial Recreation Facilities
Unit 2	**Planet Fitness**	Indoor Commercial Recreation Facilities
Unit 3	**Fairfield Inn & Suites**	Hotel
Unit 4	**Off-street parking/Open Space**	Off-street Parking Lot *See Note about changes below*
Unit 5	**Drury Inn & Suites**	Hotel
Unit 6	**Restaurant**	End user to be determined
Unit 7	**Restaurant**	End user to be determined
Unit 8	**Carvana**	Unlisted Use approved by Council
Unit 9	**Water Tower**	Existing Structure

Units 6 and 7 may be developed for restaurant uses, provided that the buildings and improvements located thereon meet all requirements of the Zoning Ordinance, as amended, and the City Code, as amended, except as expressly provided in this Agreement (in particular, Section 2 below relating to permitted deviations). And notwithstanding anything else in this Agreement, the PRO Plan, the City of Novi Zoning Ordinance, currently or as amended, or the City Code, currently or as amended, no unit may at any time be used for any of the following:

i. Gas Stations
ii. Sexually-oriented businesses

iii. Medical/Recreational Marijuana Uses of any kind
iv. Hookah bar/lounges or similar uses
v. Vape shops or similar uses
vi. Convenience Stores
vii. Fast-food restaurants
viii. Fast food restaurants with a drive-through
ix. Tattoo parlors/businesses

c. **Ring Road and Related Improvements.** The Developer shall not interfere with or object to the City's improvement and construction of the Ring Road and related improvements as proposed and designed by the City and shall cooperate with such improvement and construction with regard to coordination of on-site construction and related activities. If required by the City, the Developer shall revise or otherwise address the legal and/or property description of the Property to reflect the road rights-of-way for the Ring Road and related improvements in the PRO Plan, this PRO Agreement, and any other required documents.

d. **Modifications; Required Amendments.** Minor modifications to the approved PRO Plan can be approved administratively if the Zoning Ordinance would otherwise allow an administrative site plan review and approval, so long as the City Planner determines that the modifications (i) are minor, (ii) do not deviate from the general intent of the PRO Plan, and (iii) result in reduced impacts on the surrounding development and existing infrastructure. The Planning Commission shall also be permitted to authorize amendments to the PRO Plan in its review of the preliminary site plans for individual units, with regard to parking-related, landscaping-related, and façade-related requirements, provided it would otherwise have that authority under the Zoning Ordinance.

Notwithstanding the foregoing, however, the following will require amendment of this PRO Agreement:

i. Any material changes to building and parking layout from the approved PRO Plan.
ii. Any deviations from ordinance requirements that are not requested/approved at this time.
iii. Any change of use of, or redevelopment of any improvements on, for any of the units other than as described in this Agreement and shown on the PRO Plan.
iv. A reduction of established minimum parking count below the maximum 5 percent reduction described in this Agreement, absent a shared parking study acceptable to the Planning Commission.

e. **Unit 4 Open/Parking Area.** Unit 4 shall remain as permanent green space and park area, with parking improvements as shown on the PRO Plan, subject to final approval of the site improvements at the time of

preliminary site plan approval. Use of Unit 4 shall be subject to the following:

i. The principal use of Unit 4 shall be and permanently remain open space and parking.
ii. The unit may be used for purposes that are accessory to other uses in other units within the Development. However, the unit is not intended to be a public gathering space or assembly area for the public generally.
iii. Any use occurring on the unit other than parking shall comply with all requirements and conditions of the City's Zoning Ordinance, as amended, and its Code of Ordinances, as amended.
iv. Uses of the unit that adversely affect pedestrian or vehicular traffic within or outside the Property, that cause congestion within or outside the Property, or that cause impacts that are detrimental to the public health, welfare, and safety as determined by the City shall be prohibited.
v. No use of the unit other than parking shall be made between dusk and 9:00 a.m.
vi. Outdoor gatherings, as defined in the City Code, shall be limited to no more than 6 per year, and the owner of the unit shall apply for all required permits for same and comply with all conditions of such permit.
vii. Any use of the unit shall comply with all ordinance requirements regarding noise, and all other ordinance performance standards set forth in the Code of Ordinances or the Zoning Ordinance.

f. **Unit 9 Water Tower.** Due to its small size, use of Unit 9 shall be restricted to housing the existing water tower. The Developer shall provide in the Master Deed for access to the water tower and for its maintenance. Any signage on the tower shall comply with City ordinances or relief granted by the Zoning Board of Appeals.

g. **Unit 6 and 7; Enhanced Pedestrian Features.** When either Unit 6 or Unit 7 is proposed for development, the Developer or its successor shall incorporate enhanced pedestrian flow elements with pedestrian crossings, to be approved by the City at the time of preliminary site plan review.

h. **Signage.** Signage that has not been granted a deviation in this Agreement shall comply with Chapter 28, Signs, of the City's Code of Ordinances, subject to Zoning Boards of Appeals review and variance upon application at the time of individual site plan review. For consistency with the intent of the TC District regulations, no off-premises (billboard) signs shall be permitted on any portion of the Property.

i. **Secondary Access.** The Developer shall obtain all necessary off-site easements for connecting secondary emergency access to the west before final site plan approval for roads and utilities.

j. **Access at Unit 2.** Notwithstanding the temporary deviation granted below in Section 2, the Developer or its successors or assigns shall pave the temporary gravel secondary access shown at Unit 2 within 18 months of the date of this Agreement.

k. **Road Cross Section.** The Developer shall provide a three-lane cross-section for the road improvements to further accommodate left-turning activities and provide a wider "buffer zone" for large vehicles entering/exiting the various facilities without entering into the opposing traffic through lane, no later than the time of final site plan approval for roads and utilities.

l. **Decorative Brick Wall; Sidewalks; Street Trees.** The Developer shall be responsible to ensure the construction of the decorative brick wall on either side of the proposed "Adell Center Drive" as shown on the PRO Plan. The wall may be constructed in phases or sections as each individual unit is improved; however, the Developer shall be responsible to ensure that the entire wall is completed within two years of the date of this Agreement, even if all units have not yet been completed. All sidewalks and street trees shall also be completed no later than two (2) years from the date of this Agreement. Developer shall post performance guarantees in accordance with the provisions and conditions for performance guarantees as set forth City's Code of Ordinances to guarantee the installation of such improvements.

m. **Unit 5 Secondary Access.** The Developer shall provide a secondary access point to the parking lot for Unit 5 at the time of preliminary site plan review for Unit 5.

n. **Parking Bay Requirements.** All site plans for the individual units within the Development shall comply with the maximum 15 bay parking requirement.

o. **Unit 5 Drive Aisle Requirements**. The drive aisle in the southeastern parking lot in Unit 5 shall be no longer than 150 feet, to conform to the fire code requirements.

p. **Irrigation.** An irrigation plan, together with any necessary easements, for site-wide irrigation (including the use of the water tower on Unit 9) shall be submitted with the final site plan for demonstrates the applicant's intent will be required at the time of the approval of the Roads and Utilities plan.

q. **Traffic Mitigation.** The applicant acknowledges that the City may propose and undertake certain mitigation measures as a result of the region-wide traffic impact study; however, by such acknowledgement the Developer does not waive any rights it may have to object to same.

r. **Road and Utilities – Single Phase; timing.** The Developer shall install the road and utilities in a single phase, and such improvements shall be completed and improved no later than two (2) years from the date of this Agreement. The road and utilities shall be built in accordance with the following:

Road. The road depicted on the approved PRO Plan within or necessary to serve all or any part of the Development shall be completed and approved (except top coat) prior to issuance of building permits for the construction of any building or structure on any unit.

However, the Developer shall be entitled to post security in the form of cash or an irrevocable and automatically renewing letter of credit approved by the City and issued by an institution doing business in Oakland County, in an amount equal to 125% of the estimated cost of construction as specified in a bona fide contract for construction of all such improvements, approved by the City Engineer, together with an agreement with the City, approved by the City Attorney, authorizing the City to, at its option, install the road if the Developer has failed to do so within the time specified therein. In such case, building permits shall be issued subject to installation and maintenance of an adequate gravel subsurface base for all entranceways and internal drive areas to provide access for construction traffic, City personnel, and emergency and fire fighting equipment; and further, the aforementioned agreement for completion shall provide that the paving of the road referenced shall be completed and approved (including topcoat) before issuance of any certificate of occupancy within the Developer, and in any event within twelve (12) months after the issuance of the first building permit for any unit. In the event a structure is entirely eligible otherwise for issuance of a certificate of occupancy and the top coat of paving cannot be installed due to the onset of winter and the resulting closing of asphalt plants, the City may issue a temporary certificate of occupancy subject to the aforementioned financial guarantee remaining in place with a firm commitment by the Developer for completion on or before June 15 of the following year. Any purchase agreement or lease agreement for any building within the Development, or any portion thereof, shall provide that a final certificate of occupancy will not be issued until the paving of such improvements has been completed (including topcoat).

The road within the Development is private. Both the City and the Developer expressly disclaim any intention for such road to be public at any point in the future. The Developer agrees, on its behalf and on behalf of its successors and assigns, to maintain the road within the Development in good condition and repair and fit for travel in a manner consistent with the standards and requirements for public streets within the City of Novi. At a minimum, "good condition and repair and fit for travel" shall mean assuring the continued structural integrity of the

traveled portion of the roadway, repairing pot holes and cracks, assuring adequate drainage for the streets once constructed, undertaking the regular removal of snow, debris, and other obstacles, and undertaking any and all such other activities as are required to ensure that the condition and repair or the streets is comparable to the condition and repair of typical, well-maintained public streets within the City of Novi.

Water and Sewer. The Developer shall, at its sole expense, construct and install improvements and/or connections tying into the municipal water and sewage systems.

All water and sewer improvements shall be designed and constructed in accordance with the approved PRO Plan and all applicable City, State, and County standards, codes, regulations, ordinances, and laws. Such water and sanitary sewer facilities, including any on-site and off-site facilities, extensions, and easements to reach the area to be served, shall be provided by and at the sole expense of the Developer and shall be completed and approved before issuance of any building permits for any building in the Development. As-built plans shall also be completed by and at the sole expense of Developer and shall be submitted to and subject to approval by the City in accordance with City ordinance requirements, before issuance of any building permits for any building in the Development.

However, Developer shall be entitled to post security as provided by the Development Agreement in the form of cash or an irrevocable and automatically renewing letter of credit approved by the City and issued by an institution doing business in Oakland County, in an amount equal to 125% of both the cost of construction as specified in a bona fide contract for construction of such water and sanitary sewer system improvements to serve each such Development phase, which estimate has been approved by the City Engineer, and the cost of as-built plans for water and sanitary sewer system improvements as required under this Section, together with an agreement with the City, approved by the City Attorney, authorizing the City, at its option, to install the water system and/or sanitary sewer system and complete the as-built plans, if the Developer has failed to do so within the time specified in the Agreement. Notwithstanding the foregoing, and before any building permit may be issued, the Developer shall be obligated to provide water to the site (the Development) that is sufficient to provide for the public health, safety, and welfare of those working on the site and to ensure adequate water for fire protection as determined in the discretion of the City's Fire Marshal; any authority to begin construction of a building improvement under a building permit prior to installation and acceptance of water and sewer improvements shall be subject to this limitation and requirement. All fire hydrants must be installed and operational before any building construction is commenced.

In such case, the aforementioned agreement shall also provide that the water and sanitary system facilities and the as-built plans for such facilities shall be completed and approved for the Development prior to issuance of any certificate of occupancy, and in any event within twelve (12) months after issuance of the first building permit for any unit.

The Developer shall assume all risks associated with any non-availability of water and/or sanitary sewer service to serve the structures within the Development, including without limitation, uninhabitable buildings and fire protection risks, and shall release, indemnify, and hold harmless the City from and against any claims arising by reason of any such non-availability.

The Developer shall, immediately upon completion of installation and prior to the issuance of any certificates of occupancy therein, do the following: (1) convey and dedicate all interest in such water and sewer facilities to the City by providing and executing documents and title work in a form and manner acceptable to the City and in accordance with all applicable City ordinances and requirements; and (2) deposit funds with the City in an amount or amounts determined to be sufficient by the City's DPW Director, which shall be used by the City for purposes of paying all fees and costs incurred by the City in the course of preparing, reviewing, approving, and recording such conveyance and dedication documents, including without limitation, administrative fees and costs, attorney fees and costs, engineering fees and costs, and any associated title work. Upon final City acceptance of the dedication and conveyance documents, any amounts remaining after the City has paid all such costs and fees shall be refunded to the party that deposited the funds, unless the City receives a written direction from such party to pay such refund amount to a designated third party.

Storm Water. Storm water shall be released from the Development in a manner to be approved by the City as part of final engineering plan review for the Roads and Utilities Plan. In general, the storm water collection, pre-treatment, storage, and transportation facilities shall be included as part of the final engineering plan approved for the roads and utilities within the Development. The Development shall be constructed to achieve a storm water management system by which the Developer, and the successors of the Developer, and shall assure that the quality and quantity of storm water shall, be in accordance with all applicable ordinances, regulations, and laws.

Any storm water basins and facilities serving the Property shall be designed and constructed by the Developer, and subject to approvals and inspection by the City, in accordance with all applicable City, County of Oakland, and State of Michigan ordinances, codes, regulations, and laws, except as otherwise specifically noted herein. The drainage conveyance facilities, which shall constitute a part of the overall storm water

management system on the Property, shall conform with all applicable City, County of Oakland, and State of Michigan ordinances, codes, regulations, and laws.

s. **Performance Guarantees.** In addition to any performance guarantees discussed above with regard to roads and utilities, the City shall require the Developer to provide reasonable performance and financial guarantees for the completion of improvements, including, without limitation, right-of-way improvements, water mains, sanitary sewers, storm drains, and landscaping and tree-planting activities. Such financial guarantees may include cash deposits or letters of credit as allowed by the current provisions of the City's Code of Ordinances as determined by the City, or surety bonds if permitted by the City in its discretion. The Developer acknowledges the need for such performance and financial guarantees given the prominent location of the Project and its impact upon the City. Deposit and administration of financial guarantees shall be subject to the requirements and conditions of Chapter 26.5 of the City of Novi Code and any other related rules or regulations.

t. **Application fees; connection fees.** The Developer shall be responsible to pay all application and review fees required under the City's Zoning Ordinance and/or the City's Code of Ordinances. In addition, the Developer shall pay all required water and sewer connection and tap charges and fees, without reduction, as provided in the City Code. Such fees may be timely paid by others in connection with the development of individual unit owners.

u **Other City Authority.** Nothing in this Agreement shall prevent the City from exercising its regulatory and other authority with respect to the Property and the Development in a manner not inconsistent with the PRO Plan and this Agreement.

v. **Creation of Condominium; Master Deed.** The Developer shall have the obligation and responsibility to legally organize a single condominium association for the Development. The Master Deed and Bylaws for the condominium shall prescribe the responsibilities of the condominium association; set forth the manner, method and timing of transferal of maintenance responsibilities for common areas and facilities to the association; provide a feasible method of funding maintenance activities, such as annual dues and/or assessments; and reserve rights to the City to enforce or undertake maintenance related to the common areas after notice and opportunity to cure is first provided to the association.

The Master Deed and Bylaws shall provide that common areas located on that portion of the Property described in **Exhibit B,** including the wetlands on the southerly portion of the property, shall remain vacant in perpetuity and shall be used and developed only as provided in the

approved PRO Plan, unless the PRO Plan and this Agreement are amended by the City.

The Developer shall be responsible for maintenance of open space areas and maintenance of drains until the Developer assigns and the association accepts such responsibilities to the condominium associations to be organized.

The restrictions and obligations set forth in the Master Deed and Bylaws shall be binding upon the owner(s) and the Property and shall run with the land described in this Agreement as the "Property." Each reference to "owner(s)" in this Section shall include the following: The Developer so long as the Developer maintains any ownership interest in any portion of the Property and the PRO has not been fully developed in accordance with the PRO Documents; and thereafter the condominium association established for the Development. The Master Deed and Bylaws shall include provisions obligating the owner(s) to maintain and preserve the road, landscaping, lighting, signage, greenbelts, open areas, pedestrian walkways and open area amenities, setbacks, storm drainage, detention and retention facilities and easements, woodlands, wetlands, and any other private common elements and improvements for or within the Development in good working order and appearance at all times and in accordance with the PRO Documents.

References to the requirements and regulations applicable to the Property under the PRO Plan, PRO Conditions, and this Agreement shall also be included within the master deed for the Development in a manner reviewed and approved by the City Attorney and Director of Community Development, including the City's enforcement rights as provided herein. The Master Deed and Bylaws shall be recorded at the Oakland County Records at all times as a condition of this PRO.

w. **Staff and Consultant Review letters.** Developer shall comply with all conditions listed in the staff and consultant review letters not inconsistent with the terms of this Agreement.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. **Developer Obligations.** Upon the Proposed Classification becoming final following entry into this Agreement:

a. The Property shall be developed only in accordance with the Undertakings, the PRO Plan, the PRO Conditions, the City of Novi Zoning Ordinance (as amended), the City of Novi Code of ordinances (as amended), and this Agreement (which together may be referred to as the PRO Documents);

b. The Developer shall act in conformance with the Undertakings;

c. The Developer shall forbear from acting in a manner inconsistent with the Undertakings; and

d. The Developer shall commence and complete all actions necessary to carry out all of the Undertakings and the PRO Conditions and shall at all times comply with this Agreement.

2. **Ordinance/Regulation Deviations.** The following deviations from the standards of the Zoning Ordinance are hereby authorized pursuant to §3402.D.1.c of the City's Zoning Ordinance.

a. Planning deviation from section 3.1.26.D for exceeding the maximum allowable building height of 65 feet and maximum allowable 5 stories, for the following units only as shown in the PRO Plan, provided they conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) construction:

i. Unit 5 Drury Hotel (84'-5", 7 stories);
ii. Unit 8 Carvana (75'-10", 8 "tiers"); and
iii. Unit 1 I-fly (70 feet).

b. Planning deviation from section 5.12 to allow lack of required frontage on a public road, for Units 1 through 8. Frontage for such units shall be on the private drive as shown in the PRO Plan, which shall be built to City standards.

c. Planning deviation from section 5.12 to allow lack of required frontage on public road for Unit 9. Frontage shall be on a private access/secondary emergency access drive as shown in the PRO Plan.

d. Planning deviation from the minimum requirements for exterior side yard building setback of 50 feet from I-96 Rights-of-way set forth in section 3.27.1.C, for Unit 1 only. A minimum setback of 32.5 ft. as shown in the PRO Plan shall be permitted.

e. Traffic deviation from section 11-194(a)(7) of the Design and Constructions Standards Manual limiting the maximum allowable length of the proposed cul-de-sac street length to 800 feet, from the centerline intersection of Crescent Boulevard to the center of the bulb of the proposed Adell Center Drive cul-de-sac. A maximum of 1,540 feet as shown in the PRO Plan shall be permitted.

f. Planning deviation from the minimum required front parking setback of 20 ft, from the proposed access easement as required in section 3.1.25.D. A minimum of 18 feet shall be permitted.

g. Planning deviation from minimum required interior side parking setback of 20 ft. as required by section 3.1.25.D for the following units (because shared access is proposed between parking lots), with the following setbacks allowed as shown in the PRO Plan:

i. Unit 1: minimum14 ft. along West, 0 ft. along South
ii. Unit 2: minimum 15 ft. along South
iii. Unit 3: minimum 15 ft. along West and 5 ft. along South
iv. Unit 4: minimum 5 ft. along East
v. Unit 5: minimum 10 ft. along West
vi. Unit 6: minimum 0 ft. along West
vii. Unit 7: minimum 0 ft. along East and 10 ft. along West
viii. Unit 8: minimum 10 ft. along East

h. Planning deviation from section 3.1.25.B& C to allow the water tower to remain on its own separate site (Unit 9), even though it is not either a principal permitted use or an accessory use, subject to the requirements of this Agreement.

i. Planning deviation from requirement in section 4.19.2.F that dumpsters be located in a rear yard, to allow alternate location for dumpsters on Units 1, 5, 6, 7, and 8, such alternate locations to be determined at the time of preliminary site plan approval for such units, provided that the proposed location does not impact traffic circulation and appropriate screening is provided as determined by the City.

j. Planning deviation from the requirement in section 4.03A of the Subdivision Ordinance precluding required rear yards from being located in a floodplain, to allow parts of the required rear yards for Units 3, 4 and 5 to be located within the floodplain, on the basis of the uses as shown in the PRO Plan.

k. Planning deviation from the requirement in section 5.4.2 for a loading area, for Unit 9 only.

l. Planning deviation from the requirement in section 5.4.2 that loading areas be in a required rear yard or interior side yard for double frontage lots, to allow alternate locations for the units listed below, with the alternate location to be determined at the time of preliminary site plan review and provided the alternate locations do not conflict with traffic circulation and appropriate screening is provided:

i. Unit 1: exterior side yard
ii. Unit 2: interior side yard (no double frontage)
iii. Unit 3: interior side yard (no double frontage)
iv. Unit 4: interior side yard (no double frontage)
v. Unit 5: exterior side yard or front yard under canopy
vi. Unit 6: exterior side yard
vii. Unit 7: exterior side yard
viii. Unit 8: exterior side yard

m. Planning deviation to allow the applicant to provide supporting data to justify proposed loading area square footages at the time of preliminary site plan

review, such amounts to be finally determined by the Planning Commission at such time.

n. Planning deviation from the minimum parking requirements in section 5.12 (to be established by staff after reviewing the calculations provided for each unit) to allow for a reduction of up to 5% for each unit within the development, subject to the individual users providing satisfactory justification for Planning Commission's approval of the parking reduction at the time of each unit's respective site plan approval.

o. Façade deviation to allow the following allowable percentages of materials set forth in section 5.15 of Zoning Ordinance, only for the buildings listed below, provided that such deviations shall be the maximum amount authorized, and the City may require a lesser deviation at the time of site plan approval if deemed appropriate:

i. Unit 1 I-fly (provided that no EIFS is proposed):
   (1) The applicant shall provide revised elevations addressing comments provided in Façade review letter dated August 14, 2018 for Planning Commission's review and consideration for approval of Section 9 waiver at the time of preliminary site plan review;

ii. Unit 2 Planet Fitness
   (1) The applicant shall provide revised elevations addressing comments provided in Façade review letter dated August 14, 2018 for Planning Commission's approval of Section 9 waiver at the time of preliminary site plan review;

iii. Unit 5 Drury Inn:
   (1) Underage of Brick and Stone combined (50% minimum required, 46% on right, 46% on left and 36% on rear proposed);
   (2) Overage of EIFS (25% maximum allowed, 43% on front facade, 47% on right, 47% on left facade and 58% on rear facade proposed);

iv. Unit 8 Carvana:
   (1) Underage of brick (30% minimum required, 7% proposed on front facade)
   (2) Underage of combined brick and stone (50% minimum required, 7% on front, 30% on right facade, 30% on left and 39% on rear facade proposed)
   (3) Overage of display glass (25% maximum allowed, 80% on front facade, 63% on right facade, 63% on left façade and 57% on rear facade proposed).

p. The following deviations from Chapter 28, Signs, from City Code of Ordinances for the two development signs for the Adell Center Development as listed below, provided that such deviations shall be the maximum amount authorized, and the

City may require a lesser deviation at the time of site plan approval if deemed appropriate:

i. Entranceway Sign Area [Section 28-1 & 28-5(b)(2)a] to allow for an increased sign area of 60 square feet. A deviation of 20 square feet is permitted.
ii. Entranceway Sign Height [Section 28-5(a)] to allow for a 15' high monument sign. A deviation of 9 feet is permitted.
iii. Ground Sign Area [Section 28-1 & 28-5(b)(2)a] to allow for an increased sign area of 265 square feet. A deviation of 165 square feet is permitted.
iv. Ground Sign Height [Section 28-5(a)] to allow for a 15' high monument sign. A deviation of 9 feet is permitted.
v. To allow two ground signs on Unit 6. A maximum of one sign is permitted.
vi. To allow for seven additional wall signs for Unit 8: Carvana. Nine are requested for the entire unit: eight signs on the tower and one canopy sign at the front entrance. Two wall signs are allowed.
vii. To allow for a total of three wall signs for Unit 5: Drury. The three wall signs allowed with the following deviations:
    a. North Elevation - a size deviation of 182.34 square feet (117.5 square feet allowed, 299.84 square feet proposed)
    b. South Elevation - a size deviation of 182.34 square feet (117.5 square feet allowed, 299 .84 square feet proposed)
    c. East Elevation - a size deviation of 103.97 square feet (82.5 square feet allowed, 186.47 square feet provided)
viii. To allow for four additional wall signs for Unit 1: iFly. Five are requested for the entire unit. One wall sign is allowed. The wall signs allowed with the following deviations:
    a. Side Elevations: a size deviation of 88.75 square feet (65 square feet allowed, 153.75 square feet proposed) for two signs.
    b. Front and Back Elevations: a size deviation of 244 square feet (65 square feet allowed, 309 square feet proposed) for two signs.

q. Planning deviation from the requirement in section 4.02.B Article IV, Appendix C-Subdivision ordinance of City Code of Ordinances that side lot lines be perpendicular or radial to the road, for the lines between Units 6 and 7, Units 4 and 5, and Units 1 and 2, only;

r. Planning deviation from the required minimum of 15% of total site area to be designed as permanently landscaped open areas and pedestrian plazas in section 3.27.1.F(A), to allow the minimum required open space for each Unit to be part of the common element spread within the development boundaries as shown in the Open Space Plan, provided that the Developer restores the wetland/woodland on the southerly portion of the site pursuant to a plan meeting City ordinance requirements to be submitted and approved at the time of Wetland permit/preliminary site plan approval, and further that the Developer provides the pedestrian walkway through the open space as shown in the Open

Space Plan.

s. Traffic deviation from section 7.13.1.D., to waive the requirement for a Traffic Impact Study, because the site falls under the study boundaries for the ongoing Comprehensive Traffic study by the City.

t. Planning deviation from the maximum 1 foot-candle spillover in section 5.7.3.K., along the interior side property lines internal to the development, provided the applicant submits a photometric plan that demonstrates that the average to minimum light level ratio is kept to the maximum allowable 4:1.

u. Planning deviation from the maximum 1 foot-candle spillover in section 5.7.3.K., along access easements adjacent to Adell Drive, to allow an increase of the average to minimum light level ratio above the maximum allowable 4:1 within the Adell Drive pavement areas, such amounts to be determined at the time of preliminary site plan review for the individual units;

v. Engineering deviation from section 4.04, Article IV, Appendix C-Subdivision Ordinance of City Code of Ordinances requiring a stub street at intervals of 1,300 feet intervals along the property boundary.

w. Engineering deviation from Section 11-194(a)19 of the Design and Construction Standards, to allow a gravel surface for the secondary emergency access road within the boundaries of Unit 2 until the site improvements for Unit 2 are constructed.

3. **General Provisions**:

a. Except with respect to appeals from the applicable standards of the City's Sign Ordinance, the Zoning Board of Appeals (ZBA) shall have no jurisdiction over the Property or the application of this Agreement until after site plan approval and construction of the development as approved therein with regard to the roads and utilities. In no event shall the ZBA be permitted to vary any terms or conditions of this Agreement.

b. Except as may be specifically modified by this Agreement, the City Code and all applicable regulations of the City shall apply to the Property. Any substantial violation of the City Code by Developer and/or any successor owners or occupants with respect to the Property shall be deemed a breach of this Agreement, as well as a violation of the City Code.

c. A breach of this Agreement shall constitute a nuisance *per se*, which shall be abated. The Developer and the City therefore agree that, in the event of a breach of this Agreement by the Developer, the City, in addition to any other relief to which it may be entitled at law or in equity, or any other provisions of this Agreement, shall be entitled under this Agreement to relief in the form of specific performance and an order of the court requiring abatement of the nuisance *per se*. In the event of a breach of this Agreement, the City may notify

the Developer of the occurrence of the breach and issue a written notice requiring the breach be cured within thirty (30) days; provided, however, that if the breach, by its nature, cannot be cured within thirty (30) days, the Developer shall not be in the breach hereunder if the Developer commences the cure within the thirty (30) day period and diligently pursues the cure to completion. Failure to comply with such notice shall, in addition to any other relief to which the City may be entitled in equity or at law, render the Developer liable to the City in any suit for enforcement for actual costs incurred by the City including, but not limited to, attorneys' fees, expert witness fees and the like.

d. This Agreement may not be amended except in writing signed by the parties and recorded in the same manner as this Agreement. In the event Developer desires to propose an amendment, an application shall be made to the City's Department of Community Development, which shall process the application in accordance with the procedures set forth in the Zoning Ordinance.

e. Both parties understand and agree that if any part, term, or provision of this Agreement is held by a court of competent jurisdiction, and as a final enforceable judgment, to be illegal or in conflict with any law of the State of Michigan or the United States, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provisions held to be invalid.

f. The Agreement shall be governed by the laws of the State of Michigan, both as to interpretation and performance. Any and all suits for any and every breach of this Agreement may be instituted and maintained in any court of competent jurisdiction in the County of Oakland, State of Michigan.

g. No waiver of any breach of this Agreement shall be held to be a waiver of any other or subsequent breach. A delay in enforcement of any provision of this Agreement shall not be construed as a waiver or estoppel of the City's right to eventually enforce, or take action to enforce, the terms of this Agreement. All remedies afforded in this Agreement shall be taken and construed as cumulative; that is, all remedies afforded in this Agreement are in addition to every other remedy provided by law.

h. The signers of this Agreement warrant and represent that they have the authority to sign this Agreement on behalf of their respective principals and the authority to bind each party to this Agreement according to its terms. Further, each of the parties represents that the execution of this Agreement has been duly authorized and is binding on such parties.

i. This Agreement shall run with the land described herein as the Property and bind the parties, their heirs, successors, and assigns. This Agreement shall be recorded in the Oakland County Register of Deeds by the City. The parties acknowledge that the Property is subject to changes in ownership and/or control at any time, but that heirs, successors, and assigns shall take their interest

subject to the terms of this Agreement, and all references to "Developer " in this Agreement shall also include all heirs, successors, and assigns of the Developer, and all future owners of any parcels created by the proposed land division.

j. The Developer has negotiated with the City the terms of the PRO Plan, PRO Conditions, and this Agreement, and such documentation represents the product of the joint efforts and mutual agreements of the Developer and the City. The Developer fully accepts and agrees to the final terms, conditions, requirements and obligations of the PRO Documents, and the Developer shall not be permitted in the future to claim that the effect of the PRO Concept Plan and PRO Agreement results in an unreasonable limitation upon uses of all or a portion of the Property, or claim that enforcement of the PRO Plan and Agreement causes an inverse condemnation, other condemnation or taking of all or any portion of the Property. The Developer and the City agree that this Agreement and its terms, conditions, and requirements are lawful and consistent with the intent and provisions of local ordinances, state and federal law, and the Constitutions of the State of Michigan and the United States of America. The Developer has offered and agreed to proceed with the Undertakings and obligations as set forth in this Agreement in order to protect the public health, safety, and welfare and provide material advantages and development options for the Developer, all of which Undertakings and obligations the Developer and the City agree are necessary in order to ensure public health, safety, and welfare, to ensure compatibility with adjacent uses of land, to promote use of the Property in a socially, environmentally, and economically desirable manner, and to achieve other reasonable and legitimate objective of the City and the Developer, as authorized under applicable City ordinances and the Michigan Zoning Enabling Act, MCL 125.3101, *et seq.*, as amended.

The Developer fully accepts and agrees to the final terms, conditions, requirements, and obligations of this Agreement, and Developer shall not be permitted in the future to claim that the effect of this Agreement results in an unreasonable limitation upon use of all or any portion of the Property, or to claim that enforcement of this Agreement causes an inverse condemnation or taking of all or any portion of such property. It is further agreed and acknowledged that the terms, conditions, obligations, and requirements of this Agreement are clearly and substantially related to the burdens to be created by the development and use of the Property under the approved PRO Plan, and are, without exception, clearly and substantially related to the City's legitimate interests in protecting the public health, safety and general welfare.

k. The Developer acknowledges that, at the time of the execution of this Agreement, the Developer has not yet obtained final site plan or engineering approvals for the Project, nor has the Developer received a land division to create any separate parcel from the Property as described herein. The Developer acknowledges that the Planning Commission and Engineering staff/consultants may impose additional conditions other than those contained in this Agreement during site plan and engineering reviews and approvals as authorized by law; provided, however, that such conditions shall not be inconsistent with the PRO

Plan and shall not change or eliminate any development right authorized thereby. Such conditions shall be incorporated into and made a part of this Agreement and shall be enforceable against the Developer.

l. None of the terms or provisions of this Agreement shall be deemed to create a partnership or joint venture between the Developer and the City.

m. The Recitations contained in this Agreement and all exhibits attached to this Agreement and referred to herein shall for all purposes be deemed to be incorporated in this Agreement by this reference and made a part of this Agreement. Headings are descriptive only.

n. This Agreement is intended as the complete integration of all understandings between the parties related to the subject matter herein. No prior contemporaneous addition, deletion, or other amendment shall have any force or effect whatsoever, unless embodied herein in writing. No subsequent notation, renewal, addition, deletion or other amendment shall have any force or effect unless embodied in a written amendatory or other agreement executed by the parties required herein, other than additional conditions which may be attached to site plan approvals as stated above.

o. The parties intend that this Agreement shall create no third-party beneficiary interest except for an assignment pursuant to this Agreement. The parties are not presently aware of any actions by them or any of their authorized representatives which would form the basis for interpretation construing a different intent and expressly disclaim any such acts or actions, particularly in view of the integration of this Agreement.

p. Where there is a question with regard to applicable regulations for a particular aspect of the Development, or with regard to clarification, interpretation, or definition of terms or regulations, and there are no apparent express provisions of the PRO Plan and this Agreement which apply, the City, in the reasonable exercise of its discretion, shall determine the regulations of the City's Zoning Ordinance, as that Ordinance may have been amended, or other City Ordinances that shall be applicable, provided that such determination is not inconsistent with the nature and intent of the PRO Plan and does not change or eliminate any development right authorized by the PRO Plan. In the event of a conflict or inconsistency between two or more provisions of the PRO Plan (including notes thereto) and/or this Agreement, or between such documents and applicable City ordinances, the more restrictive provision, as determined in the reasonable discretion of the City, shall apply.

q. Both parties acknowledge and agree that they have had the opportunity to have the PRO Plan, PRO Conditions, and this Agreement, reviewed by legal counsel.

r. This Agreement may be signed in counterparts.

{Signatures begin on following page}

DEVELOPER

ORVILLE PROPERTIES, LLC, a Delaware limited liability company



By:
Its: Manager

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

On this 16th day of October, 2018, before me appeared Kevin Adell, Manager of Orville Properties, LLC, a Delaware limited liability company, who states that he has signed this document of his own free will duly authorized on behalf of the Fee Developer.

JULIE KARNES
Notary Public, State of Michigan
County of Oakland
My Commission Expires 07-03-2019
Acting in the County of Oakland

Julie Karnes
Notary Public
Oakland County, Michigan
Acting in Oakland County, Michigan
My Commission Expires: 7/3/2019

CITY OF NOVI

_____

By: Robert J. Gatt
Its: Mayor

_____

By: Cortney Hanson
Its: Clerk

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

On this _____ day of _____, 2018, before me appeared Robert J. Gatt and Cortney Hanson, who stated that they had signed this document of their own free will on behalf of the City of Novi in their respective official capacities, as stated above.

_____

Notary Public
_____ County, Michigan
Acting in _____ County, Michigan
My Commission Expires: _____

Drafted by:

Elizabeth Kudla Saarela
Johnson, Rosati, Schultz & Joppich
27555 Executive Drive, Suite 250
Farmington Hills, MI 48331-5627

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

EXHIBIT A
LEGAL DESCRIPTION

EXHIBIT "A"

LEGAL DESCRIPTION (AS SURVEYED):

PART OF THE SOUTHEAST 1/4 OF SECTION 15, T. 1N., R. 8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

BEGINNING AT A POINT BEING DISTANT S00°00'50"E 1217.37 FEET ALONG THE EAST LINE OF SAID SECTION 15, AND S89°29'16"W 174.05 FEET FROM THE EAST 1/4 CORNER OF SAID SECTION 15; THENCE ALONG THE SOUTHERLY LINE OF INTERSTATE 96 THE FOLLOWING (8) COURSES;

(1) THENCE N49°21'55"W 49.41 FEET;

(2) THENCE N89°42'38"W 76.56 FEET;

(3) THENCE N45°13'48"W 209.02 FEET;

(4) THENCE S89°56'34"W 8.15 FEET;

(5) THENCE N31°29'37"W 24.21 FEET;

(6) THENCE N45°13'48"W 449.77 FEET;

(7) THENCE N57°40'28"W 326.71 FEET;

(8) THENCE N70°39'38"W 313.38 FEET;

THENCE S00°17'12"E 895.50 FEET TO THE NORTHWEST CORNER OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4", AS RECORDED IN LIBER 54A OF PLATS, PAGE 83, OAKLAND COUNTY RECORDS; THENCE ALONG THE WEST LINE OF SAIDLOT 11, S00°01'11"W 341.53 FEET; THENCE S55°21'10"E 35.35 FEET; THENCE N89°58'08"E 227.22 FEET; THENCE 260.15 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 380.30 FEET, A DELTA ANGLE OF 39°11'42" AND A CHORD BEARING S70°25'56"E 255.11 FEET; THENCE 17.03 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 459.04 FEET, A DELTA ANGLE OF 02°07'31" AND A CHORD BEARING S49°46'23"E 17.03 FEET; THENCE S48°42'38"E 22.56 FEET; THENCEN89°56'41"E 126.43 FEET; THENCE 182.36 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 549.28 FEET, A DELTA ANGLE OF 19°01'22" AND A CHORD BEARING N60°14'29"E 181.53 FEET; THENCE N00°09'48"E 84.49 FEET; THENCE S89°49'24"E 25.00 FEET; THENCE N00°13'11"E 296.15 FEET; THENCE S89°53'30"E 100.00 FEET; THENCE N00°11'30"W 100.00 FEET; THENCE N89°29'16"E 233.28 FEET TO THE POINT OF BEGINNING. CONTAINS 21.81 ACRES, AND SUBJECT TO ANY RIGHTS OF WAY, RESTRICTIONS, AND EASEMENTS OF RECORD.

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 W. Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

RESIDENTIAL
Subdivisions
Site Condominium
Multi-Family
Plot Plans
COMMERCIAL
Site Planning
Site Engineering
Industrial & Multi-Unit
Land Surveying
SURVEYING
ALTA Surveys
Boundary Surveys
Topographic Surveys
Parcel Splits
Construction Staking

CLIENT: ADELL CENTER

EXHIBIT "A"

43700 EXPO CENTER DRIVE
SECTION: 15 TOWNSHIP: 1 N. RANGE: 8 E.
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN

DATE: 2018-10-16
DRAWN BY: RMS
CHECKED BY: DJL
FBK:
CHF:
A
17-334
SCALE HOR 1"= — FT.
VER 1"= FT.

EXHIBIT B
PRO PLAN

PLANNED REZONING OVERLAY

for

43700 EXPO CENTER DRIVE

PARCEL NO. 22-15-476-045

A P.R.O. DEVELOPMENT
CITY OF NOVI, OAKLAND COUNTY, MICHIGAN



DEVELOPER/APPLICANT:
ORVILLE PROPERTIES LLC
ATTN: KEVIN ADELL
20733 WEST TEN MILE ROAD
SOUTHFIELD, MI 48075

ENGINEER/SURVEYOR:
GREENTECH ENGINEERING INC.
ATTN: DAN LECLAIR
51147 WEST PONTIAC TRAIL
WIXOM, MI 48393
(248) 668-0700
FAX (248) 668-0701
dan@GreenTechEngineering.net

LANDSCAPE ARCHITECT:
ALLEN DESIGN
ATTN: JIM ALLEN
557 CARPENTER
NORTHVILLE, MI 48167
(248) 467-4668
jca@wideopenwest.com

TRAFFIC ENGINEER:
BERGMANN ASSOCIATES PC
ATTN: TJ LIKENS
7050 W SAGINAW HIGHWAY, SUITE 200
LANSING, MI 48917
(517) 827-8693
tlikens@bergmannpc.com

PLANNING CONSULTANT:
CIB PLANNING, INC
ATTN: CARMINE AVANTINI, AICP
17195 SILVER PARKWAY, #309
FENTON, MI 48430
(810) 335-3800
avantini@cibplanning.com

WETLAND CONSULTANT:
KING & MACGREGOR ENVIRONMENTAL, INC.
ATTN: WOODY HELD
43050 FORD ROAD, SUITE 130
CANTON, MI 48187
(734) 354-0594
wheld@king-macgregor.com

SHEET INDEX:

1	COVER SHEET
2	P.R.O. PLAN (OVERALL)
3	P.R.O. PLAN (NORTH)
4	P.R.O. PLAN (SOUTH)
5	LEGEND SHEET
6	ALTA/NSPS LAND TITLE SURVEY
7	EXISTING CONDITIONS PLAN (NORTH)
8	EXISTING CONDITIONS PLAN (SOUTH)
9	AERIAL OVERLAY PLAN (OVERALL)
10	DEMOLITION PLAN (NORTH)
11	DEMOLITION PLAN (SOUTH)
12	SITE PLAN
13	CIRCULATION AND SIGNAGE PLAN (OVERALL)
14	UTILITY PLAN (OVERALL)
15	STORM WATER MANAGEMENT PLAN
16	WETLAND PLAN
17	WOODLAND PLAN
18	TREE INVENTORY PLAN
19	OPEN SPACE PLAN
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE PLAN
L-3	LANDSCAPE PLAN
L-4	LANDSCAPE DETAILS
1 OF 2	PHOTOMETRIC SITE PLAN
2 OF 2	PHOTOMETRIC SITE PLAN

CARVANA REFERENCE:

SD-2	ELEVATIONS
SD-3	ELEVATIONS

DRURY REFERENCE:

	PERSPECTIVE VIEW
A1.1	NORTH ELEVATION
A1.2	EAST ELEVATION
A1.3	SOUTH ELEVATION
A1.4	WEST ELEVATION
	SIGNAGE NORTH ELEVATION
	SIGNAGE EAST ELEVATION
	SIGNAGE SOUTH ELEVATION
	SIGNAGE WEST ELEVATION

IFLY REFERENCE:

	PERSPECTIVE VIEW
2	EXTERIOR FINISHES
3	EXTERIOR FINISHES
4	EXTERIOR FINISHES
5	EXTERIOR FINISHES
6	EXTERIOR FINISHES
7	RENDERING FRONT FACADE
8	RENDERING FRONT FACADE
9	RENDERING BACK FACADE
10	RENDERING FRONT FACADE
11	RENDERING FRONT FACADE
12	RENDERING BACK FACADE

FAIRFILED MARRIOT REFERENCE:

A-101	FIRST LEVEL FLOOR PLAN
A-102	SECOND LEVEL FLOOR PLAN
A-103	THIRD LEVEL FLOOR PLAN
A-104	FOURTH LEVEL FLOOR PLAN
A-105	FIFTH LEVEL FLOOR PLAN
A-201	EXTERIOR ELEVATIONS
A-202	EXTERIOR ELEVATIONS

PLANET FITNESS REFERENCE:

A-101	FIRST FLOOR FLOOR PLAN
A-102	SECOND FLOOR FLOOR PLAN
A-103	FRONT ELEVATION RENDERING
A-104	REAR ELEVATION RENDERING

Know what's below Call before you dig. 811

GREENTECH ENGINEERING, INC.
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Phone: (248) 668-0700 Fax: (248) 668-0701

RESIDENTIAL
Subdivision Site Condominium Multi-Family Apartments
COMMERCIAL
Site Planning Industrial & Multi-Use
SURVEYING
Land Title Survey Boundary Survey Topographic Survey Route Staking Construction Staking

CLIENT: ADELL CENTER

COVER SHEET

43700 EXPO CENTER DRIVE — PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

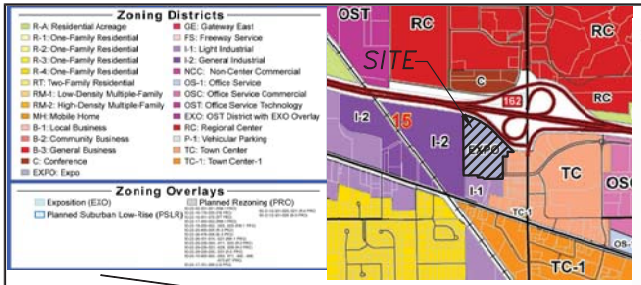
REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
2018-8-30 PER CITY REVIEW

SEAL

DATE: 4-30-2018
DRAWN BY: MW/RMS
CHECKED BY: DJL/JMF

FBK:
CHF:
SCALE HOR 1"= - FT.
VER 1"= - FT.

1
17-334



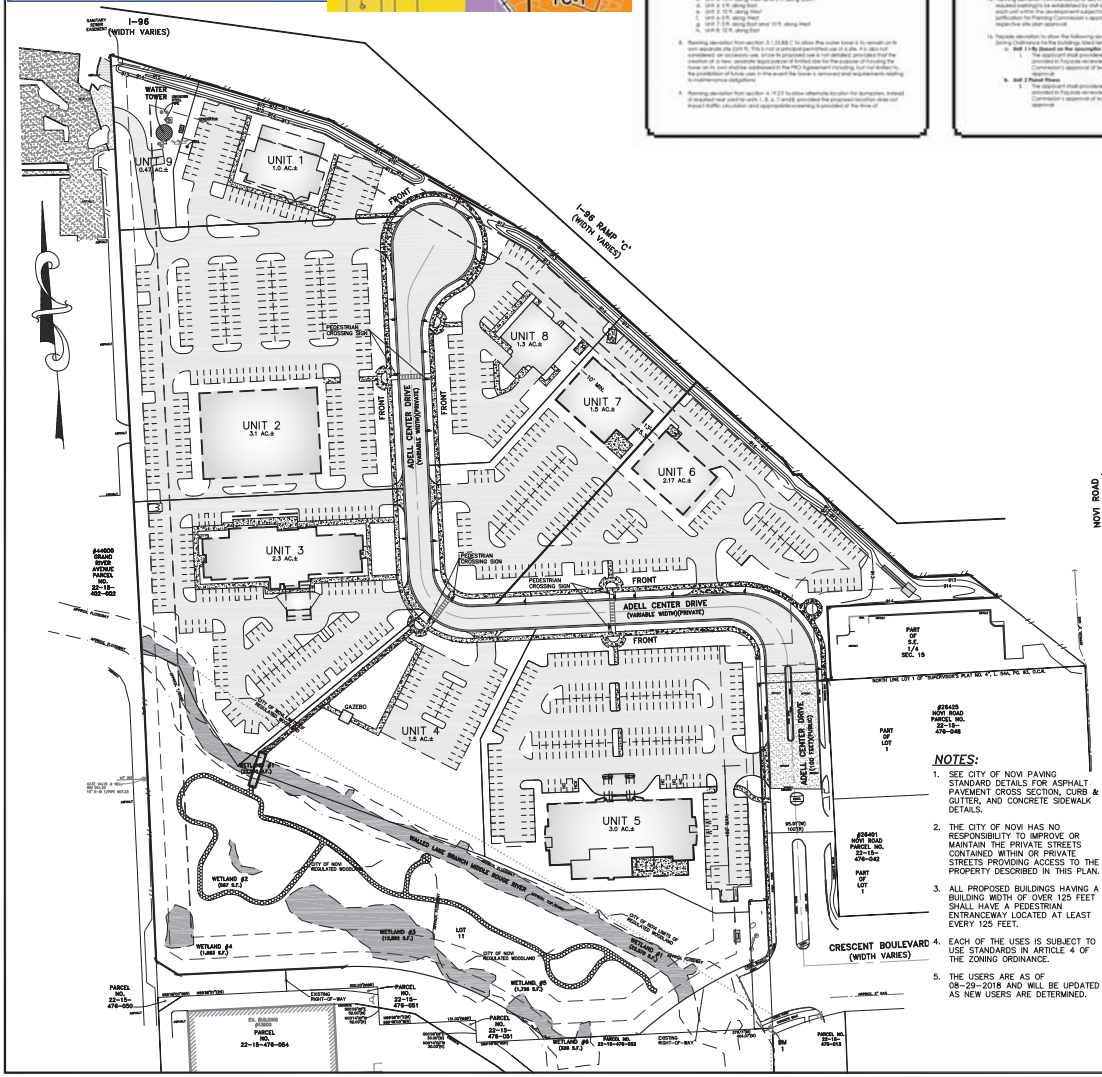
REQUESTED DEVIATIONS (EXCERPTS FROM PRO AGREEMENT):











CURRENT LIST OF END USERS

UNIT	END USER
1	#1/7
2	PLANET FITNESS
3	FAIRFIELD INN & SUITES
4	KEVIN ADELL - PARKING LOT
5	DRURY INN & SUITES
6	TO BE DETERMINED
7	TO BE DETERMIND
8	CARVANA
9	KEVIN ADELL - WATER TOWER

NOTE: THE USERS ARE AS OF 8-29-18 AND WILL BE UPDATED AS NEW USERS ARE DETERMINED

NOTE:
PROPOSED UNIT LINE BETWEEN UNITS 6 AND 7 MAY MOVE SUBJECT TO THE FINAL LAYOUT CONFIGURATION FOR UNITS 6 AND 7

UNIT 4 – GAZEBO NOTE:

IGAZEBO SIZE = 196 SF
GAZEBO HEIGHT = 12 FEET

LOT LINES NOTE:

INTERNAL LOT LINES WITHIN THE ADELL CENTER DEVELOPMENT ARE SUBJECT TO MOVE.

LEGAL DESCRIPTION (AS SURVEYED):

PART OF THE SOUTHEAST 1/4 OF SECTION 15, T. 1N., R. 8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

BEGINNING AT A POINT BEING DISTANT S00°00'50"E 1217.37 FEET ALONG THE EAST LINE OF SAID SECTION 15, AND S89°29'16"W 174.05 FEET FROM THE EAST 1/4 CORNER OF SAID SECTION 15; THENCE ALONG THE SOUTHERLY LINE OF INTERSTATE 96 THE FOLLOWING (8) COURSES;

(1) THENCE N49°21'55"W 49.41 FEET;
(2) THENCE N89°42'38"W 76.56 FEET;
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NOTES:

1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.
4. EACH OF THE USES IS SUBJECT TO USE STANDARDS IN ARTICLE 4 OF THE ZONING ORDINANCE.
5. THE USERS ARE AS OF 08–29–2018 AND WILL BE UPDATED AS NEW USERS ARE DETERMINED.

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

LOT COVERAGES

UNIT	APPROX.BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47731	13
2	20000	137034	15
3	14100	100807	14
4	0	67383	0
5	18500	132912	14
6	7000	94660	7
7	8000	61593	13
8	5800	56534	10
9	400	20246	2

3.27.1.C SETBACK WAIVER FOR DISTANCE FROM I–96 CENTERLINE

AS PART OF THIS PRO APPROVAL, WE REQUEST A WAIVER FROM THE ABOVE REQUIREMENT THAT BUILDINGS BE SET BACK 'NO LESS THAN 80 FEET, AND NO GREATER THAN 137 FEET, AS MEASURED FROM THE CENTERLINE OF THE ARTERIAL'. SINCE THIS SITE IS LOCATED ADJACENT TO THE I–96/NOVI ROAD RAMP, THIS STANDARD IS NOT APPLICABLE TO THIS PROJECT SINCE THIS SITE LACKS DIRECT FRONTAGE ON I–96.

BUILDING SETBACKS	
*PERIMETER	50 FT
ADELL DRIVE	30 FT
INTERIOR SIDE	0 FT
INTERIOR REAR	15 FT

PARKING SETBACKS	
PERIMETER	20 FT
ADELL DRIVE	20 FT
**INTERIOR SIDE	-- FT
INTERIOR REAR	0 FT

* – UNIT 1 PERIMETER BUILDING SETBACK REDUCED TO 32.5 FEET.
** – SEE DEVIATION #7 ABOVE

ALLOWABLE USES:

EACH OF THE USES IS SUBJECT TO USE STANDARDS IN ARTICLE 4 OF ZONING ORDINANCE

ALLOWABLE USES WITHIN THE ADELL CENTER DEVELOPMENT.

- RETAIL BUSINESSES USE
- RETAIL BUSINESS SERVICES USES
- DRY CLEANING ESTABLISHMENTS, OR PICK UP STATIONS, DEALING DIRECTLY WITH THE CUSTOMER
- BUSINESS ESTABLISHMENTS WHICH PERFORM SERVICES ON THE PREMESIS
- PROFESSIONAL SERVICES
- POST OFFICE AND SIMILAR GOVERNMENTAL OFFICE BUILDINGS, SERVING PERSONS LIVING IN THE ADJACENT RESIDENTIAL AREA
- OFF–STREET PARKING LOTS
- PRIVATE CLUBS, FRATERNAL ORGANIZATIONS AND LODGE HALLS
- PLACES OF WORSHIP
- RETAIL BUSINESS
- SERVICE ESTABLISHMENTS OF AND OFFICE SHOWROOM OR WORKSHOP NATURE
- RESTAURANTS (SIT–DOWN), BANQUET FACILITIES OR OTHER PLACES SERVING FOOD OR BEVERAGE
- THEATERS, ASSEMBLY HALLS, CONCERT HALLS, MUSEUMS OR SIMILAR PLACES OF ASSEMBLY
- BUSINESS SCHOOLS AND COLLEGES OR PRIVATE SCHOOLS OPERATED FOR PROFIT
- OFFICE AND OFFICE BUILDINGS
- MUNICIPAL USES
- INDOOR COMMERCIAL RECREATION FACILITIES
- OUTDOOR THEATERS, PLAZAS, PARKS PUBLIC GATHERING PLACES, INCLUDING THOSE ALONG A RIVER WALK AND LIKE PUBLIC FACILITIES
- HOTELS
- FINANCIAL INSTITUTIONS
- RESIDENTIAL DWELLINGS
- DAY CARE CENTERS AND ADULT DAY CARE CENTERS
- INSTRUCTIONAL CENTERS

SPECIAL LAND USES

- OPEN AIR BUSINESS USES
- SALE OF PRODUCE AND SEASONAL PLANT MATERIALS OUTDOORS
- VETERINARY HOSPITALS OR CLINICS
- MICRO–BREWERIES
- BREWPUBS

RESTRICTED USES:

- GAS STATIONS
- SEXUALLY–ORIENTED BUSINESSES
- MEDICAL/RECREATIONAL MARIJUANA USES
- HOOKAH BAR/LOUNGES OR SIMILAR USES
- VAPE SHOPS OR SIMILAR USES
- CONVENIENCE STORES
- FAST–FOOD RESTAURANTS
- FAST–FOOD RESTAURANTS WITH A DRIVE–THROUGH
- TATTOO PARLORS

RESIDENTIAL Subdivision Site Condominium Multi–Family Mobile Home
COMMERCIAL Site Planning Industrial & Multi–Use Industrial & Multi–Use
SURVEYING Boundary Topographic Topographic & Sewer Parcel Splits Construction Staking
GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668–0700 Fax: (248) 668–0701

Know what's below Call before you dig.

CLIENT:

ADELL CENTER

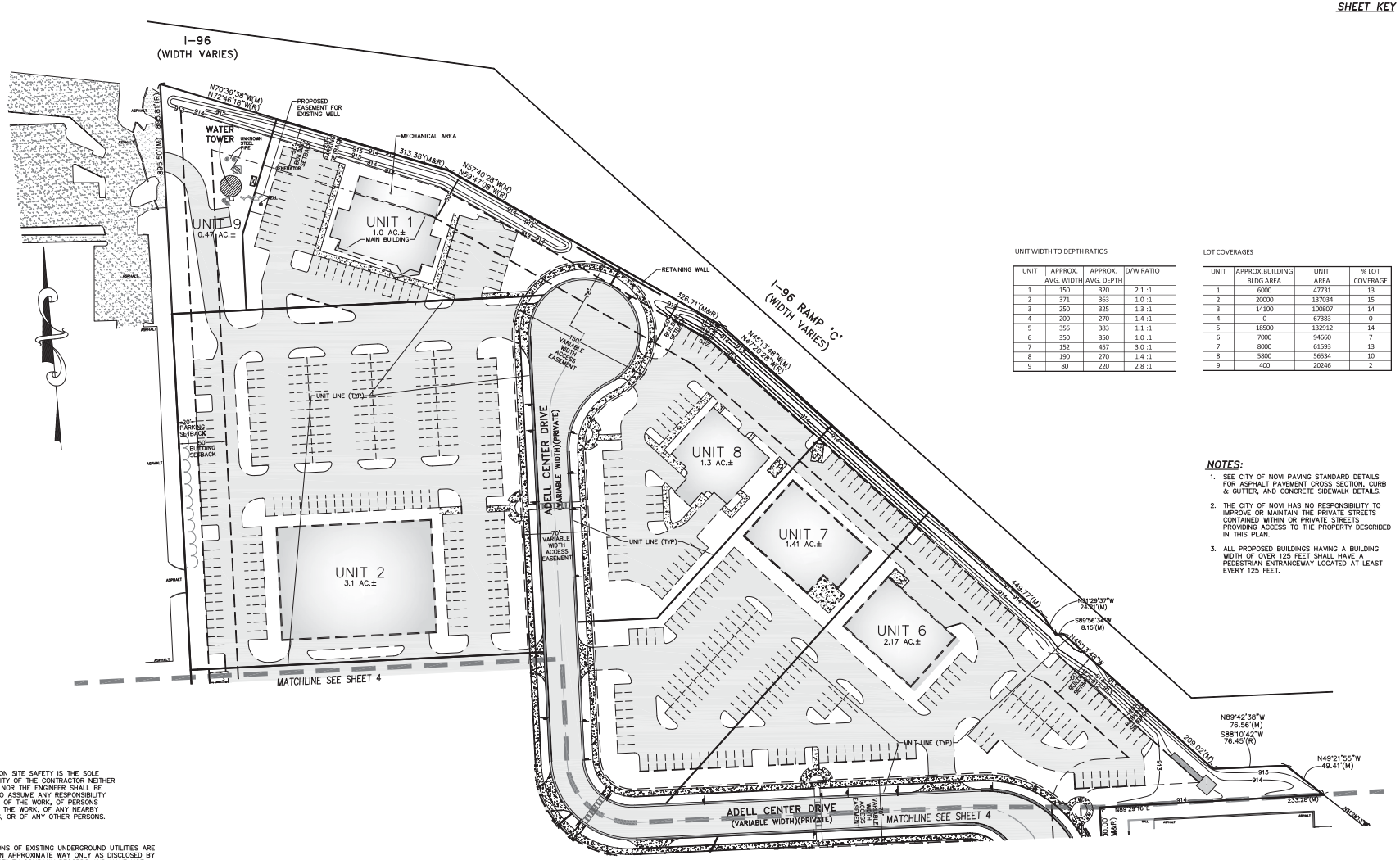
P.R.O. PLAN (OVERALL)

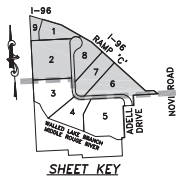
43700 EXPO CENTER DRIVE– PARCEL NO. 22–15–476–045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018–6–4 PER REVIEW
2018–7–19 PER REVIEW
2018–8–30 PER CITY REVIEW
2018–9–27 PER CITY REVIEW

DATE: 4–30–2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 40 80
FBK: --
CHF:
SCALE HOR 1"= 80 FT. VER 1"= FT.

2
17–334





SHEET KEY

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

LOT COVERAGES

UNIT	APPROX. BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47731	13
2	20000	137034	15
3	14100	100807	14
4	0	67383	0
5	18500	132912	14
6	7000	94660	7
7	8000	61593	13
8	5800	56534	10
9	400	20246	2

NOTES:

1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:
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RESIDENTIAL
Subdivision Site Condominium Multi-Family Mixed Use
COMMERCIAL
Site Planning Industrial & Warehouse
SURVEYING
ALTA Topographic Boundary & Survey Retracement Parcel Splits Condominium Staking

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
5147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig.

CLIENT:
ADELL CENTER

P.R.O. PLAN (NORTH)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP 1N RANGE 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
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DATE: 4-30-2018
DRAWN BY: RMS
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0 25 50
FBK: --
CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

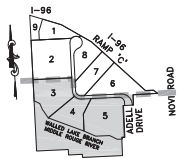
3
17-334

UNIT WIDTH TO DEPTH RATIOS

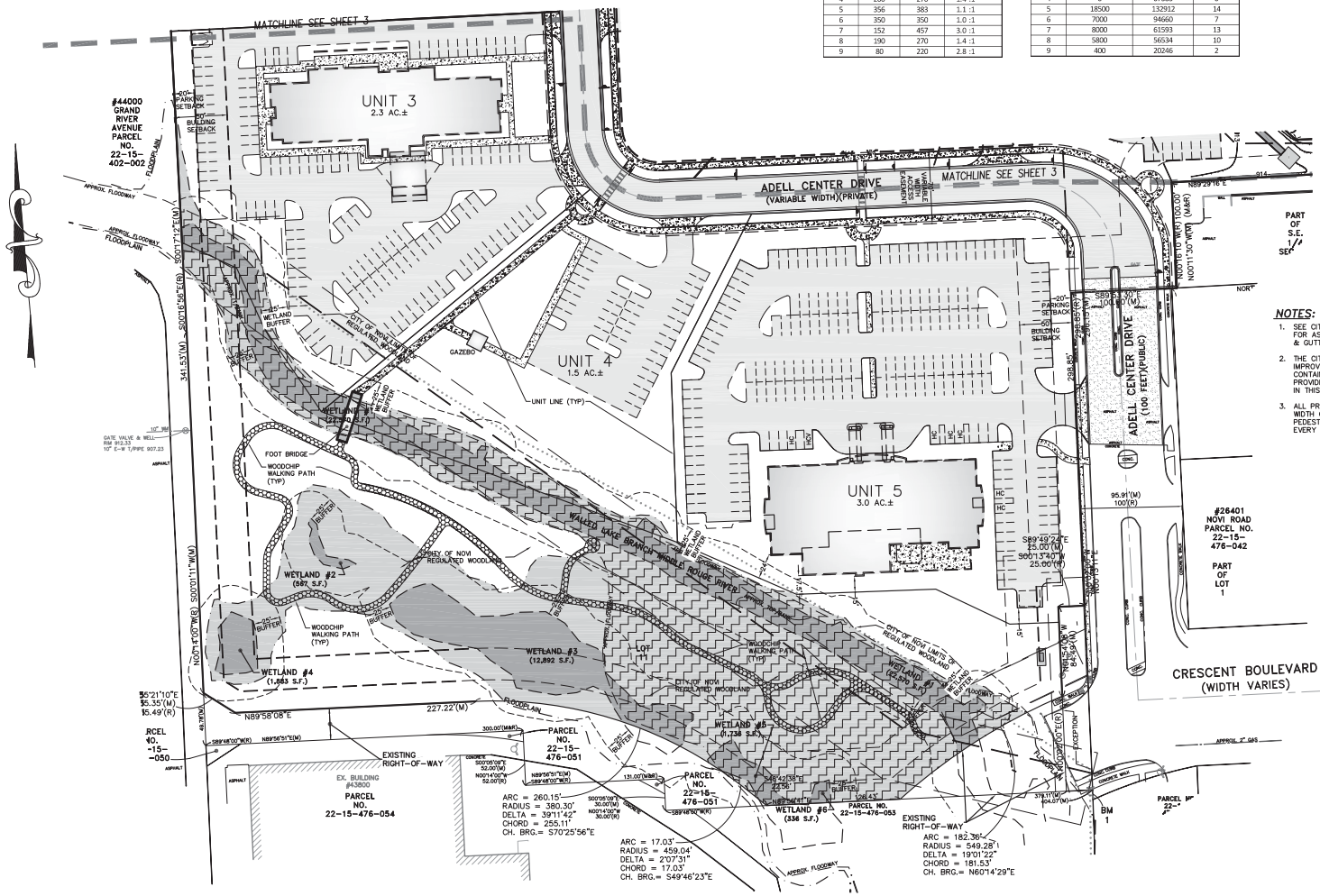
UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
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9	400	20246	2



SHEET KEY



NOTES:

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RESIDENTIAL
Subdivision Site Condominium Multi-Family Master Plan
COMMERCIAL
Site Planning Shopping Centers Industrial & Multi-Use
SURVEYING
Topographic Boundary & Survey Tree Preservation Plans Aerial Topography Condominium Staking

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig.

CLIENT: ADELL CENTER

P.R.O. PLAN (SOUTH)

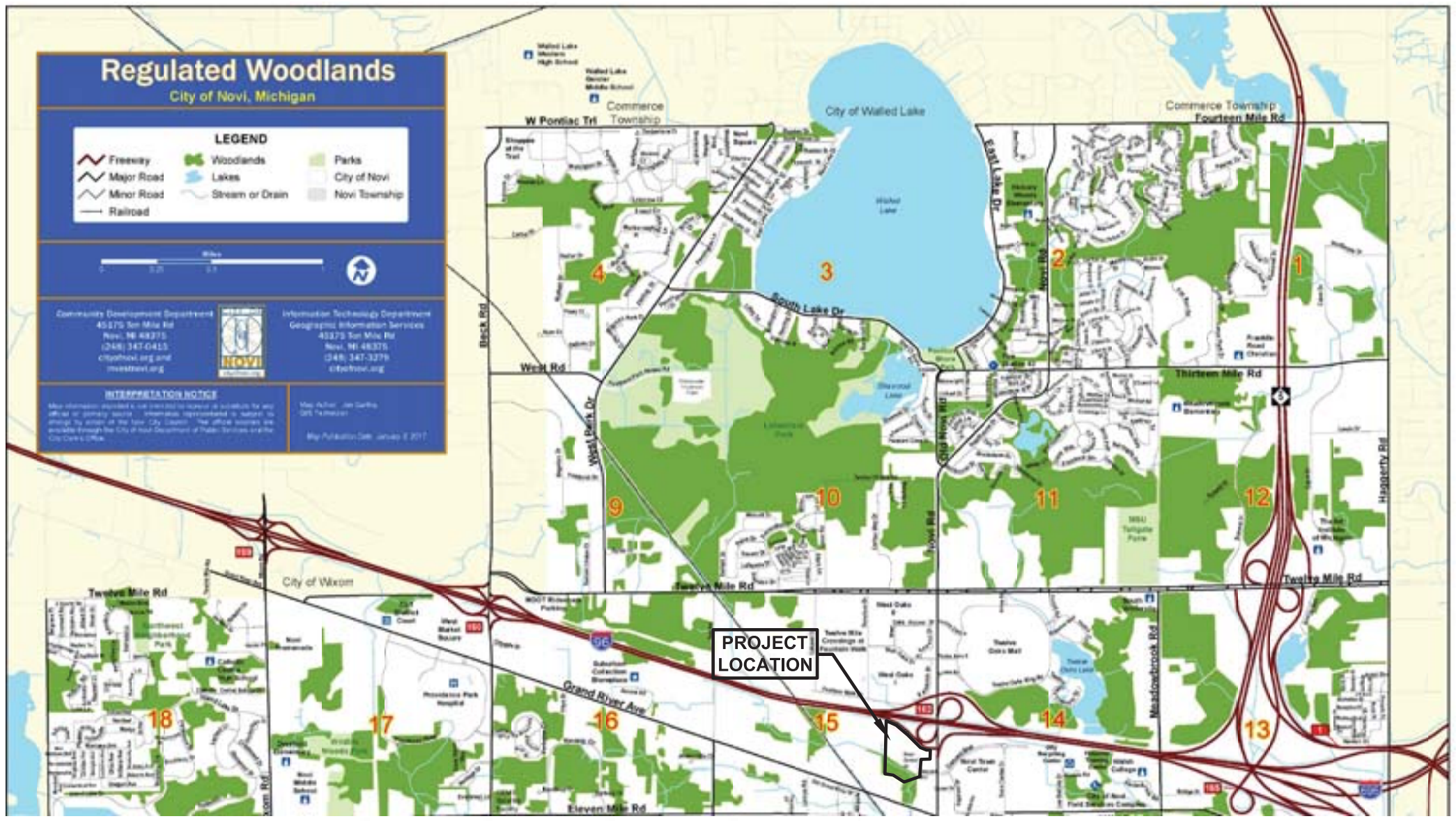
43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045

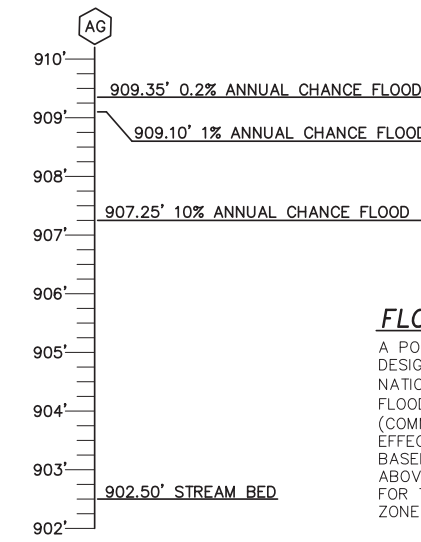
SECTION: 15 TOWNSHIP 1N RANGE 8E
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0 25 50
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4
17-334



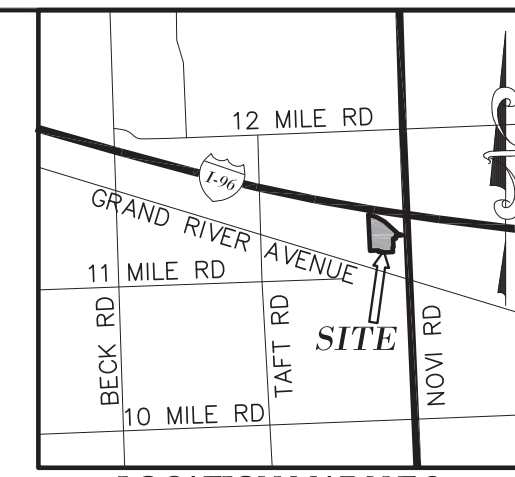


FLOOD HAZARD STATEMENT:

A PORTION OF THIS PROPERTY IS LOCATED WITHIN A FEMA DESIGNATED ZONE AE FLOOD HAZARD AREA AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FOR MICHIGAN FLOOD INSURANCE RATE MAP (FIRM) #26125C0626F (COMMUNITY ID NO. 260175 – CITY OF NOVI, MI) WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006. THIS STATEMENT IS BASED ON THE RESULTS OF GRAPHIC PLOTTING ONTO THE ABOVE NAMED MAP AND PANEL, WHICH IS THE CURRENT MAP FOR THE COMMUNITY IN WHICH THE PROPERTY IS LOCATED. ZONE AE INDICATES BASE FLOOD ELEVATIONS DETERMINED.

SEE ABOVE FOR FLOOD PROFILE "AG"





LOCATION MAP N.T.S.

LEGEND

EXISTING: / PROPOSED:

RECORDED
MEASURED
FOUND POST
COMMUNICATION/ELECTRIC
FIB/FCI/FIP/MON
SECTION CORNER
UTILITY POLE
GUY WIRE
MAILBOX
FLAG POLE
AIR CONDITIONER
LIGHT POLE
POST
BOLLARD
BOLLARD LIGHT
SIGNAL POLE
SIGN
DOWNSPOUT
CLEANOUT
INLET
CATCH BASIN
END SECTION
STORM MANHOLE
SANITARY MANHOLE
MANHOLE
TELEPHONE MANHOLE
ELECTRIC MANHOLE
HYDRANT
GATE VALVE
WATER SHUT OFF
SOIL BORING
UTILITY CROSSING
NOTE NUMBER
SAN STR NUMBER
STM STR NUMBER
GATE VALVE NUMBER
HYDRANT NUMBER
ANTICIPATED DRIVEWAY LOCATION
CONIFEROUS TREE
DECIDUOUS TREE
LANDSCAPE TREE
SANITARY SEWER
STORM SEWER
WATER MAIN
GAS MAIN
OVERHEAD LINES
FENCE LINE
RIGHT OF WAY
ZONING LIMITS
PROPERTY BOUNDARY
RETAINING WALL
TREE LINE
CONTOUR 1 FT. INCR.
CONTOUR 5 FT. INCR.
CURB & GUTTER
SPILLOUT CURB & GUTTER
WETLAND BOUNDARY
WETLAND BUFFER
FLOODPLAIN
FLOODWAY
EASEMENT

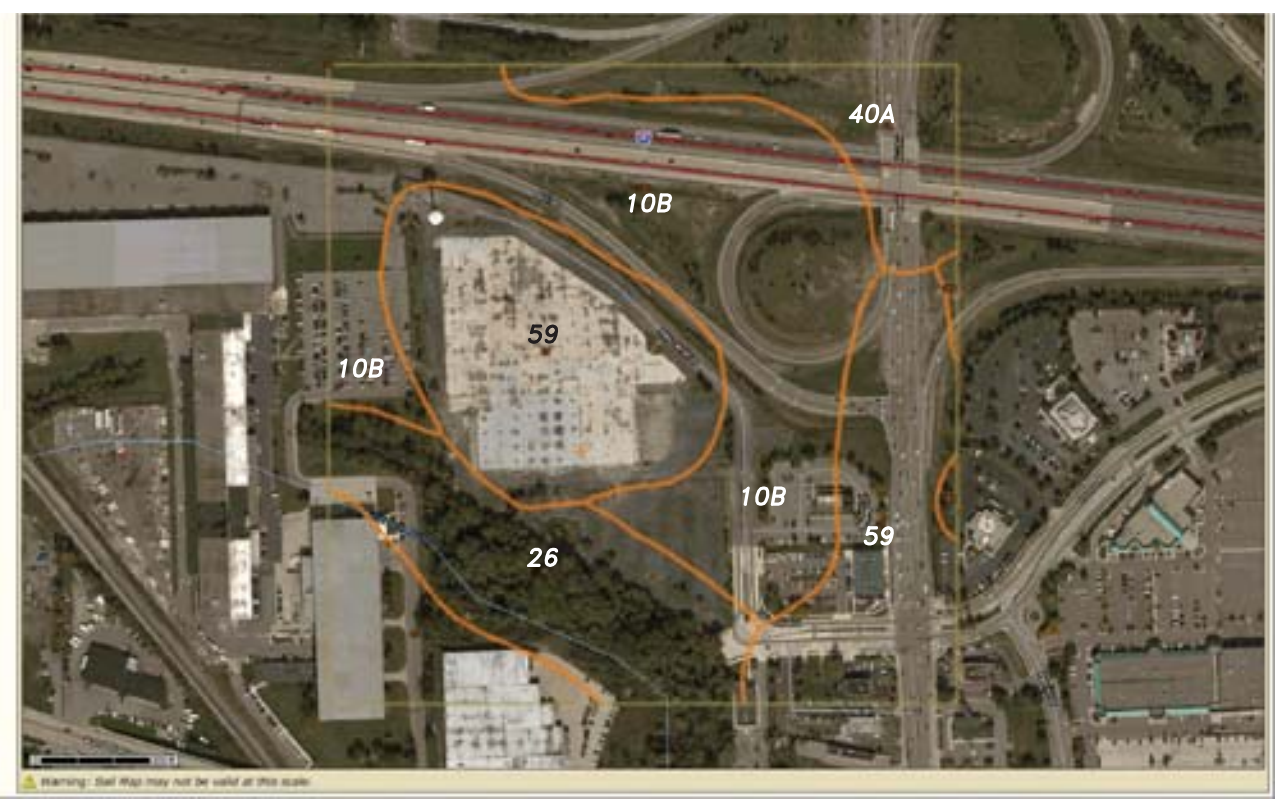
Figure 2-1: Rouge River Watershed



2-2

Oakland County, Michigan (MI125)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
10B	Marlette sandy loam, 1 to 6 percent slopes	25.3	36.1%
11B	Capac sandy loam, 0 to 4 percent slopes	0.4	0.6%
26	Sloan silt loam	10.6	15.1%
40A	Udorthents, loamy, nearly level	5.8	8.3%
59	Urban land	28.0	39.9%
69	Thomas muck	0.0	0.0%
Totals for Area of Interest		70.2	100.0%



NOTE:

REFER TO SUBSURFACE EXPLORATION AND GEOTECHNICAL ENGINEERING REPORT BY HAENGEL & ASSOCIATES ENGINEERING, INC. DATED JUNE 21, 2018 FOR ADDITIONAL SOILS INFORMATION

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BENCHMARKS:

CITY OF NOVI BM 1542
'X' ON NORTH RIM OF SANITARY MANHOLE, 25'± WEST OF BACK OF CURB NOVI ROAD & 45'± SOUTH OF DRIVE #26179 NOVI ROAD
ELEVATION: 915.10 N.A.V.D.88

BM#1
ARROW ON HYDRANT, SOUTH SIDE OF CRESCENT BOULEVARD, 24'± EAST OF SOUTHEAST PROPERTY CORNER
ELEVATION: 915.58 (N.A.V.D.88 DATUM)

BM #2
ARROW ON HYDRANT, 260'± WEST OF EXPO CENTER DRIVE, 68'± SOUTH OF BUILDING FOUNDATION.
ELEVATION: 912.13 (N.A.V.D.88 DATUM)

BM #3
ARROW ON HYDRANT NORTH SIDE OF SITE, 12.5'± SOUTHWEST OF RIGHT OF WAY FENCE, 250'± EAST OF ADELL WATER TOWER.
ELEVATION: 914.36 (N.A.V.D.88 DATUM)

UTILITY CONTACTS:

GAS: CONSUMERS ENERGY
530 W. WILLOW ST.
LANSING, MI 48906
EMAIL: MISSDIGDESIGNTICKETS@CMSENERGY.COM

STORM DRAINAGE: CITY OF NOVI
ENGINEERING DIVISION
26300 LEE BEGOLE DR
NOVI, MI 48375
(248)735-5644

WATER SERVICE: CITY OF NOVI
WATER AND SEWER DIVISION
26300 LEE BEGOLE DR
NOVI, MI 48375
(248)735-5644

SANITARY SERVICE: CITY OF NOVI
WATER AND SEWER DIVISION
26300 LEE BEGOLE DR
NOVI, MI 48375
(248)735-5644

SOIL EROSION PERMIT: CITY OF NOVI
ENGINEERING DIVISION
26300 LEE BEGOLE DR
NOVI, MI 48375
(248)735-5644

CABLE TV: COMCAST CABLE COMMUNICATIONS, INC.
25626 TELEGRAPH RD
SOUTHFIELD, MI 48034
(248)809-2715

ELECTRIC: DTE
ENERGY ONE ENERGY PLAZA, 518 SB
DETROIT, MI 48226
(313)235-5632

ITC
27175 ENERGY WAY
NOVI, MI 48377
(313)267-4857

TELEPHONE: AT&T (FORMERLY SBC)
54 N. MILL ST, 4TH FLOOR
PONTIAC, MI 48342
(248)456-8256

HATCH LEGEND

ASPHALT
ASPHALT-HEAVY DUTY
CONCRETE
PROPOSED BUILDING
EXISTING BUILDING
SIDEWALK
SIDEWALK IN DRIVE
GRAVEL

RESIDENTIAL: Subdivisions, Site Condominium, Multi-Family, Plot Plans
COMMERCIAL: Site Planning, Site Engineering, Industrial & Multi-Unit, Land Surveying
SURVEYING: ALTA Surveys, Boundary Surveys, Topographic Surveys, Parcel Splits, Construction Staking

GREENTECH ENGINEERING, INC.
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CLIENT: ADELL CENTER

LEGEND SHEET

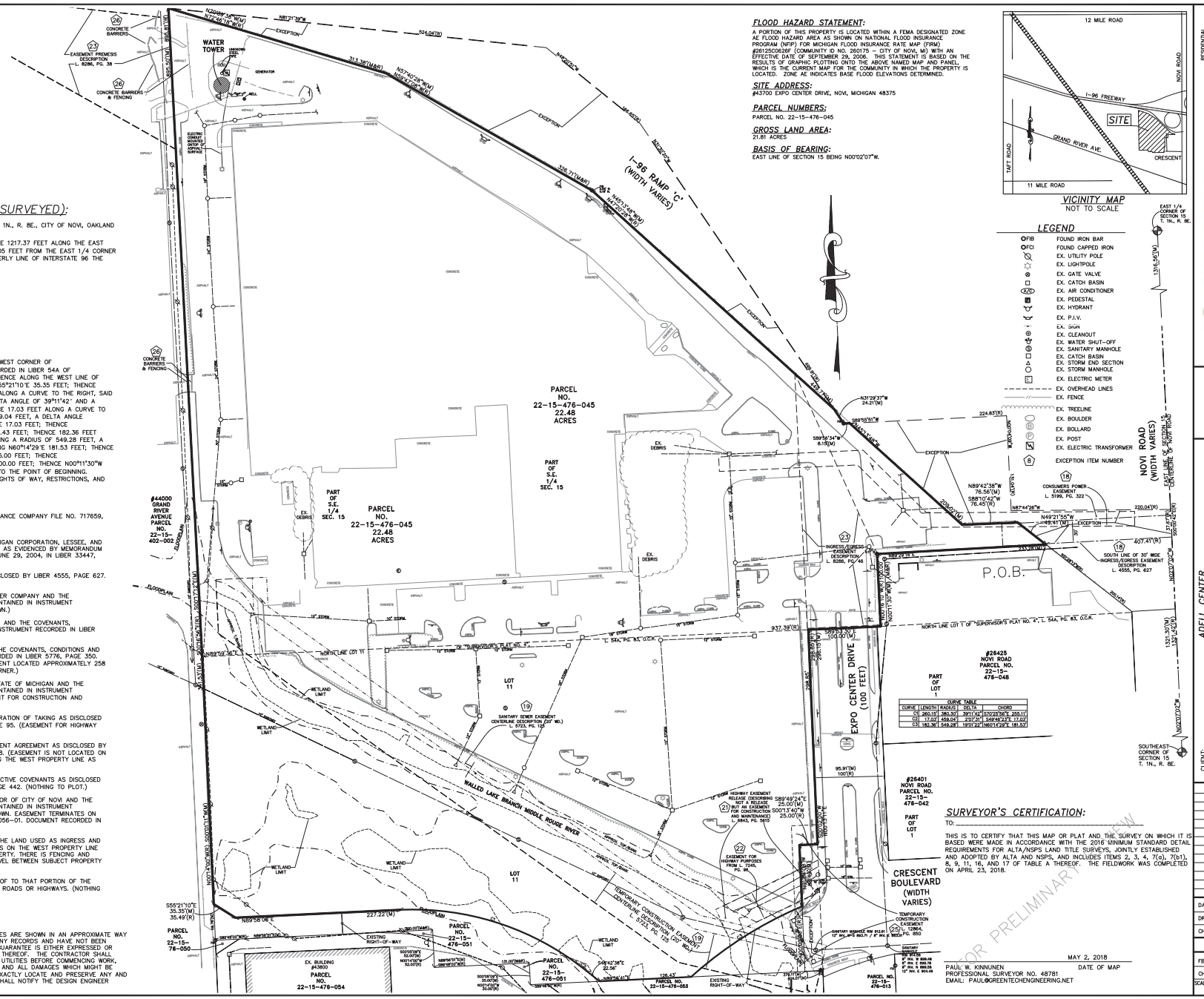
43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
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FBK: --
CHF:
SCALE HOR 1"= FT. VER 1"= FT.

5

17-334


WATER TOWER
I-96 RAMP 'C' (WIDTH VARIES)
EXPO CENTER DRIVE (100 FEET)
CRESCENT BOULEVARD (WIDTH VARIES)
NOVI ROAD (WIDTH VARIES)
WALLED LAKE BRANCH MIDDLE ROUGE RIVER
PARCEL NO. 22-15-476-045 22.48 ACRES
PART OF S.E. 1/4 SEC. 15
PARCEL NO. 22-15-476-045 22.48 ACRES
#44000 GRAND RIVER AVENUE PARCEL NO. 22-15-402-002
#26425 NOVI ROAD PARCEL NO. 22-15-476-048
#26401 NOVI ROAD PARCEL NO. 22-15-476-042
PART OF LOT 1
LOT 11
PARCEL NO. 22-15-78-050
PARCEL NO. 22-15-476-051
PARCEL NO. 22-15-476-054
PARCEL NO. 22-15-476-053
PARCEL NO. 22-15-476-013
EX. BUILDING #43800
P.O.B.
SITE
12 MILE ROAD
I-96 FREEWAY
GRAND RIVER AVE.
TAFT ROAD
11 MILE ROAD
CRESCENT
NOVI ROAD
EXCEPTION
EX. DEBRIS
FLOODPLAIN
WETLAND LIMIT
CONCRETE BARRIERS & FENCING
EASEMENT PREMESS DESCRIPTION L. 8286, PG. 38
GENERATOR
ELECTRIC TRANSFORMER MOUNTED ON TOP OF CONCRETE SURFACE
EAST 1/4 CORNER OF SECTION 15 T. 1N., R. 8E.
SOUTHEAST CORNER OF SECTION 15 T. 1N., R. 8E.
N89°21'39"W 524.04'(M&R)
313.39'(M&R)
N57°40'28"W 326.71'(M&R)
N70°39'38"W 313.38'(M&R)
N49°21'55"W 49.41'(M&R)
N89°42'38"W 76.56'(M)
S88°10'42"W 76.45'(R)
S89°56'34"W 8.15'(M)
N31°29'37"W 24.21'(M)
N45°13'48"W 209.02'(M&R)
N89°58'08"E 227.22'(M)
S55°21'10"E 35.35'(M) 35.49'(R)
N00°01'11"W 341.53'(M)
S00°01'11"E 937.39'(M&R)
N00°09'48"E 84.49'(M)
S89°49'24"E 25.00'(M)
S00°13'40"W 25.00'(R)
N00°13'40"E 100.00'(M)
N89°49'24"W 100.00'(M)
S89°49'24"E 100.00'(M)
N00°13'40"E 95.91'(M)
N00°11'30"W 1321.50'(M) 1321.24'(R)
N00°07'05"W 1316.54'(M)
N00°07'05"W 1316.54'(M)
N89°58'08"E 1316.54'(M)
N89°58'08"E 1316.54'(M)
S89°58'08"W 1316.54'(M)
S89°58'08"W 1316.54'(M)
N00°11'30"W 1321.50'(M

BENCHMARKS:

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ELEVATION: 915.58 (N.A.V.D.88 DATUM)

BM #2
ARROW ON HYDRANT, 260'± WEST OF EXPO CENTER DRIVE, 68'± SOUTH OF BUILDING FOUNDATION.
ELEVATION: 912.13 (N.A.V.D.88 DATUM)

BM #3
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ELEVATION: 914.36 (N.A.V.D.88 DATUM)

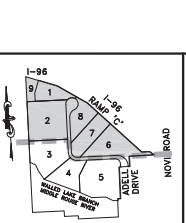
LEGAL DESCRIPTION (AS SURVEYED):

PART OF THE SOUTHEAST 1/4 OF SECTION 15, T. 1N., R. 8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

BEGINNING AT A POINT BEING DISTANT S00°00'50"E 1217.37 FEET ALONG THE EAST LINE OF SAID SECTION 15, AND S89°29'16"W 174.05 FEET FROM THE EAST 1/4 CORNER OF SAID SECTION 15; THENCE ALONG THE SOUTHERLY LINE OF INTERSTATE 96 THE FOLLOWING (8) COURSES;

(1) THENCE N49°21'55"W 49.41 FEET;
(2) THENCE N89°42'38"W 76.56 FEET;
(3) THENCE N45°13'48"W 209.02 FEET;
(4) THENCE S89°56'34"W 8.15 FEET;
(5) THENCE N31°29'37"W 24.21 FEET;
(6) THENCE N45°13'48"W 449.77 FEET;
(7) THENCE N57°40'28"W 326.71 FEET;
(8) THENCE N70°39'38"W 313.38 FEET;

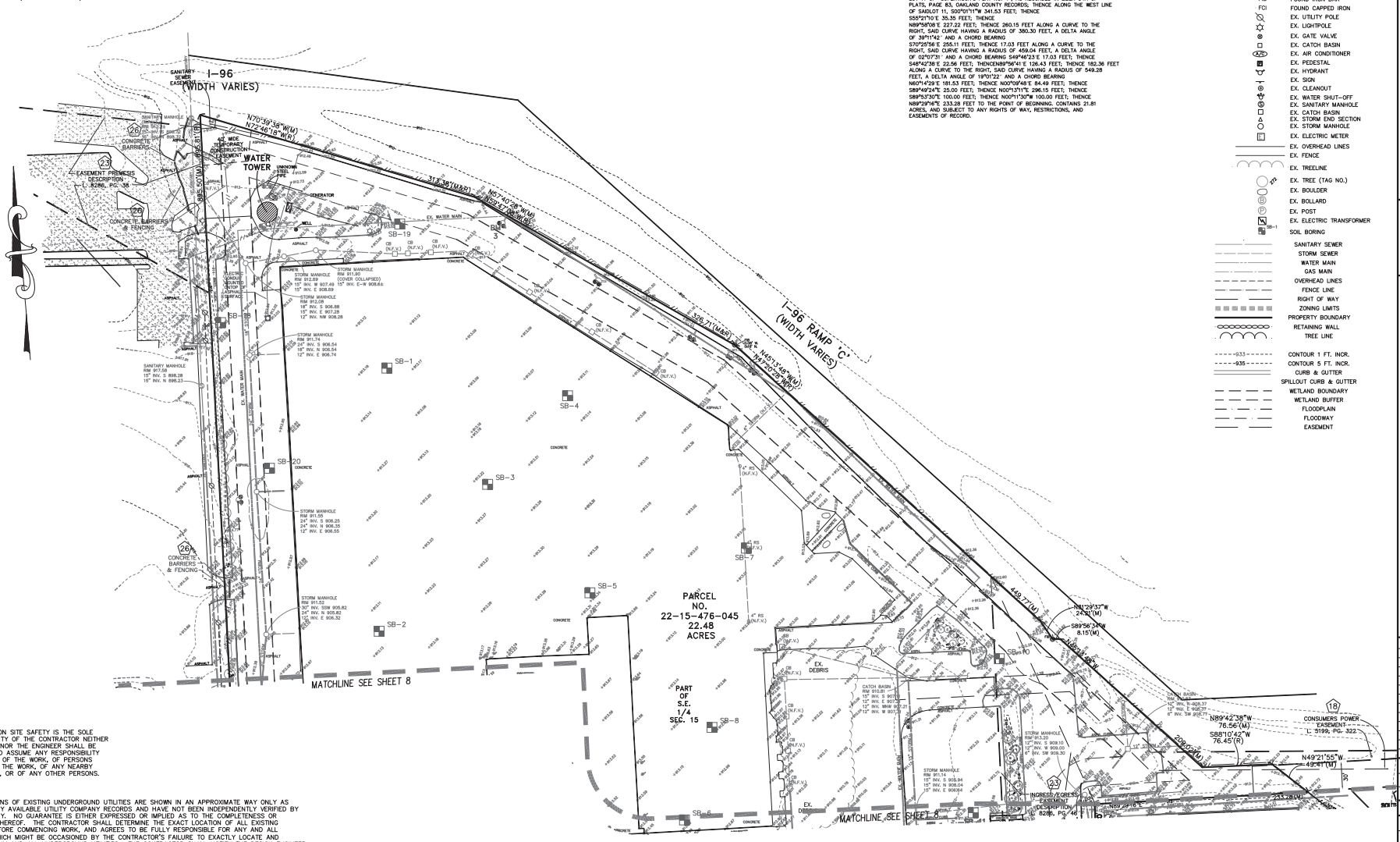
THENCE S00°01'12"E 895.50 FEET TO THE NORTHWEST CORNER OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4", AS RECORDED IN LIBER 54A OF PLATS, PAGE 83, OAKLAND COUNTY RECORDS; THENCE ALONG THE WEST LINE OF SAID LOT 11, S00°01'11"W 341.53 FEET; THENCE S55°21'10"E 35.35 FEET; THENCE N89°58'08"E 227.22 FEET; THENCE 260.15 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 380.30 FEET, A DELTA ANGLE OF 39°11'42" AND A CHORD BEARING S70°25'56"E 255.11 FEET; THENCE 17.03 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 459.04 FEET, A DELTA ANGLE OF 02°07'31" AND A CHORD BEARING S48°48'23"E 17.03 FEET; THENCE S48°42'38"E 22.56 FEET; THENCEN89°56'41"E 126.43 FEET; THENCE 182.36 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 549.28 FEET, A DELTA ANGLE OF 19°01'22" AND A CHORD BEARING N60°14'29"E 181.53 FEET; THENCE N00°09'48"E 84.49 FEET; THENCE S89°49'24"E 25.00 FEET; THENCE N00°10'31"E 296.15 FEET; THENCE S89°53'30"E 100.00 FEET; THENCE N00°11'30"W 100.00 FEET; THENCE N89°29'16"E 233.28 FEET TO THE POINT OF BEGINNING. CONTAINS 21.81 ACRES, AND SUBJECT TO ANY RIGHTS OF WAY, RESTRICTIONS, AND EASEMENTS OF RECORD.



SHEET KEY

LEGEND

FIB	FOUND IRON BAR
FCI	FOUND CAPPED IRON
	EX. UTILITY POLE
	EX. LIGHTPOLE
	EX. GATE VALVE
	EX. CATCH BASIN
A/C	EX. AIR CONDITIONER
	EX. PEDESTAL
	EX. HYDRANT
	EX. SIGN
	EX. CLEANOUT
	EX. WATER SHUT-OFF
	EX. SANITARY MANHOLE
	EX. CATCH BASIN
	EX. STORM END SECTION
	EX. STORM MANHOLE
	EX. ELECTRIC METER
	EX. OVERHEAD LINES
	EX. FENCE
	EX. TREELINE
22"	EX. TREE (TAG NO.)
	EX. BOULDER
	EX. BOLLARD
	EX. POST
	EX. ELECTRIC TRANSFORMER
SB-1	SOIL BORING
	SANITARY SEWER
	STORM SEWER
	WATER MAIN
	GAS MAIN
	OVERHEAD LINES
	FENCE LINE
	RIGHT OF WAY
	ZONING LIMITS
	PROPERTY BOUNDARY
	RETAINING WALL
	TREE LINE
933	CONTOUR 1 FT. INCR.
935	CONTOUR 5 FT. INCR.
	CURB & GUTTER
	SPILLOUT CURB & GUTTER
	WETLAND BOUNDARY
	WETLAND BUFFER
	FLOODPLAIN
	FLOODWAY
	EASEMENT



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EXISTING CONDITIONS PLAN (NORTH)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
2018-8-30 PER CITY REVIEW

DATE: 4-30-2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 25 50
FBK: --
CHF:
SCALE HOR 1"= 50 FT. VER 1"= FT.

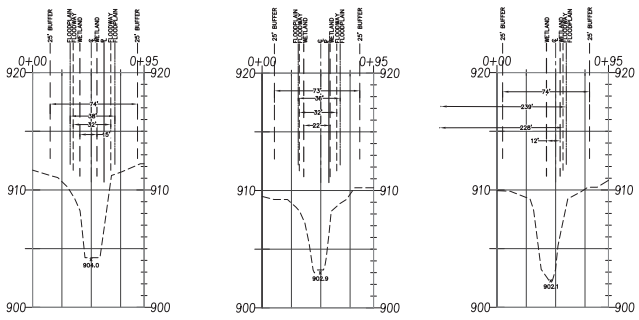
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17-334

BENCHMARKS:
CITY OF NOVI BM 1542
"X" ON NORTH RIM OF SANITARY MANHOLE, 25'± WEST OF BACK OF CURB NOVI ROAD & 45'± SOUTH OF DRIVE #26179 NOVI ROAD
ELEVATION: 915.10 N.A.V.D.88

BM#1
ARROW ON HYDRANT, SOUTH SIDE OF CRESCENT BOULEVARD, 24'± EAST OF SOUTHEAST PROPERTY CORNER
ELEVATION: 915.58 (N.A.V.D.88 DATUM)

BM #2
ARROW ON HYDRANT, 260'± WEST OF EXPO CENTER DRIVE, 68'± SOUTH OF BUILDING FOUNDATION.
ELEVATION: 912.13 (N.A.V.D.88 DATUM)

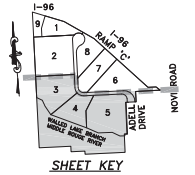
BM #3
ARROW ON HYDRANT NORTH SIDE OF SITE, 12.5'± SOUTHWEST OF RIGHT OF WAY FENCE, 250'± EAST OF ADELL WATER TOWER.
ELEVATION: 914.36 (N.A.V.D.88 DATUM)



CROSS-SECTION A-A
SCALE HOR. 1"=50'
VERT. 1"=5'

CROSS-SECTION B-B
SCALE HOR. 1"=50'
VERT. 1"=5'

CROSS-SECTION C-C
SCALE HOR. 1"=50'
VERT. 1"=5'



SHEET KEY

LEGEND

FIB	FOUND IRON BAR		SANITARY SEWER
FCI	FOUND CAPPED IRON		STORM SEWER
	EX. UTILITY POLE		WATER MAIN
	EX. LIGHTPOLE		GAS MAIN
	EX. GATE VALVE		OVERHEAD LINES
	EX. CATCH BASIN		FENCE LINE
A/C	EX. AIR CONDITIONER		RIGHT OF WAY
	EX. PEDESTAL		ZONING LIMITS
	EX. HYDRANT		PROPERTY BOUNDARY
	EX. SIGN		RETAINING WALL
	EX. CLEANOUT		TREE LINE
	EX. WATER SHUT-OFF		
	EX. SANITARY MANHOLE		
	EX. CATCH BASIN	933	CONTOUR 1 FT. INCR.
	EX. STORM END SECTION	935	CONTOUR 5 FT. INCR.
	EX. STORM MANHOLE		CURB & GUTTER
E	EX. ELECTRIC METER		SPILLOUT CURB & GUTTER
	EX. OVERHEAD LINES		WETLAND BOUNDARY
	EX. FENCE		WETLAND BUFFER
	EX. TREELINE		FLOODPLAIN
23"	EX. TREE (TAG NO.)		FLOODWAY
B	EX. BOULDER		EASEMENT
P	EX. BOLLARD		REGULATED WOODLAND
	EX. POST		
E	EX. ELECTRIC TRANSFORMER		
SB-1	SOIL BORING		

WETLAND LEGEND

WETLAND
FLOODPLAIN
FLOODWAY

WETLAND NOTE:
WETLAND DELINEATION WAS PERFORMED ON SEPTEMBER 22, 2017. ECT CONFIRMED ON-SITE WETLANDS WERE DELINEATED ACCURATELY VIA LETTER DATED MAY 16, 2018. SIX (6) WETLAND AREAS WERE DELINEATED AND CONSIDERED ESSENTIAL/REGULATED WETLANDS.

FLOOD HAZARD STATEMENT:
A PORTION OF THIS PROPERTY IS LOCATED WITHIN A FEMA DESIGNATED ZONE AE FLOOD HAZARD AREA AS SHOWN ON NATIONAL FLOOD INSURANCE PROGRAM (NFIP) FOR MICHIGAN FLOOD INSURANCE RATE MAP (FIRM) #26125C0626F (COMMUNITY ID NO. 260175 – CITY OF NOVI, MI) WITH AN EFFECTIVE DATE OF SEPTEMBER 29, 2006. THIS STATEMENT IS BASED ON THE RESULTS OF GRAPHIC PLOTTING ONTO THE ABOVE NAMED MAP AND PANEL, WHICH IS THE CURRENT MAP FOR THE COMMUNITY IN WHICH THE PROPERTY IS LOCATED. ZONE AE INDICATES BASE FLOOD ELEVATIONS DETERMINED.

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EXISTING CONDITIONS PLAN (SOUTH)

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SECTION 15 TOWNSHIP 1 N. RANGE 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
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CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

8
17-334



BENCHMARKS:

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ELEVATION: 915.10 (N.A.V.D.88

BM#1
SPIKE IN HYDRANT, SOUTH SIDE OF CRESCENT BOULEVARD, 24'± EAST OF SOUTHEAST PROPERTY CORNER
ELEVATION: 915.58 (N.A.V.D.88 DATUM)

BM #2
SPIKE IN HYDRANT, 250'± WEST OF EXPO CENTER DRIVE, 68'± SOUTH OF BUILDING FOUNDATION.
ELEVATION: 912.13 (N.A.V.D.88 DATUM)

BM #3
SPIKE IN HYDRANT NORTH SIDE OF SITE, 123'± SOUTHWEST OF RIGHT OF WAY FENCE, 250'± EAST OF ADELL WATER TOWER.
ELEVATION: 914.36 (N.A.V.D.88 DATUM)

CLIENT:	ADELL CENTER		
	AERIAL OVERLAY PLAN (OVERALL)		
	43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045		
	SECTION: 15 TOWNSHIP: 1N RANGE: 8E CITY OF NOVI OAKLAND COUNTY MICHIGAN		
REVISED	2018-6-4 PER REVIEW 2018-7-19 PER REVIEW 2018-8-30 PER CITY REVIEW		
DATE: 4-30-2018	DRAWN BY: RMS	CHECKED BY: DJL/JMF	SCALE: HOR 1"=50 FT. VER 1"= FT.
JOB: 17-334	SHT: 9	FSK: ---	0 25 50

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GENERAL DEMOLITION NOTES:

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT:

1. CONCRETE AND ASPHALT DEMOLISHED MATERIALS CAN BE MILLED, CRUSHED AND PULVERIZED TO CREATE SUBBASE MATERIAL PER GEOTECHNICAL SPECIFICATIONS RECOMMENDATIONS.

2. ALL MATERIAL TO BE REMOVED AND EXCESS MATERIAL, WHETHER SPECIFICALLY NOTED IN THE PLANS OR NOT, SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF OFF-SITE IN A LEGAL MANNER. NO ON-SITE BURY OR BURN PITS SHALL BE ALLOWED.

3. ALL DEMOLITION WORK SHALL CONFORM TO ALL LOCAL, STATE AND FEDERAL CODES AND ORDINANCES.

4. STAGING/PHASING OF DEMOLITION AND CONSTRUCTION IS TO BE COORDINATED WITH THE OWNER AND CITY OF NOVI.

5. SPECIFIC DEMOLITION ITEMS HAVE BEEN INDICATED ON THE PLANS AS A GUIDE TO THE GENERAL SCOPE OF THE WORK. IT IS THE INTENT THAT THESE ITEMS SHALL BE COMPLETELY REMOVED BY THE CONTRACTOR ABOVE AND BELOW GROUND, UNLESS SPECIFICALLY NOTED OTHERWISE, AND THAT DEMOLITION WILL INCLUDE BUT WILL NOT NECESSARILY BE LIMITED TO THESE ITEMS. CONTRACTOR SHALL VISIT SITE TO VERIFY EXISTING CONDITIONS AND EXTENTS OF THE DEMOLITION THAT WILL BE REQUIRED PRIOR TO SUBMITTING A BID.

6. REMOVE ALL STRUCTURES DESIGNATED FOR REMOVAL ACCORDING TO THE DEMOLITION PLAN. THIS INCLUDES FOUNDATIONS, FOOTINGS, FOUNDATION WALLS, FLOOR SLABS, UNDERGROUND UTILITIES, CONCRETE, ASPHALT, TREES, ETC.

7. REFER TO LANDSCAPE PLANS FOR TREE PROTECTION DETAILS.

8. THE CONTRACTOR SHALL, AS A MINIMUM, PROVIDE TREE PROTECTION FENCING AROUND EXISTING TREES TO BE SAVED THAT ARE WITHIN 15' OF CONSTRUCTION ACTIVITIES AND AS INDICATED IN THE PLANS OR PER LOCAL AGENCY REQUIREMENTS.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEAN UP, NOISE, DUST CONTROL, STREET SWEEPING AND HOURS OF OPERATION IN ACCORDANCE WITH THE LOCAL CODES.

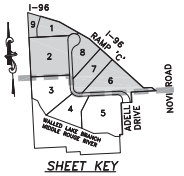
10. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BARRICADES, SIGNAGE, MARKINGS, LIGHTS AND OTHER TRAFFIC CONTROL DEVICES TO PROTECT THE WORK ZONE AND SAFELY MAINTAIN TRAFFIC PER AGENCY REQUIREMENTS AND IN ACCORDANCE WITH THE MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MMUTCD) LATEST EDITION.

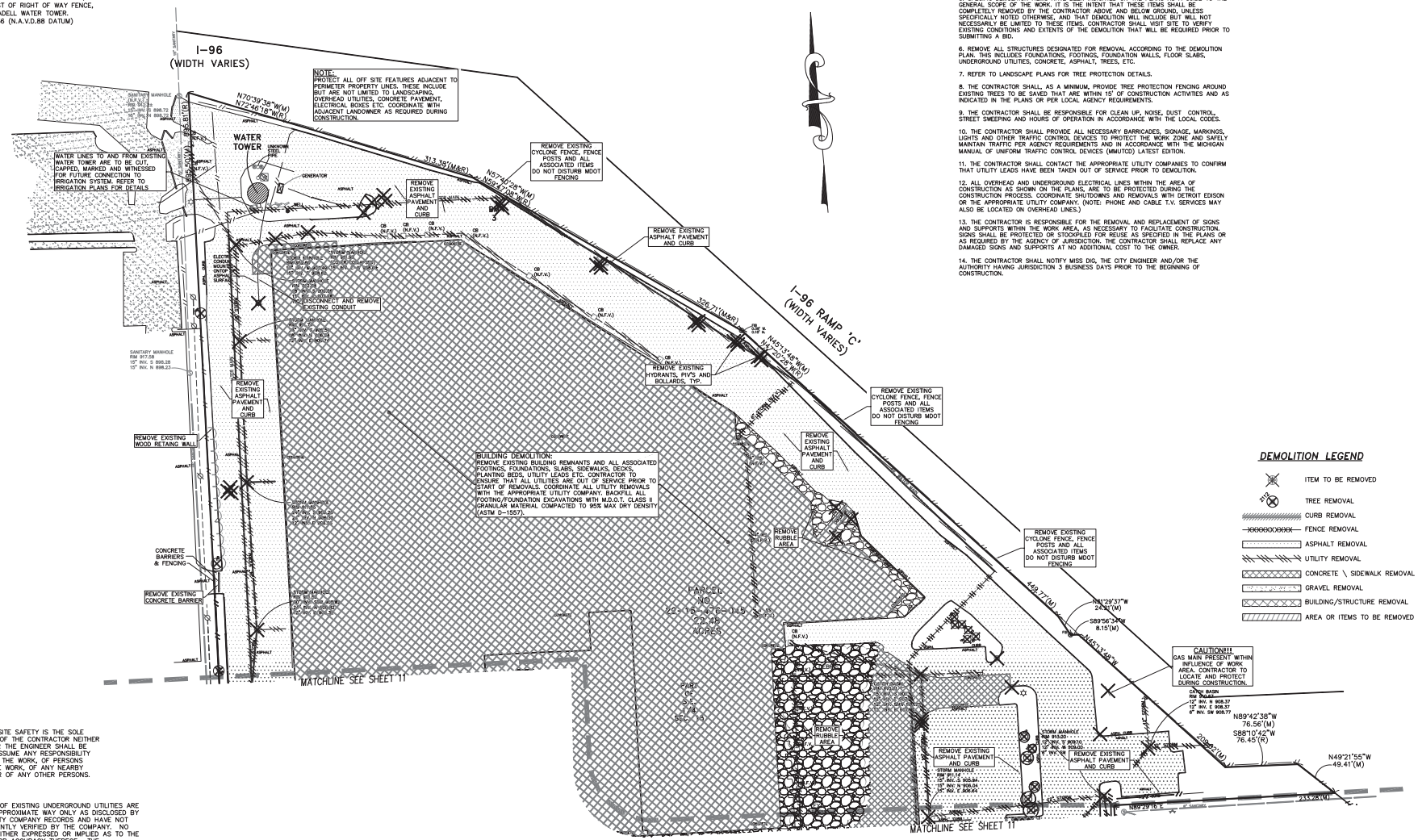
11. THE CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES TO CONFIRM THAT UTILITY LEADS HAVE BEEN TAKEN OUT OF SERVICE PRIOR TO DEMOLITION.

12. ALL OVERHEAD AND UNDERGROUND ELECTRICAL LINES WITHIN THE AREA OF CONSTRUCTION AS SHOWN ON THE PLANS, ARE TO BE PROTECTED DURING THE CONSTRUCTION PROCESS. COORDINATE SHUTDOWNS AND REMOVALS WITH DETROIT EDISON OR THE APPROPRIATE UTILITY COMPANY. (NOTE: PHONE AND CABLE T.V. SERVICES MAY ALSO BE LOCATED ON OVERHEAD LINES.)

13. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND REPLACEMENT OF SIGNS AND SUPPORTS WITHIN THE WORK AREA, AS NECESSARY TO FACILITATE CONSTRUCTION. SIGNS SHALL BE PROTECTED OR STOCKPILED FOR REUSE AS SPECIFIED IN THE PLANS OR AS REQUIRED BY THE AGENCY OF JURISDICTION. THE CONTRACTOR SHALL REPLACE ANY DAMAGED SIGNS AND SUPPORTS AT NO ADDITIONAL COST TO THE OWNER.

14. THE CONTRACTOR SHALL NOTIFY MISS DIG, THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.





DEMOLITION LEGEND

- ITEM TO BE REMOVED
- TREE REMOVAL
- CURB REMOVAL
- FENCE REMOVAL
- ASPHALT REMOVAL
- UTILITY REMOVAL
- CONCRETE \ SIDEWALK REMOVAL
- GRAVEL REMOVAL
- BUILDING/STRUCTURE REMOVAL
- AREA OR ITEMS TO BE REMOVED

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DEMOLITION PLAN (NORTH)

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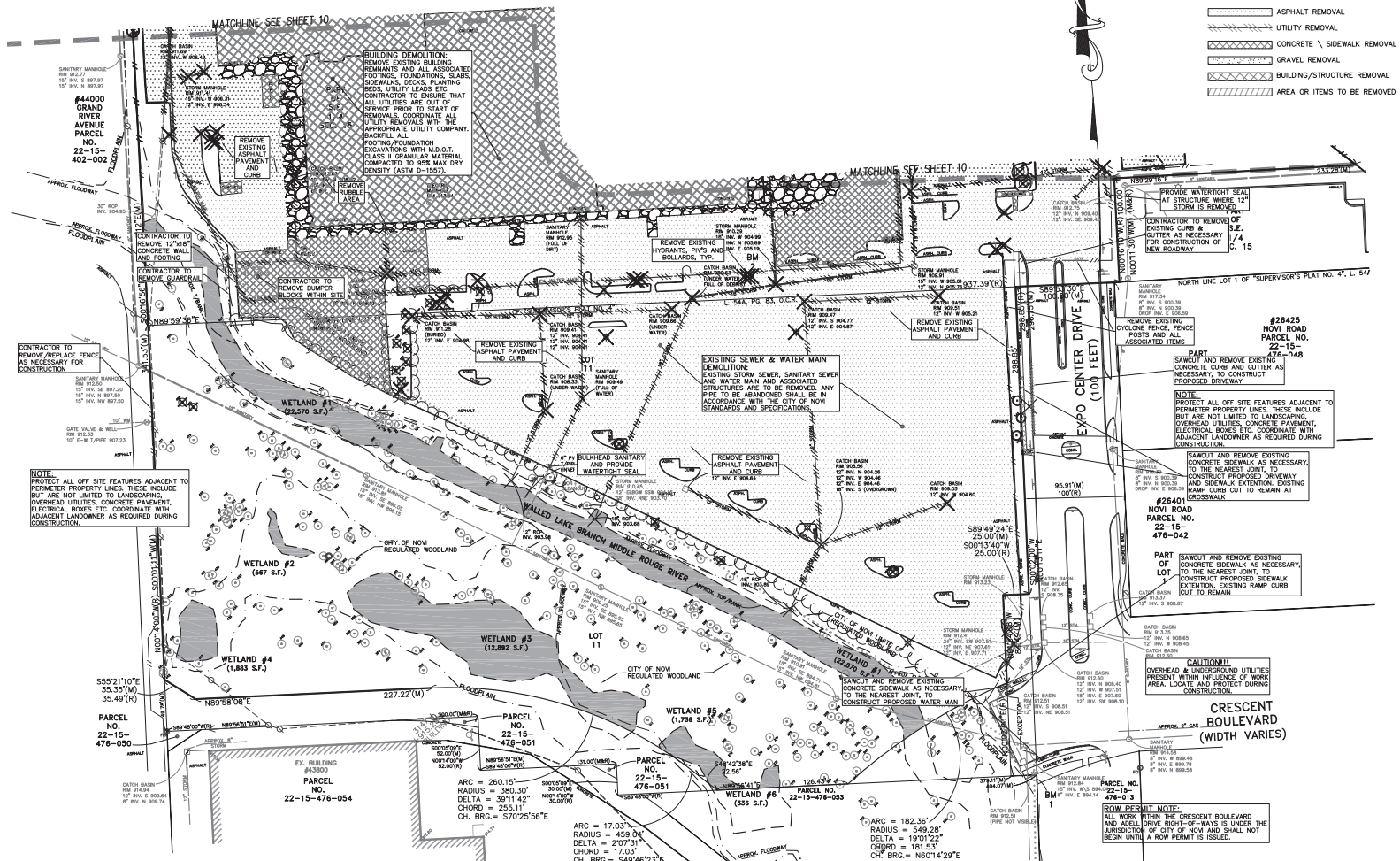
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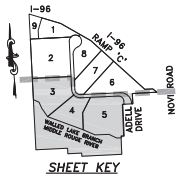
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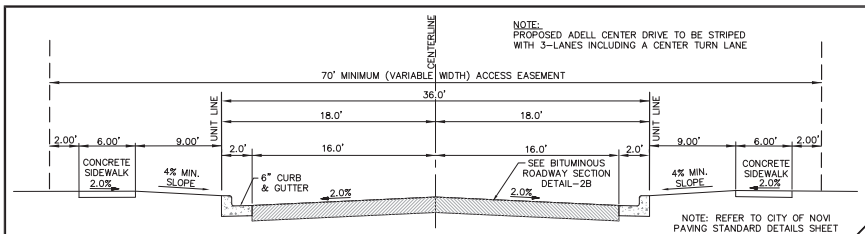
DEMOLITION PLAN (SOUTH)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION 15 TOWNSHIP 1 N RANGE 8E
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NOTE: REFER TO CITY OF NOVI PAVING STANDARD DETAILS SHEET

CITY OF NOVI TYPICAL CROSS SECTION DETAIL-2
MODIFIED ROAD PAVEMENT (36' B/B)
NOT TO SCALE

NOTES:

1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.

CURRENT ZONING:
EXPO, EXPO
PER CITY OF NOVI ZONING MAP
PROPOSED ZONING: PRO, PLANNED REZONING OVERLAY

BUILDING SETBACKS:
PERIMETER: 50 FEET
ADELL DRIVE: 30 FEET
INTERIOR SIDES: 0 FEET
INTERIOR REAR: 15 FEET

PARKING SETBACKS:
PERIMETER: 20 FEET
ADELL DRIVE: 20 FEET
INTERIOR SIDES: 0 FEET
INTERIOR REAR: 0 FEET

SITE AREA:
TOTAL ACRES: 21.81 ACRES

GENERAL NOTES:

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
2. REFER TO CITY OF NOVI PAVING STANDARD DETAILS FOR ADDITIONAL DETAILS.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF NOVI CURRENT STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
5. PAVEMENT MARKINGS TO BE REVIEWED AS PART OF THE INDIVIDUAL UNITS' SITE PLAN REVIEWS.
6. ANY WORK WITHIN THE STREET OR HIGHWAY RIGHT-OF-WAYS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
7. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND /OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.
8. ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
9. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"X18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"X18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
10. TRAFFIC CONTROL SIGNS SHALL USE THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) STANDARD ALPHABET SERIES.
11. TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET THE FHWA RETROREFLECTIVITY REQUIREMENTS.

NOTE:

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

RESIDENTIAL
Subdivision Site Plans
Multi-Family
Site Condominium

COMMERCIAL
Site Planning
Industrial & Office
Industrial & Multi-Use

SURVEYING
ALTA/NSPS Land Title
Boundary Surveys
Topographic Surveys
Parcel Splits
Condominium Staking

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
5147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig.

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ADELL CENTER

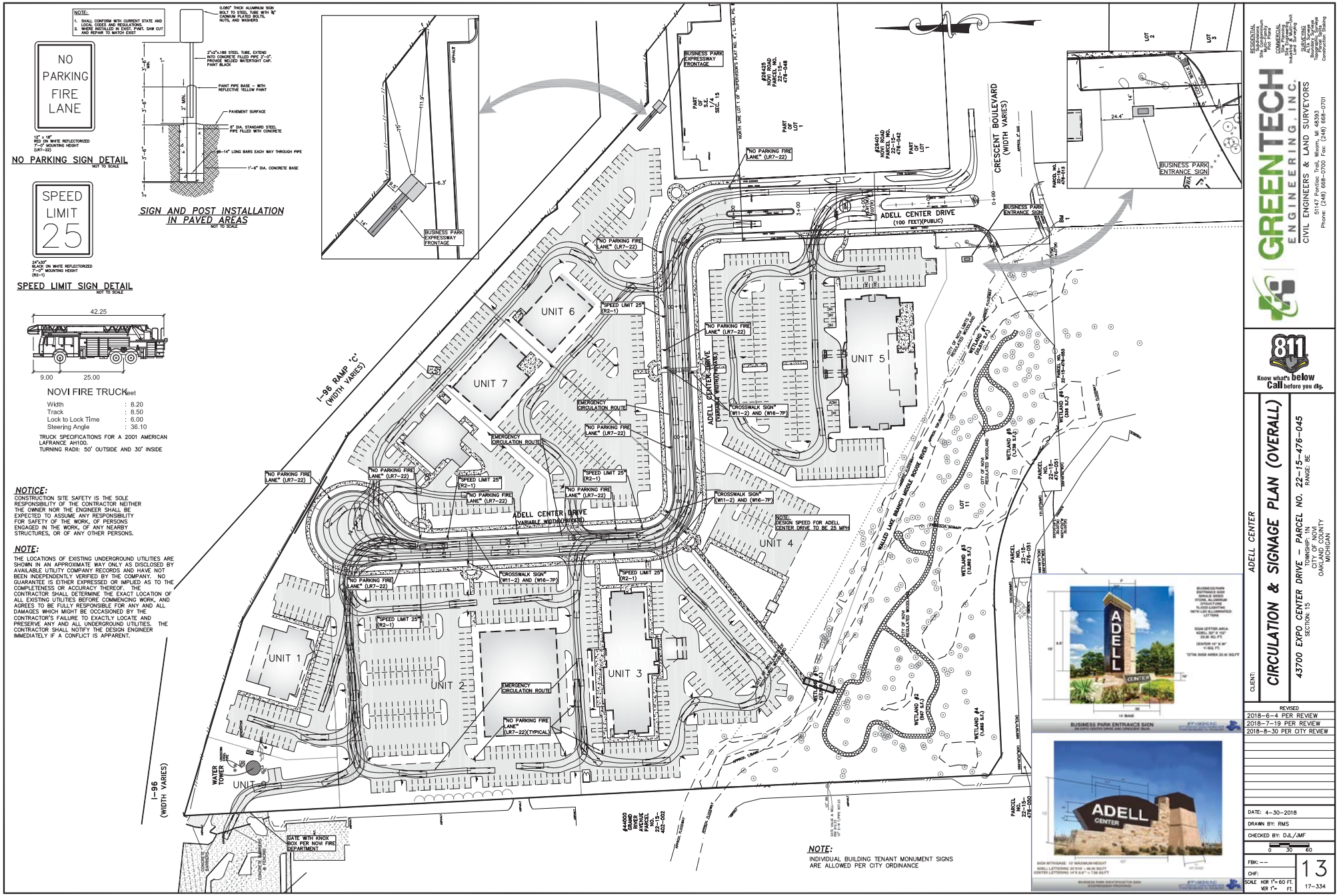
SITE PLAN

43700 EXPO CENTER DRIVE - PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
2018-8-30 PER CITY REVIEW

DATE: 4-30-2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 25 50
FBK: --
CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

12
17-334



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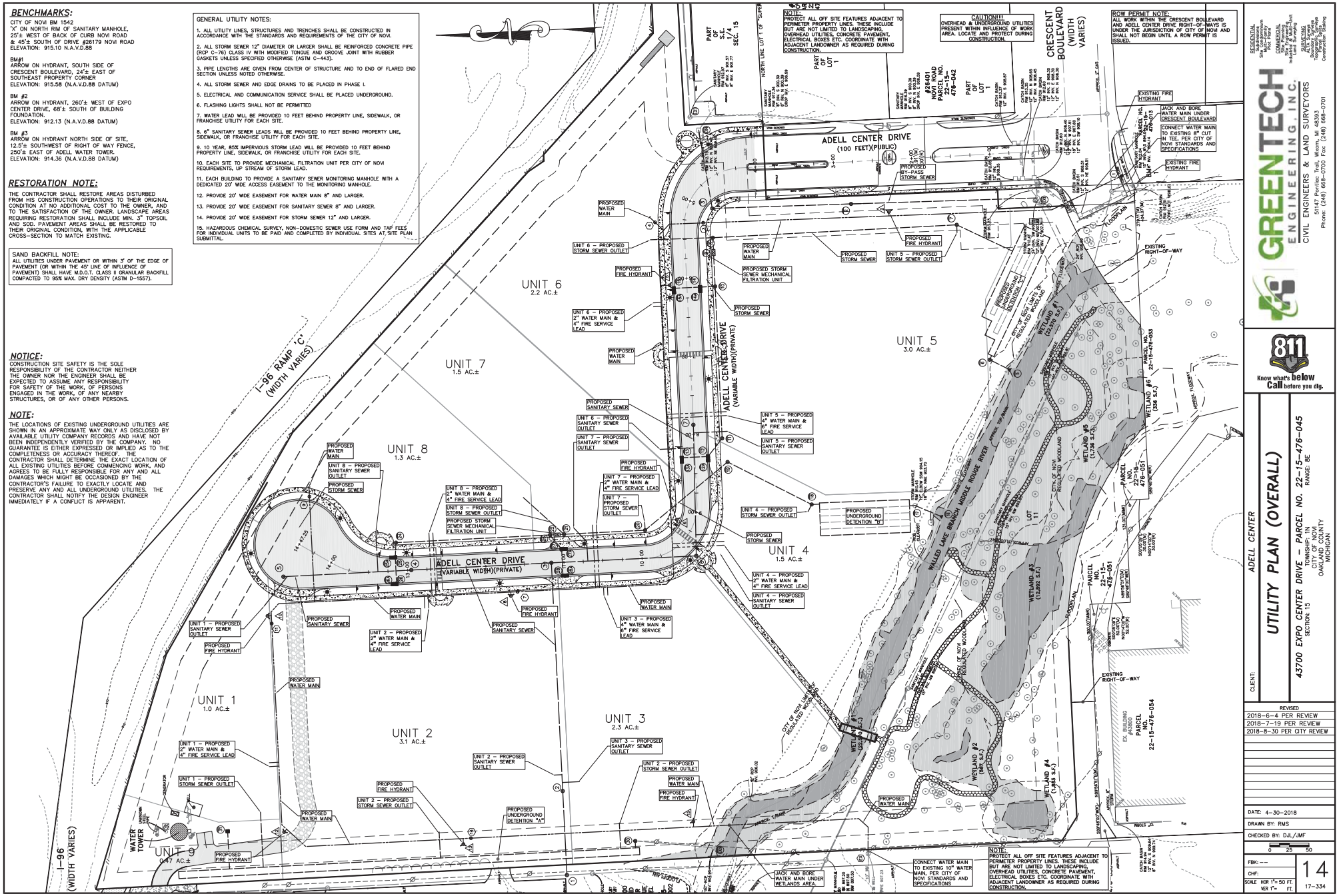
CIRCULATION & SIGNAGE PLAN (OVERALL)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
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CHECKED BY: DJL/JMF
0 30 60
FBK: --
CHF:
SCALE HOR 1"= 60 FT.
VER 1"= FT.

13
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BENCHMARKS:
CITY OF NOVI BM 1542
"X" ON NORTH RIM OF SANITARY MANHOLE, 25'± WEST OF BACK OF CURB NOVI ROAD & 45'± SOUTH OF DRIVE @26179 NOVI ROAD
ELEVATION: 915.10 N.A.V.D.88
BM#1
ARROW ON HYDRANT, SOUTH SIDE OF CRESCENT BOULEVARD, 24'± EAST OF SOUTHEAST PROPERTY CORNER
ELEVATION: 915.58 (N.A.V.D.88 DATUM)
BM #2
ARROW ON HYDRANT, 260'± WEST OF EXPO CENTER DRIVE, 68'± SOUTH OF BUILDING FOUNDATION.
ELEVATION: 912.13 (N.A.V.D.88 DATUM)
BM #3
ARROW ON HYDRANT NORTH SIDE OF SITE, 12.5'± SOUTHWEST OF RIGHT OF WAY FENCE, 250'± EAST OF ADELL WATER TOWER.
ELEVATION: 914.36 (N.A.V.D.88 DATUM)
RESTORATION NOTE:
THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.
SAND BACKFILL NOTE:
ALL UTILITIES UNDER PAVEMENT OR WITHIN 3' OF THE EDGE OF PAVEMENT (OR WITHIN THE 45° LINE OF INFLUENCE OF PAVEMENT) SHALL HAVE M.D.O.T. CLASS II GRANULAR BACKFILL COMPACTED TO 95% MAX. DRY DENSITY (ASTM D-1557).
NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.
NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.
GENERAL UTILITY NOTES:
1. ALL UTILITY LINES, STRUCTURES AND TRENCHES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND REQUIREMENTS OF THE CITY OF NOVI.
2. ALL STORM SEWER 12" DIAMETER OR LARGER SHALL BE REINFORCED CONCRETE PIPE (RCP C-76) CLASS IV WITH MODIFIED TONGUE AND GROOVE JOINT WITH RUBBER GASKETS UNLESS SPECIFIED OTHERWISE (ASTM C-443).
3. PIPE LENGTHS ARE GIVEN FROM CENTER OF STRUCTURE AND TO END OF FLARED END SECTION UNLESS NOTED OTHERWISE.
4. ALL STORM SEWER AND EDGE DRAINS TO BE PLACED IN PHASE I.
5. ELECTRICAL AND COMMUNICATION SERVICE SHALL BE PLACED UNDERGROUND.
6. FLASHING LIGHTS SHALL NOT BE PERMITTED
7. WATER LEAD WILL BE PROVIDED 10 FEET BEHIND PROPERTY LINE, SIDEWALK, OR FRANCHISE UTILITY FOR EACH SITE.
8. 6" SANITARY SEWER LEADS WILL BE PROVIDED 10 FEET BEHIND PROPERTY LINE, SIDEWALK, OR FRANCHISE UTILITY FOR EACH SITE.
9. 10 YEAR, 85% IMPERVIOUS STORM LEAD WILL BE PROVIDED 10 FEET BEHIND PROPERTY LINE, SIDEWALK, OR FRANCHISE UTILITY FOR EACH SITE.
10. EACH SITE TO PROVIDE MECHANICAL FILTRATION UNIT PER CITY OF NOVI REQUIREMENTS, UP STREAM OF STORM LEAD.
11. EACH BUILDING TO PROVIDE A SANITARY SEWER MONITORING MANHOLE WITH A DEDICATED 20' WIDE ACCESS EASEMENT TO THE MONITORING MANHOLE.
12. PROVIDE 20' WIDE EASEMENT FOR WATER MAIN 8" AND LARGER.
13. PROVIDE 20' WIDE EASEMENT FOR SANITARY SEWER 8" AND LARGER.
14. PROVIDE 20' WIDE EASEMENT FOR STORM SEWER 12" AND LARGER.
15. HAZARDOUS CHEMICAL SURVEY, NON-DOMESTIC SEWER USE FORM AND TAF FEES FOR INDIVIDUAL UNITS TO BE PAID AND COMPLETED BY INDIVIDUAL SITES AT SITE PLAN SUBMITTAL.
NOTE:
PROTECT ALL OFF SITE FEATURES ADJACENT TO PERIMETER PROPERTY LINES. THESE INCLUDE BUT ARE NOT LIMITED TO LANDSCAPING, OVERHEAD UTILITIES, CONCRETE PAVEMENT, ELECTRICAL BOXES ETC. COORDINATE WITH ADJACENT LANDOWNER AS REQUIRED DURING CONSTRUCTION.
CAUTION!!!
OVERHEAD & UNDERGROUND UTILITIES PRESENT WITHIN INFLUENCE OF WORK AREA. LOCATE AND PROTECT DURING CONSTRUCTION.
ROW PERMIT NOTE:
ALL WORK WITHIN THE CRESCENT BOULEVARD AND ADELL CENTER DRIVE RIGHT-OF-WAYS IS UNDER THE JURISDICTION OF CITY OF NOVI AND SHALL NOT BEGIN UNTIL A ROW PERMIT IS ISSUED.
CRESCENT BOULEVARD (WIDTH VARIES)
ADELL CENTER DRIVE (100 FEET)(PUBLIC)
ADELL CENTER DRIVE (VARIABLE WIDTH)(PRIVATE)
I-96 RAMP 'C' (WIDTH VARIES)
I-96 (WIDTH VARIES)
UNIT 1 1.0 AC.±
UNIT 2 3.1 AC.±
UNIT 3 2.3 AC.±
UNIT 4 1.5 AC.±
UNIT 5 3.0 AC.±
UNIT 6 2.2 AC.±
UNIT 7 1.5 AC.±
UNIT 8 1.3 AC.±
UNIT 9 0.47 AC.±
WALLED LAKE BRANCH MIDDLE ROUGE RIVER
WETLAND #1 (32,437 S.F.±)
WETLAND #2 (64,245 S.F.±)
WETLAND #3 (17,289 S.F.±)
WETLAND #4 (1,685 S.F.±)
WETLAND #5 (1,704 S.F.±)
WETLAND #6 (338 S.F.±)
WETLAND #7 (22,379 S.F.±)
PROPOSED UNDERGROUND DETENTION "A"
PROPOSED UNDERGROUND DETENTION "B"
PROPOSED STORM SEWER MECHANICAL FILTRATION UNIT
PROPOSED 4-PASS STORM SEWER
EXISTING FIRE HYDRANT
EXISTING RIGHT-OF-WAY
JACK AND BORE WATER MAIN UNDER CRESCENT BOULEVARD
CONNECT WATER MAIN TO EXISTING 8" CUT IN TEE, PER CITY OF NOVI STANDARDS AND SPECIFICATIONS
CONNECT WATER MAIN TO EXISTING 10" WATER MAIN, PER CITY OF NOVI STANDARDS AND SPECIFICATIONS
JACK AND BORE WATER MAIN UNDER WETLANDS AREA.
EX. BUILDING NUMBER 26179 PARCEL NO. 22-15-476-054
WATER TOWER
PART OF S.E. 1/4 SEC. 15
PART OF LOT 1
PARCEL NO. 22-15-476-013
PARCEL NO. 22-15-476-053
PARCEL NO. 22-15-476-051
PARCEL NO. 22-15-476-045
CITY OF NOVI REGULATED WOODLAND
CITY OF NOVI REGULATED WETLAND
CITY OF NOVI 50' LIMIT OF REGULATED WETLAND
CITY OF NOVI 25' LIMIT OF REGULATED WOODLAND
GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701
Know what's below Call before you dig.
CLIENT: ADELL CENTER
UTILITY PLAN (OVERALL)
43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION 15 TOWNSHIP 1N RANGE 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN
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DATE: 4-30-2018
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SCALE HOR 1" = 50 FT. VER 1" = FT.
FBK: --
CHF:
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17-334

DETENTION A (UNIT 1, 2, 3, & 9)

NOVI STORM WATER DETENTION BASIN DESIGN
BANK FULL STORM

PROJECT: OAKLAND COUNTY / NOVI
DETENTION BASIN DESIGN

DESIGN VARIABLES: Tributary Area (A): = 6.15 acres
Run-Off Coefficient (C): = 0.85

BANKFULL STORAGE VOLUME REQUIRED
1. ALLOWABLE DISCHARGE (Qa):
Qa = 0.15 cfs/acre * A = 0.92 cfs

2. ALLOWABLE DISCHARGE PER ACRE IMPERVIOUS (Qo):
Qo = Qa / (A * C) = 0.18 cfs/acre impervious

3. MAXIMUM STORAGE TIME (T):
T_{100} = -25 + SQRT(10312.5/ Qo) = 216.74 minutes

4. MAXIMUM STORAGE VOLUME PER ACRE IMPERVIOUS (Vs):
$V_{s\ 100}$ = (16500 * T / (T + 25)) - (40 * Qo * T, = 13,264 cf/acre impervious

5. STORAGE VOLUME REQUIRED (Vt):
$V_{t\ 100}$ = Vs,100 * A * C = 69,336 cf

FIRST FLUSH VOLUME
Vff= 1815 * A * C = 9,488 cf

BANKFULL FLOOD VOLUME
Vff= 5160 * A * C = **26,974 cf (Required Volume)**

Advanced Concrete Products = **29,205 cf (Provided Volume)**
Advanced Drainage Systems, INC = **30,349 cf (Provided Volume)**

DETENTION B (UNIT 4, 7, 8, ROADWAY)

NOVI STORM WATER DETENTION BASIN DESIGN
BANK FULL STORM

PROJECT: OAKLAND COUNTY / NOVI
DETENTION BASIN DESIGN

DESIGN VARIABLES: Tributary Area (A): = 4.71 acres
Run-Off Coefficient C): = 0.85

BANKFULL STORAGE VOLUME REQUIRED
1. ALLOWABLE DISCHARGE (Qa):
Qa = 0.15 cfs/acre * A = 0.71 cfs

2. ALLOWABLE DISCHARGE PER ACRE IMPERVIOUS (Qo):
Qo = Qa / (A * C) = 0.18 cfs/acre impervious

3. MAXIMUM STORAGE TIME (T):
T_{100} = -25 + SQRT(10312.5/ Qo) = 216.74 minutes

4. MAXIMUM STORAGE VOLUME PER ACRE IMPERVIOUS (Vs):
$V_{s\ 100}$ = (16500 * T / (T + 25)) - (40 * Qo * T) = 13,264 cf/acre impervious

5. STORAGE VOLUME REQUIRED (Vt):
$V_{t\ 100}$ = Vs,100 * A * C = 53,101 cf

FIRST FLUSH VOLUME
Vff= 1815 * A * C = 7,266 cf

BANKFULL FLOOD VOLUME
Vff= 5160 * A * C = **20,658 cf (Required Volume)**

Advanced Concrete Products = **22,087 cf (Provided Volume)**
Advanced Drainage Systems, INC = **21,022 cf (Provided Volume)**

DETENTION C (UNIT 5, 6, ROADWAY)

NOVI STORM WATER DETENTION BASIN DESIGN
BANK FULL STORM

PROJECT: OAKLAND COUNTY / NOVI
DETENTION BASIN DESIGN

DESIGN VARIABLES: Tributary Area (A): = 6.17 acres
Run-Off Coefficient C): = 0.85

BANKFULL STORAGE VOLUME REQUIRED
1. ALLOWABLE DISCHARGE (Qa):
Qa = 0.15 cfs/acre * A = 0.93 cfs

2. ALLOWABLE DISCHARGE PER ACRE IMPERVIOUS (Qo):
Qo = Qa / (A * C) = 0.18 cfs/acre impervious

3. MAXIMUM STORAGE TIME (T):
T_{100} = -25 + SQRT(10312.5/ Qo) = 216.74 minutes

4. MAXIMUM STORAGE VOLUME PER ACRE IMPERVIOUS (Vs):
$V_{s\ 100}$ = (16500 * T / (T + 25)) - (40 * Qo * T) = 13,264 cf/acre impervious

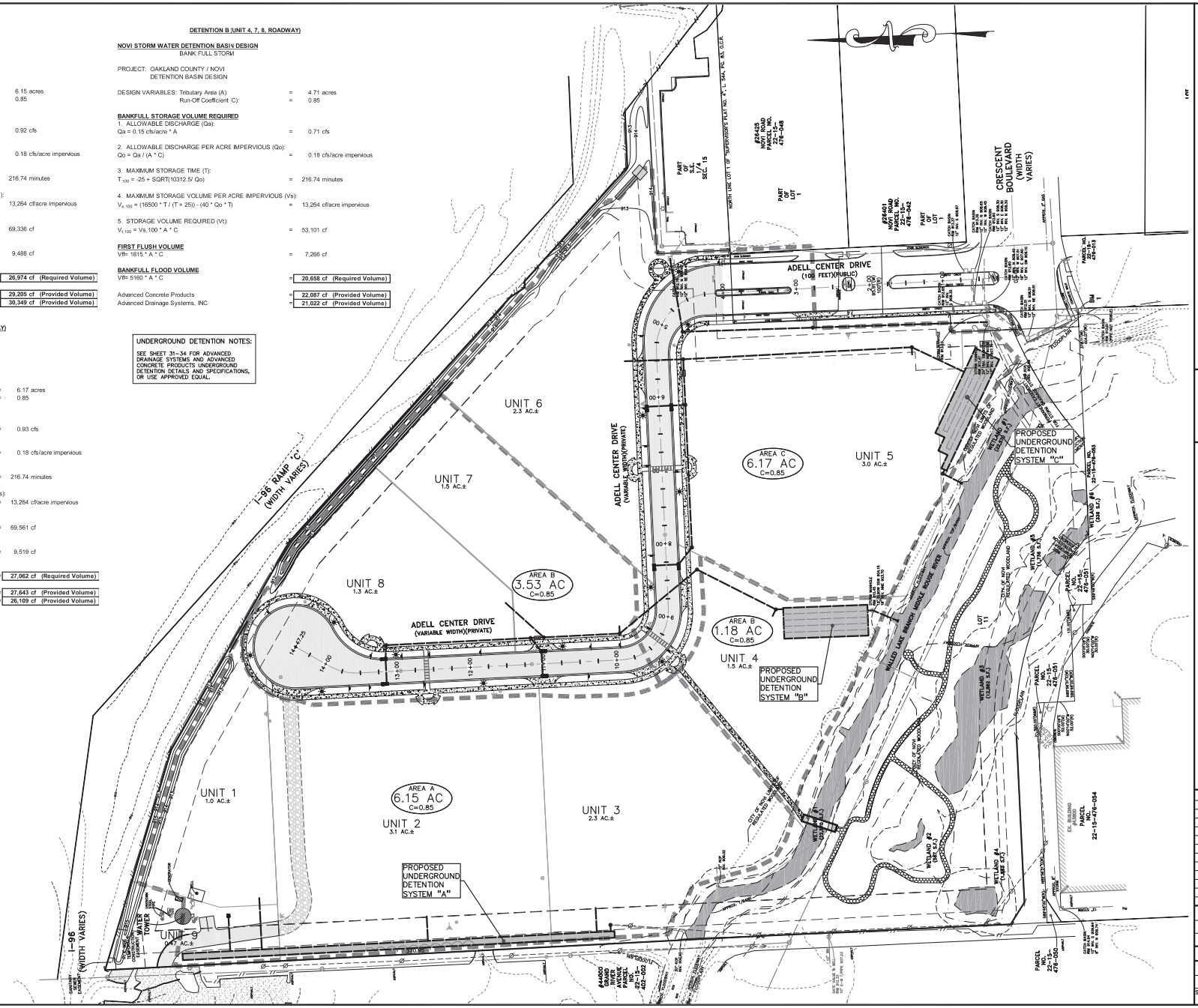
5. STORAGE VOLUME REQUIRED (Vt):
$V_{t\ 100}$ = Vs,100 * A * C = 69,561 cf

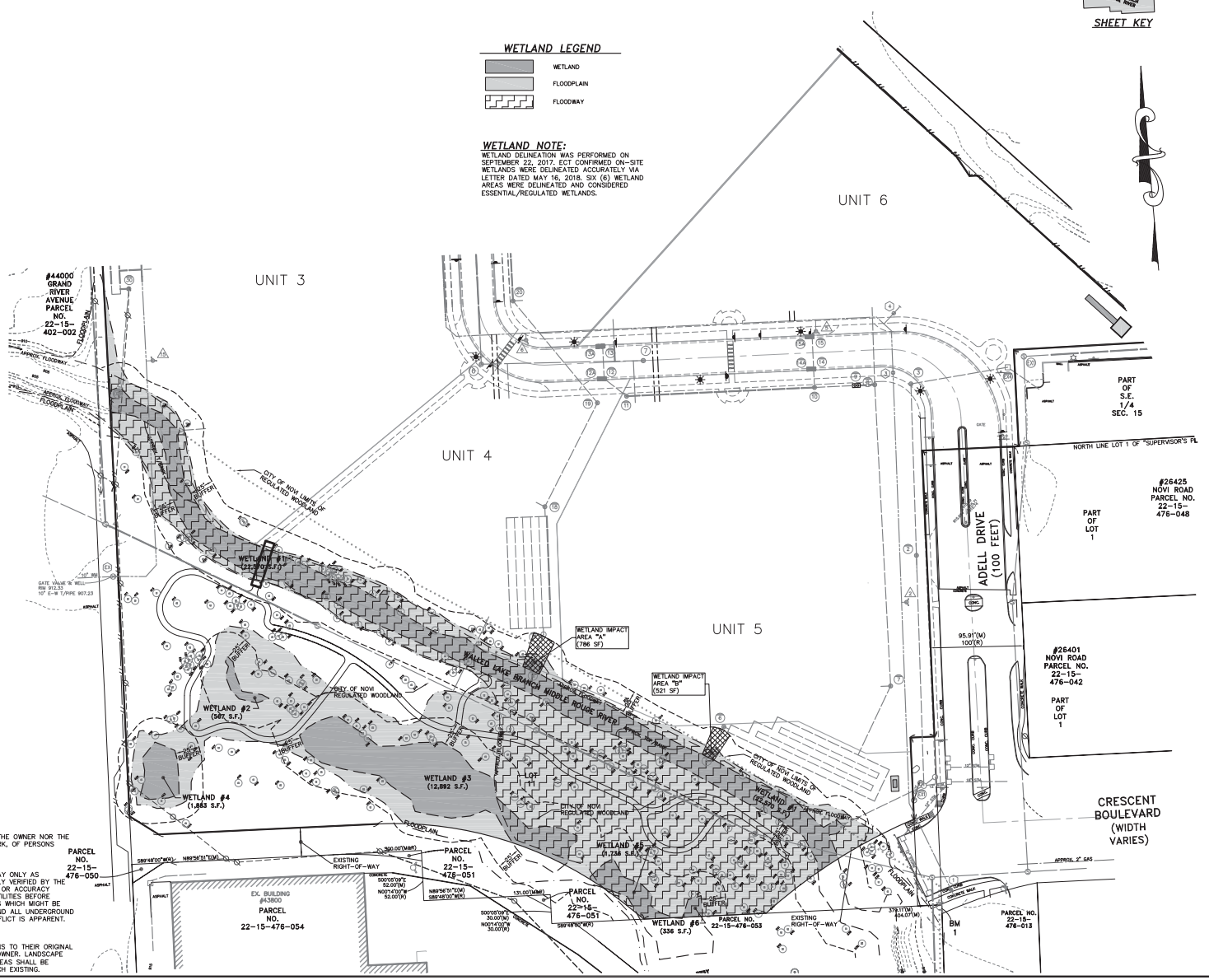
FIRST FLUSH VOLUME
Vff= 1815 * A * C = 9,519 cf

BANKFULL FLOOD VOLUME
Vff= 5160 * A * C = **27,062 cf (Required Volume)**

Advanced Concrete Products = **27,643 cf (Provided Volume)**
Advanced Drainage Systems, INC = **26,109 cf (Provided Volume)**

UNDERGROUND DETENTION NOTES:
SEE SHEET 31-34 FOR ADVANCED DRAINAGE SYSTEMS AND ADVANCED CONCRETE PRODUCTS UNDERGROUND DETENTION DETAILS AND SPECIFICATIONS, OR USE APPROVED EQUAL.


UNIT 1
1.0 AC.±
UNIT 2
3.1 AC.±
UNIT 3
2.3 AC.±
UNIT 4
1.5 AC.±
UNIT 5
3.0 AC.±
UNIT 6
2.3 AC.±
UNIT 7
1.5 AC.±
UNIT 8
1.3 AC.±
UNIT 9
0.7 AC.±
AREA A
6.15 AC
C=0.85
AREA B
3.53 AC
C=0.85
AREA B
1.18 AC
C=0.85
AREA C
6.17 AC
C=0.85
PROPOSED UNDERGROUND DETENTION SYSTEM "A"
PROPOSED UNDERGROUND DETENTION SYSTEM "B"
PROPOSED UNDERGROUND DETENTION SYSTEM "C"
ADELL CENTER DRIVE
(VARIABLE WIDTH)(PRIVATE)
CRESCENT BOULEVARD
(WIDTH VARIES)
I-96 RAMP "C"
(WIDTH VARIES)
I-96
(WIDTH VARIES)
WILLED LAKE BRANCH MIDDLE ROUGE RIVER
WETLAND #1
(1.28 AC.)
WETLAND #2
(0.8 AC.)
WETLAND #3
(13,805 S.F.)
WETLAND #4
(1,680 S.F.)
WETLAND #5
(0.3 AC.)
WETLAND #6
(888 S.F.)
CITY OF NOVI REGULATED WOODLAND
WOODLAND BUFFER
#24425 HAGGERTY ROAD PARCEL NO. 22-15-476-046
#24401 HAGGERTY ROAD PARCEL NO. 22-15-476-042
#44000 RIVER PARK AVENUE PARCEL NO. 22-15-402-002
PARCEL NO. 22-15-476-053
PARCEL NO. 22-15-476-054
PARCEL NO. 22-15-476-055
PARCEL NO. 22-15-476-056
EX. BUILDING
PARCEL NO. 22-15-476-054
NORTH LINE LOT 1 OF SUPERVISOR'S PLAT NO. 4, T. 1 S., R. 8 E., O.C.R.
PART OF S.E. 1/4 SEC. 15
PART OF LOT 1
LOT 11
913
914
00+9
00+8
00+7
00+6
14+27.25
14+00
13+00
12+00
10+00
3+00
1+00
0+00
SANITARY SEWER EASEMENT
WATER TOWER EASEMENT
WATER MAIN EASEMENT
STORM SEWER EASEMENT
SANITARY SEWER EASEMENT
CITY OF NOVI WATER TOWER
EX. 16" WATER MAIN
EX. 12" WATER MAIN
EX. 8" WATER MAIN
EX. 8" SANITARY SEWER
EX. 12" STORM SEWER
EX. 24" STORM SEWER
EX. 30" STORM SEWER
EX. 36" STORM SEWER
EX. 42" STORM SEWER
EX. 48" STORM SEWER
EX. 54" STORM SEWER
EX. 60" STORM SEWER
EX. 66" STORM SEWER
EX. 72" STORM SEWER
EX. 78" STORM SEWER
EX.



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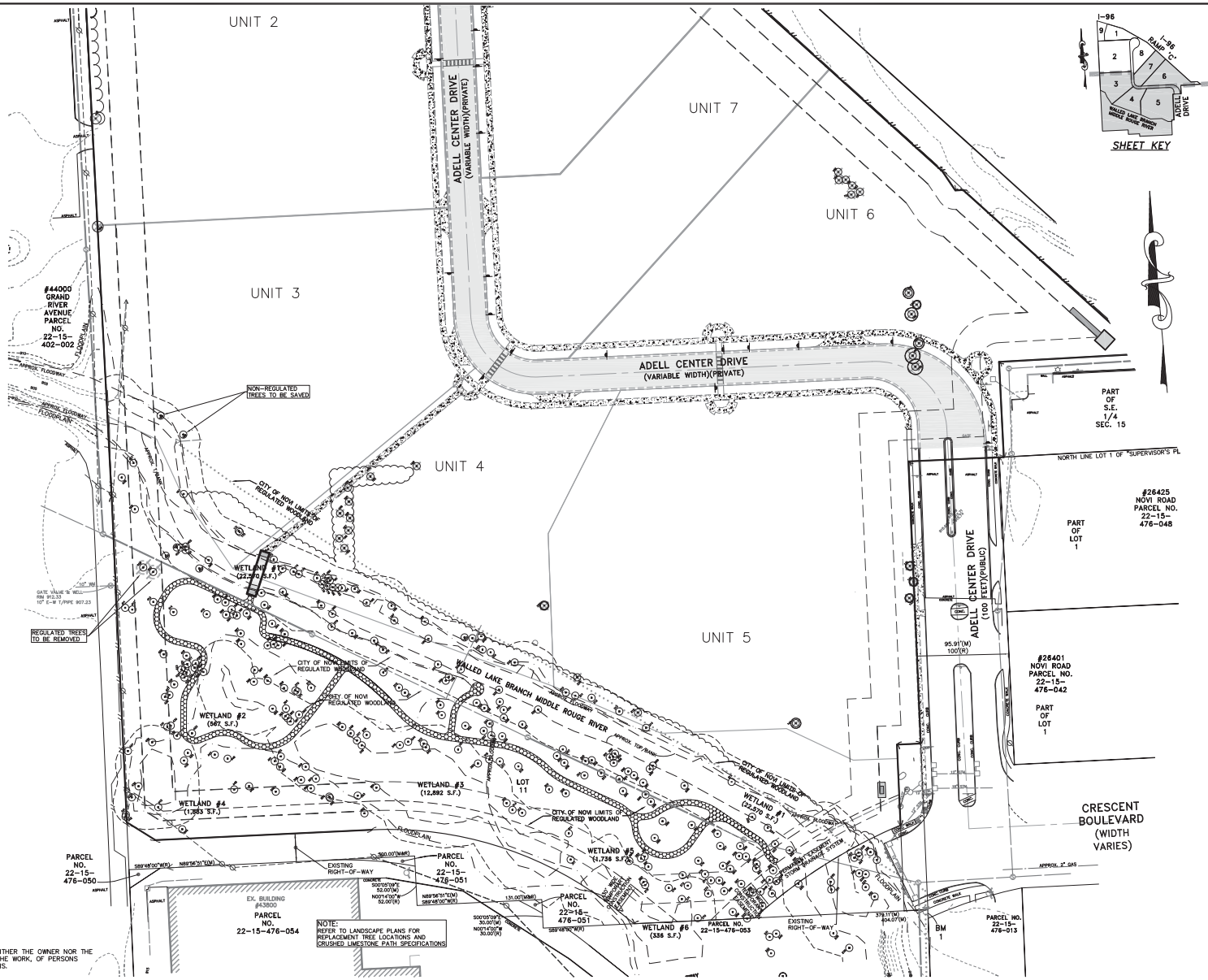
WETLAND PLAN

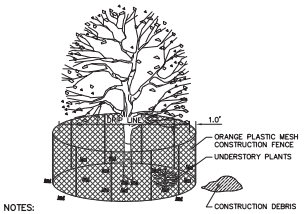
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0 25 50
FBK: --
CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

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17-334





NOTES:

1. TREE PROTECTION SHALL BE ERECTED PRIOR TO START OF CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
2. NO ACTIVITIES, INCLUDING GRADE CHANGES, MAY OCCUR WITHIN 1' OF THE DRIP LINES OF PROTECTED TREES.
3. CONSTRUCTION DEBRIS SHALL REMAIN OUTSIDE OF THE PROTECTIVE FENCING AT ALL TIMES.

TREE PROTECTION
NO SCALE

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

RESTORATION NOTE:
THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.

TREE LEGEND

- EXISTING TREE
- NON-REGULATED TREE TO BE REMOVED
- REGULATED TREE TO BE REMOVED

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
5147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

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CLIENT: ADELL CENTER

WOODLAND PLAN

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
2018-8-30 PER CITY REVIEW

DATE: 4-30-2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 25 50
FBK: --
CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

17
17-334

Tag No.	DBH	Common Name	Botanical Name	Conditon	Remarks	Required Replacement
141	11	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
142	11	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
143	9	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
144	9	Pin Oak	Quercus palustris	Gooc	Remove	Exempt
145	8,8,9	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
146	12	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
147	10	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
148	12	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
149	7 8	Austrian Pine	Pinus nigra	Fair	Remove	Exempt
150	12	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
151	12	Green Srruce	Picea pungens	Gooc	Remove	Exempt
152	12	Green Srruce	Picea pungens	Gooc	Remove	Exempt
153	9	Green Srruce	Picea pungens	Gooc	Remove	Exempt
154	10	Green Srruce	Picea pungens	Gooc	Remove	Exempt
155	14	Green Srruce	Picea pungens	Gooc	Remove	Exempt
156	9	Green Srruce	Picea pungens	Gooc	Save	-
157	9,10,11	American Elm	Ulmus americana	Gooc	Remove	Exempt
158	14	Black Cherry	Prunus serotina	Fair	Remove	Exempt
159	18	American Elm	Ulmus americana	Gooc	Remove	Exempt
160	14	Box Elder	Acer negundo	Gooc	Save	-
161	13	Box Elder	Acer negundo	Gooc	Save	-
162	12	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
163	10	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
164	14	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
165	9 9	Box Elder	Acer negundo	Gooc	Save	-
166	9	Black Cherry	Prunus serotina	Gooc	Save	-
167	8	Box Elder	Acer negundo	Gooc	Save	-
168	12	Box Elder	Acer negundo	Gooc	Save	Credit
169	9	Box Elder	Acer negundo	Gooc	Save	Credit
170	12	Box Elder	Acer negundo	Gooc	Save	-
171	10 14	Box Elder	Acer negundo	Gooc	Save	-
172	18	Box Elder	Acer negundo	Poor	Save	-
173	14	Sugar Maple	Acer saccharum	Gooc	Save	-
174	16	Box Elder	Acer negundo	Gooc	Save	-
175	16	Box Elder	Acer negundo	Gooc	Save	-
176	10	Box Elder	Acer negundo	Gooc	Save	-
177	8	Box Elder	Acer negundo	Gooc	Save	-
178	8	Box Elder	Acer negundo	Gooc	Save	-
179	13	Box Elder	Acer negundo	Gooc	Save	-
180	8	Box Elder	Acer negundo	Gooc	Save	-
181	8	Box Elder	Acer negundo	Gooc	Save	-
182	8	Box Elder	Acer negundo	Gooc	Save	-
183	10	Box Elder	Acer negundo	Gooc	Save	-
184	11	Box Elder	Acer negundo	Gooc	Save	-
185	9	Green Srruce	Picea pungens	Gooc	Remove	Exempt
186	10	Green Srruce	Picea pungens	Gooc	Remove	Exempt
187	11	Green Srruce	Picea pungens	Gooc	Remove	Exempt
188	9	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
189	11	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
190	9	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
191	12	Green Srruce	Picea pungens	Gooc	Remove	Exempt
192	9	Austrian Pine	Pinus nigra	Gooc	Remove	Exempt
193	12	Pin Oak	Quercus palustris	Gooc	Remove	Exempt
194	14	Box Elder	Acer negundo	Poor	Save	-
195	10	Box Elder	Acer negundo	Gooc	Save	-
196	12	Box Elder	Acer negundo	Gooc	Save	-
197	10	Box Elder	Acer negundo	Poor	Save	-
198	13	Box Elder	Acer negundo	Fair	Save	-
199	12	Box Elder	Acer negundo	Gooc	Save	-
200	11	Box Elder	Acer negundo	Gooc	Save	-
201	10 10	Box Elder	Acer negundo	Gooc	Save	-
202	15	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
203	10	Box Elder	Acer negundo	Gooc	Save	-
204	16 16	Box Elder	Acer negundo	Gooc	Save	-
205	11	Box Elder	Acer negundo	Gooc	Save	-
206	9	Pin Oak	Quercus palustris	Gooc	Remove	Exempt
207	11	Greenspre Linden	Til a cordata 'Greenspire'	Gooc	Save	-
208	16	Box Elder	Acer negundo	Gooc	Save	-
209	18	Box Elder	Acer negundo	Gooc	Remove	Exempt
210	10	Box Elder	Acer negundo	Gooc	Save	-
211	8	Box Elder	Acer negundo	Gooc	Save	-
212	11	Box Elder	Acer negundo	Gooc	Save	-
213	13	Box Elder	Acer negundo	Gooc	Save	-
214	18	Box Elder	Acer negundo	Poor	Save	-
215	14	Box Elder	Acer negundo	Gooc	Remove	Exempt
216	10	Box Elder	Acer negundo	Gooc	Save	-
217	11	American Elm	Ulmus americana	Gooc	Save	-
218	11	Box Elder	Acer negundo	Gooc	Save	-
219	11	Box Elder	Acer negundo	Gooc	Save	-
220	10	Box Elder	Acer negundo	Gooc	Save	-
221	17	Box Elder	Acer negundo	Gooc	Save	-
222	11	Box Elder	Acer negundo	Gooc	Save	-
223	8	Box Elder	Acer negundo	Gooc	Save	-
224	13	Box Elder	Acer negundo	Gooc	Save	-
225	11	Box Elder	Acer negundo	Gooc	Save	-
226	13	Box Elder	Acer negundo	Gooc	Save	-
227	21	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
228	10	Box Elder	Acer negundo	Gooc	Save	-
229	10	Box Elder	Acer negundo	Gooc	Save	-
230	7,12	Box Elder	Acer negundo	Gooc	Save	-
231	14	Box Elder	Acer negundo	Gooc	Save	-
232	21	Box Elder	Acer negundo	Poor	Save	-
233	8	Box Elder	Acer negundo	Gooc	Save	-
234	12	Commor Apple	Malus spp.	Gooc	Save	-
235	10	Box Elder	Acer negundo	Gooc	Save	-
236	11	Sugar Maple	Acer saccharum	Gooc	Save	-
237	10	Box Elder	Acer negundo	Poor	Save	-
238	10	Box Elder	Acer negundo	Gooc	Save	-
239	10	Box Elder	Acer negundo	Gooc	Save	-
240	14	Box Elder	Acer negundo	Poor	Save	-
241	9	Box Elder	Acer negundo	Gooc	Save	-
242	12	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
243	10 13	Box Elder	Acer negundo	Poor	Save	-
244	10 11	Box Elder	Acer negundo	Poor	Save	-
245	10	Box Elder	Acer negundo	Gooc	Save	-
246	11	Box Elder	Acer negundo	Gooc	Save	-
247	13	Black Wllow	Salix nigra	Gooc	Save	-
248	10	Box Elder	Acer negundo	Gooc	Save	-
249	11	Box Elder	Acer negundo	Gooc	Save	-
250	11 13	Box Elder	Acer negundo	Fair	Save	-
251	14 15	Box Elder	Acer negundo	Gooc	Save	-
252	13	Box Elder	Acer negundo	Gooc	Save	-
253	16	Box Elder	Acer negundo	Gooc	Save	-
254	12	Box Elder	Acer negundo	Gooc	Save	-
255	24	Box Elder	Acer negundo	Gooc	Save	-
256	11	Box Elder	Acer negundo	Gooc	Save	-
257	22 24	Eastern Cottonwood	Populus deltoides	Gooc	Save	-
258	11	Box Elder	Acer negundo	Gooc	Save	-
259	9	Box Elder	Acer negundo	Gooc	Save	-
260	11	Box Elder	Acer negundo	Gooc	Save	-
261	12	Box Elder	Acer negundo	Gooc	Save	-
262	10	Box Elder	Acer negundo	Gooc	Save	-
263	9	Box Elder	Acer negundo	Gooc	Save	-
264	12 13	Box Elder	Acer negundo	Gooc	Save	-
265	8,8,8	Box Elder	Acer negundo	Gooc	Save	-
266	21	Eastern Cottonwood	Populus deltoides	Gooc	Save	-

Tag No.	DBH	Common Name	Botanical Name	Conditon	Remarks	Required Replacement
267	8	Box Elder	Acer negundo	Good	Save	-
268	9	Box Elder	Acer negundo	Good	Save	-
269	8,15	Box Elder	Acer negundo	Good	Save	-
270	11	Box Elder	Acer negundo	Good	Save	-
271	10	Box Elder	Acer negundo	Good	Save	-
272	11	Box Elder	Acer negundo	Good	Save	-
273	13	Box Elder	Acer negundo	Good	Save	-
274	10	Box Elder	Acer negundo	Good	Save	-
275	9	Box Elder	Acer negundo	Good	Save	-
276	15	Box Elder	Acer negundo	Good	Save	-
277	11	Box Elder	Acer negundo	Good	Save	-
278	12	Box Elder	Acer negundo	Good	Save	-
279	14	Box Elder	Acer negundo	Good	Save	-
280	15	Box Elder	Acer negundo	Good	Save	-
281	27	Box Elder	Acer negundo	Good	Save	-
282	21	Box Elder	Acer negundo	Good	Save	-
283	47	Eastern Cottonwood	Populus deltoides	Good	Save	-
284	10	Box Elder	Acer negundo	Good	Save	-
285	21	Box Elder	Acer negundo	Good	Save	-
286	11	Box Elder	Acer negundo	Good	Save	-
287	12	Box Elder	Acer negundo	Good	Save	-
288	17	Box Elder	Acer negundo	Good	Save	-
289	12	Box Elder	Acer negundo	Good	Save	-
290	15	Box Elder	Acer negundo	Good	Save	-
291	10	Box Elder	Acer negundo	Good	Save	-
292	8	Box Elder	Acer negundo	Good	Save	-
293	10	Box Elder	Acer negundo	Good	Save	-
294	10	Box Elder	Acer negundo	Good	Save	-
295	13	Box Elder	Acer negundo	Good	Save	-
296	17	Box Elder	Acer negundo	Good	Save	-
297	14	Box Elder	Acer negundo	Good	Save	-
298	12	Box Elder	Acer negundo	Good	Save	-
299	11	Box Elder	Acer negundo	Good	Save	-
300	17	Box Elder	Acer negundo	Good	Save	-
301	11	Box Elder	Acer negundo	Poor/Hollow	Save	-
302	17	Box Elder	Acer negundo	Good	Save	-
303	17	Box Elder	Acer negundo	Good	Save	-
304	14	Box Elder	Acer negundo	Good	Save	-
305	10	Box Elder	Acer negundo	Poor	Save	-
306	32	Box Elder	Acer negundo	Good	Save	-
307	12	Box Elder	Acer negundo	Good	Save	-
308	14	Box Elder	Acer negundo	Good	Save	-
309	0,14	Box Elder	Acer negundo	Good	Save	-
310	9,10	Box Elder	Acer negundo	Good	Save	-
311	13	Box Elder	Acer negundo	Good	Save	-
312	0,10	Box Elder	Acer negundo	Good	Save	-
313	4,22	Box Elder	Acer negundo	Good	Save	-
314	15	Box Elder	Acer negundo	Good	Save	-
315	16	Box Elder	Acer negundo	Good	Save	-
316	14	Box Elder	Acer negundo	Good	Save	-
317	12	Box Elder	Acer negundo	Good	Save	-
318	19	Box Elder	Acer negundo	Poor	Save	-
319	11	Box Elder	Acer negundo	Poor	Save	-
320	0,17	Box Elder	Acer negundo	Good	Save	-
321	17	Box Elder	Acer negundo	Good	Save	-
322	9	Box Elder	Acer negundo	Good	Save	-
323	12	Box Elder	Acer negundo	Good	Save	-
324	12	Box Elder	Acer negundo	Good	Save	-
325	11	Box Elder	Acer negundo	Good	Save	-
326	8	Box Elder	Acer negundo	Poor	Save	-
327	14	Box Elder	Acer negundo	Good	Save	-
328	1',13,16	Box Elder	Acer negundo	Good	Save	-
329	17	Box Elder	Acer negundo	Good	Save	-
330	11	Box Elder	Acer negundo	Good	Save	-
331	37	Eastern Cottonwood	Populus deltoides	Good	Save	-
332	12	Box Elder	Acer negundo	Good	Save	-
333	15	Box Elder	Acer negundo	Good	Save	-
334	9,10	White Mulberry	Morus alba	Good	Save	-
335	11	Eastern Cottonwood	Populus deltoides	Good	Save	-
336	25	Eastern Cottonwood	Populus deltoides	Good	Save	-
337	8	Box Elder	Acer negundo	Good	Save	-
338	10	Box Elder	Acer negundo	Poor	Save	-
339	23	Eastern Cottonwood	Populus deltoides	Good	Save	-
340	18	Box Elder	Acer negundo	Good	Save	-
341	12	Box Elder	Acer negundo	Good	Save	-
342	13	Box Elder	Acer negundo	Good	Save	-
343	17	Box Elder	Acer negundo	Good	Save	-
344	9	Box Elder	Acer negundo	Good	Save	-
345	11	Box Elder	Acer negundo	Good	Save	-
346	20	Box Elder	Acer negundo	Good	Save	-
347	14	Box Elder	Acer negundo	Good	Save	-
348	17	Box Elder	Acer negundo	Good	Save	-
349	1,15	Box Elder	Acer negundo	Good	Save	-
350	9	Box Elder	Acer negundo	Good	Save	-
351	14	Sugar Maple	Acer saccharum	Good	Save	-
352	12	Black Cherry	Prunus serotina	Good	Save	-
353	13	Black Cherry	Prunus serotina	Good	Save	-
354	11	Sugar Maple	Acer saccharum	Good	Save	-
355	11,11	Sugar Maple	Acer saccharum	Good	Save	-
356	15	Sugar Maple	Acer saccharum	Good	Save	-
357	13	Black Cherry	Prunus serotina	Good	Save	-
358	9	Common Apple	Malus spp.	Good	Save	-
359	9	American Elm	Ulmus americana	Good	Save	-
360	15	Box Elder	Acer negundo	Good	Save	-
361	12	Box Elder	Acer negundo	Good	Save	-
362	12	Box Elder	Acer negundo	Good	Save	-
363	12	Box Elder	Acer negundo	Good	Save	-
364	15	Box Elder	Acer negundo	Good	Save	-
365	15	Box Elder	Acer negundo	Good	Save	-
366	12	Box Elder	Acer negundo	Good	Save	-
367	2,12	Box Elder	Acer negundo	Good	Save	-
368	10	Box Elder	Acer negundo	Good	Save	-
369	10	Box Elder	Acer negundo	Good	Save	-
370	10	Box Elder	Acer negundo	Good	Save	-
371	0,12	Box Elder	Acer negundo	Good	Save	-
372	11	Box Elder	Acer negundo	Good	Save	-
373	9	Box Elder	Acer negundo	Good	Save	-
374	11	Box Elder	Acer negundo	Good	Save	-
375	10	Box Elder	Acer negundo	Good	Save	-
376	19	Box Elder	Acer negundo	Good	Save	-
377	24	Box Elder	Acer negundo	Good	Save	-
378	15	Bur Oak	Quercus macrocarpa	Good	Save	-
379	23	Box Elder	Acer negundo	Good	Save	-
380	10	Sugar Maple	Acer saccharum	Good	Save	-
381	19	Box Elder	Acer negundo	Good	Save	-
382	19	Box Elder	Acer negundo	Good	Save	-
383	9	Box Elder	Acer negundo	Good	Save	-
384	9	Box Elder	Acer negundo	Good	Save	-
385	23,23	Eastern Cottonwood	Populus deltoides	Good	Save	-
386	19	Box Elder	Acer negundo	Good	Save	-
387	9	Box Elder	Acer negundo	Good	Save	-
388	18	Eastern Cottonwood	Populus deltoides	Good	Save	-
389	10	Box Elder	Acer negundo	Good	Save	-
390	15	Eastern Cottonwood	Populus deltoides	Good	Save	-
391	1',18,18	Eastern Cottonwood	Populus deltoides	Good	Save	-
392	12	Box Elder	Acer negundo	Good	Save	-

Tag No.	DBH	Common Name	Botanical Name	Condition	Remarks	Required Replacement
393	15	Bur Oak	Quercus macrocarpa	Good	Save	-
394	12	Box Elder	Acer negundo	Good	Save	-
395	13	Box Elder	Acer negundo	Good	Save	-
396	8	Box Elder	Acer negundo	Good	Save	-
397	13	Box Elder	Acer negundo	Poor/or ground	Save	-
398	10	Box Elder	Acer negundo	Good	Save	-
399	20	Box Elder	Acer negundo	Poor/or ground	Save	-
400	12,12	Box Elder	Acer negundo	Good	Save	-
401	22	Eastern Cottonwood	Populus deltoides	Good	Save	-
402	15	Eastern Cottonwood	Populus deltoides	Good	Save	-
403	14	Eastern Cottonwood	Populus deltoides	Good	Save	-
404	13	Eastern Cottonwood	Populus deltoides	Good	Save	-
405	11	American Elm	Ulmus americana	Good	Save	-
406	9	Box Elder	Acer negundo	Good	Save	-
407	20	Bur Oak	Quercus macrocarpa	Good	Save	-
408	8	Basswood	Tilia americana	Good	Save	-
409	9,10,12,13	Eastern Cottonwood	Populus deltoides	Good	Remove	6
410	11,13	Eastern Cottonwood	Populus deltoides	Good	Remove	3
411	10	Eastern Cottonwood	Populus deltoides	Utility Cut	Save	-
412	8	American Elm	Ulmus americana	Good	Save	-
413	9	American Elm	Ulmus americana	Good	Save	-
414	11	Black Walnut	Juglans nigra	Good	Save	-
415	11	Box Elder	Acer negundo	Good	Save	-
416	8	American Elm	Ulmus americana	Good	Save	-
417	17	Eastern Cottonwood	Populus deltoides	Good	Save	-
418	9	Eastern Cottonwood	Populus deltoides	Good	Save	-
419	16	Eastern Cottonwood	Populus deltoides	Good	Save	-
420	19	Eastern Cottonwood	Populus deltoides	Good	Save	-
421	16	Eastern Cottonwood	Populus deltoides	Good	Save	-
422	17	Eastern Cottonwood	Populus deltoides	Good	Save	-
423	8	Eastern Cottonwood	Populus deltoides	Good	Save	-
424	12	Eastern Cottonwood	Populus deltoides	Good	Save	-
425	16	Eastern Cottonwood	Populus deltoides	Good	Save	-
426	11	Box Elder	Acer negundo	Good	Save	-
427	8	Box Elder	Acer negundo	Good	Save	-
428	8	Black Walnut	Juglans nigra	Good	Save	-
429	21	Eastern Cottonwood	Populus deltoides	Good	Save	-
430	8	American Elm	Ulmus americana	Good	Save	-
431	11	Bur Oak	Quercus macrocarpa	Good	Save	-
432	12	Box Elder	Acer negundo	Poor	Save	-
433	23	Bur Oak	Quercus macrocarpa	Good	Save	-
434	11	Box Elder	Acer negundo	Good	Save	-
435	11	Box Elder	Acer negundo	Good	Save	-
436	14	Box Elder	Acer negundo	Good	Save	-
437	15	Scotch Pine	Pinus sylverstris	Utility Cut	Save	-
438	10	Black Willow	Salix nigra	Good	Save	-
439	8	Bur Oak	Quercus macrocarpa	Good	Save	-
440	11	Box Elder	Acer negundo	Good	Save	-
441	10	American Elm	Ulmus americana	Good	Save	-
442	12,32	Bur Oak	Quercus macrocarpa	Good	Save	-
443	11	Bur Oak	Quercus macrocarpa	Good	Save	-
444	10	Black Walnut	Juglans nigra	Good	Save	-
445	18	Sugar Maple	Acer saccharum	Good	Save	-
446	12	Box Elder	Acer negundo	Good	Save	-
447	12	Box Elder	Acer negundo	Good	Save	-
448	8	Box Elder	Acer negundo	Good	Save	-
449	10	Common Apple	Malus spp.	Good	Save	-
450	14	Common Apple	Malus spp.	Good	Save	-
451	10	Black Cherry	Prunus serotina	Good	Save	-
452	13	Common Pear	Pyrus spp.	Good	Save	-

Woodland Summary

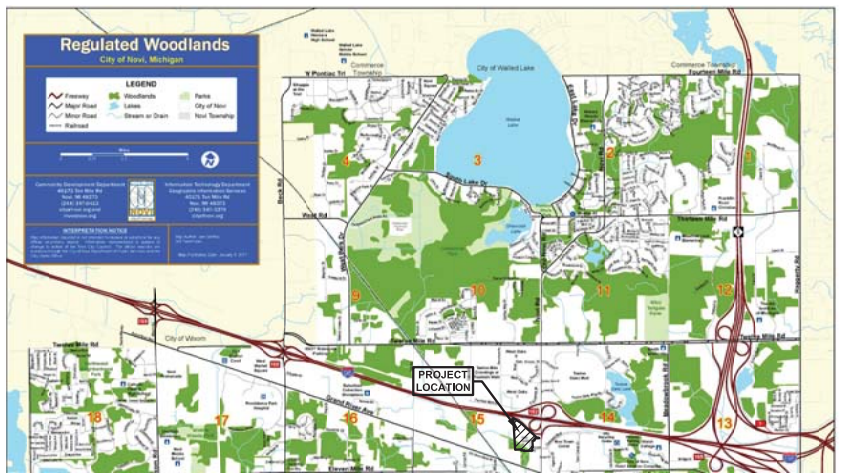
Total Trees	312 Trees
Less Non - Regulated Trees:	32 Trees
Total Regulated Trees	280 Trees
Regulated Trees Removed	2 Trees
Regulated Trees Preserved	278 Trees (99%)

Replacement Required

Trees 8" - 11"	0 trees x 1=	0 Trees
Trees 11" - 20"	0 trees x 2=	0 Trees
Trees 20" - 30"	0 trees x 3=	0 Trees
Trees 30"+	0 trees x 4=	0 Trees
Multi-Stemmed Trees		2 Trees
Credit for Saved Trees		2 Trees
Replacement Requlred		* 7 Trees

Note: Tree Survey Work was Conducted In October, 2017

* REFER TO LANDSCAPE PLANS FOR REPLACEMENT TREE LOCATIONS (TO BE PROVIDED IN A CONSERVATION EASEMENT)



RESIDENTIAL Subdivision Site Plan Multi - Family Site Plan
COMMERCIAL Site Planning Industrial & Multi-Family Industrial & Multi-Family
SURVEYING Land Division Boundary Survey Topographic Survey Parcel Splits Condominium Staking

GREENTECH ENGINEERING, INC.
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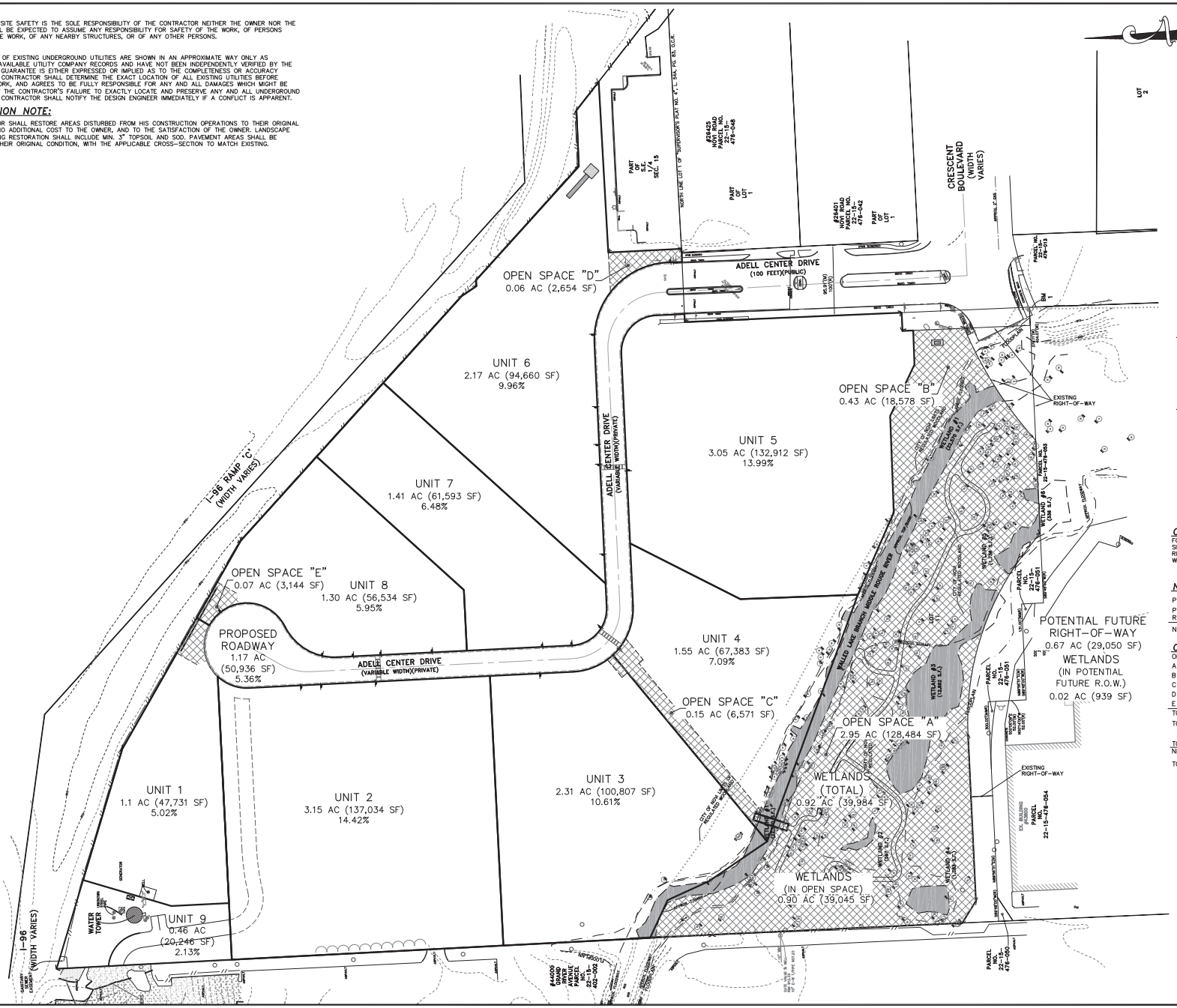
TREE INVENTORY PLAN

43700 EXPO CENTER DRIVE — PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP 1 N RANGE: 8E
CITY OF NOVI
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REVISED
2018-6-4 PER REVIEW
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SCALE HOR 1" = 50 FT.
VER 1" = FT.

18
17-334



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CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:
THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

RESTORATION NOTE:
THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.

WETLAND LEGEND
WETLAND
OPEN SPACE

WETLAND NOTE:
WETLAND DELINEATION WAS PERFORMED ON SEPTEMBER 22, 2017. ECT CONFIRMED ON-SITE WETLANDS WERE DELINEATED ACCURATELY VIA LETTER DATED MAY 16, 2018. SIX (6) WETLAND AREAS WERE DELINEATED AND CONSIDERED ESSENTIAL/REGULATED WETLANDS.

CALCULATION NOTE:
FOR PURPOSES OF THIS CALCULATION, THE TOTAL SITE AREA EXCLUDES POTENTIAL FUTURE RIGHT-OF-WAY AND REGULATED WETLAND AREAS WITHIN POTENTIAL FUTURE RIGHT-OF-WAY

NET PROPERTY AREA

PROPERTY AREA	979,123 SF
POTENTIAL FUTURE RIGHT-OF-WAY AREA	29,050 SF
NET PROPERTY AREA	950,073 SF

OPEN AREAS

OPEN SPACE	AREA (SF)
A	128,484
B	18,578
C	6,571
D	2,654
E	3,144
TOTAL	159,431
TOTAL OPEN SPACE (%)	16.78%

TOTAL OPEN SPACE / NET PROPERTY AREA = 159,431 / 950,073 X 100

TOTAL OPEN SPACE (%) 16.78%

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

RESIDENTIAL Subdivision Site Planning Multi-Family Condominium
COMMERCIAL Site Planning Industrial & Multi-Use
SURVEYING Boundary Survey Topographic Survey Parcel Splits Construction Staking

Know what's below Call before you dig. 811

CLIENT:

ADELL CENTER

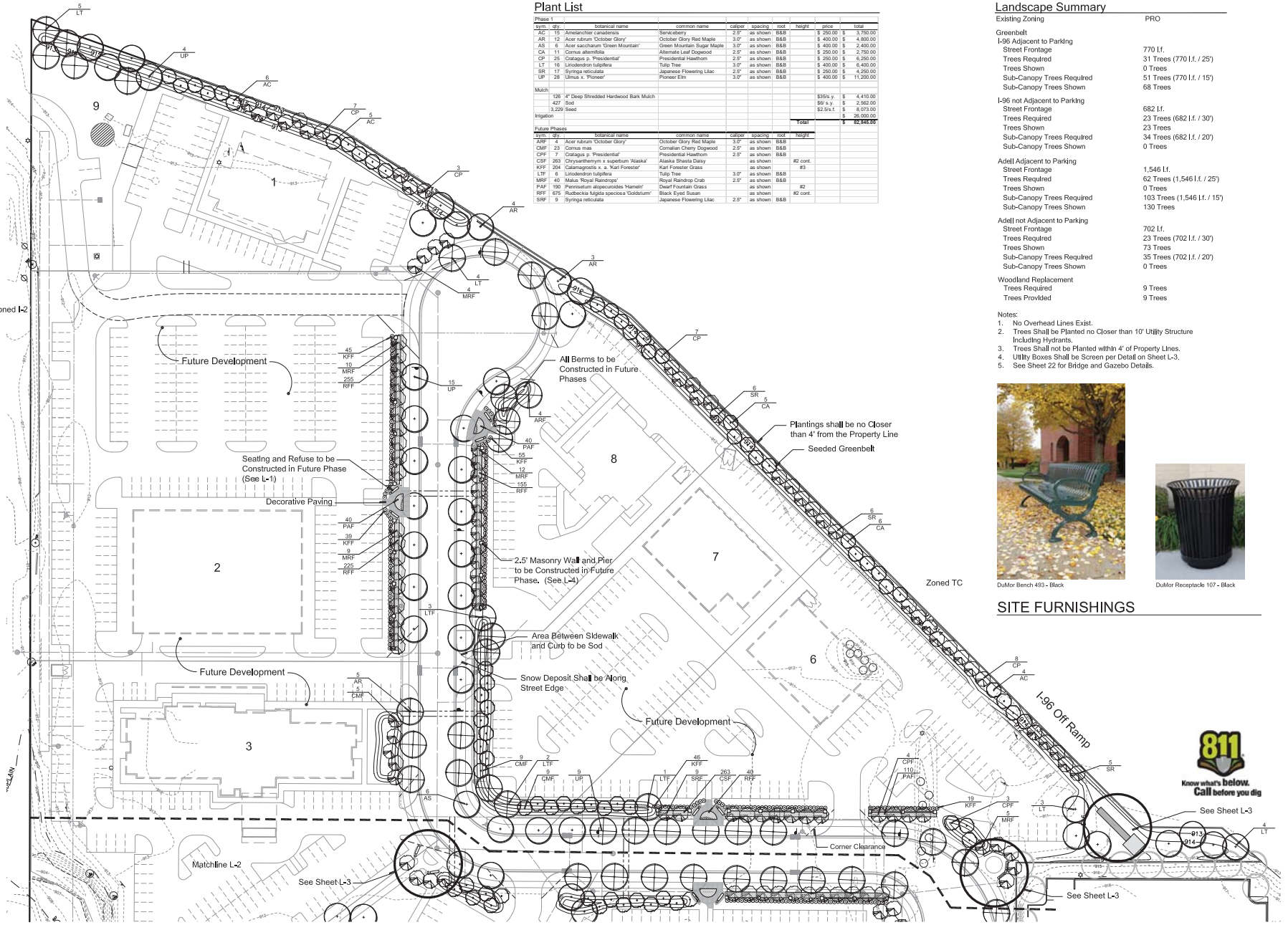
OPEN SPACE PLAN

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
2018-8-30 PER CITY REVIEW

DATE: 4-30-2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 30 60
FBK: --
CHF:
SCALE HOR 1"= 60 FT.
VER 1"= FT.

19
17-334



Plant List

Phase 1

sym.	qty	botanical name	common name	caliper	spacing	root	height	price	total
AC	15	Amelanchier canadensis	Serviceberry	2.5"	as shown	B&B		$ 250.00	$ 3,750.00
AR	12	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B		$ 400.00	$ 4,800.00
AS	6	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B		$ 400.00	$ 2,400.00
CA	11	Cornus alternifolia	Alternate Leaf Dogwood	2.5"	as shown	B&B		$ 250.00	$ 2,750.00
CP	25	Crataegus p. 'Presidential'	Presidential Hawthorn	2.5"	as shown	B&B		$ 250.00	$ 6,250.00
LT	16	Liriodendron tulipifera	Tulip Tree	3.0"	as shown	B&B		$ 400.00	$ 6,400.00
SR	17	Syringa reticulata	Japanese Flowering Lilac	2.5"	as shown	B&B		$ 250.00	$ 4,250.00
UP	28	Ulmus x. 'Pioneer'	Pioneer Elm	3.0"	as shown	B&B		$ 400.00	$ 11,200.00
Mulch									
	126	4" Deep Shredded Hardwood Bark Mulch						$35/s. y.	$ 4,410.00
	427	Sod						$6/ s. y.	$ 2,562.00
	3,229	Seed						$2.5/s.f.	$ 8,073.00
Irrigation									$ 26,000.00
							Total		$ 82,545.00

Future Phases

sym.	qty	botanical name	common name	caliper	spacing	root	height
ARF	4	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B	
CMF	23	Cornus mas	Cornalian Cherry Dogwood	2.5"	as shown	B&B	
CPF	7	Crataegus p. 'Presidential'	Presidential Hawthorn	2.5"	as shown	B&B	
CSF	263	Chrysanthemym x superbum 'Alaska'	Alaska Shasta Daisy		as shown		#2 cont.
KFF	204	Calamagrostis x. a. 'Karl Foerster'	Karl Forester Grass		as shown		#3
LTF	6	Liriodendron tulipifera	Tulip Tree	3.0"	as shown	B&B	
MRF	40	Malus 'Royal Raindrops'	Royal Raindrop Crab	2.5"	as shown	B&B	
PAF	190	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass		as shown		#2
RFF	675	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown		#2 cont.
SRF	9	Syringa reticulata	Japanese Flowering Lilac	2.5"	as shown	B&B	

Landscape Summary

Existing Zoning	PRO
Greenbelt	
I-96 Adjacent to Parking	
Street Frontage	770 l.f.
Trees Required	31 Trees (770 l.f. / 25')
Trees Shown	0 Trees
Sub-Canopy Trees Required	51 Trees (770 l.f. / 15')
Sub-Canopy Trees Shown	68 Trees
I-96 not Adjacent to Parking	
Street Frontage	682 l.f.
Trees Required	23 Trees (682 l.f. / 30')
Trees Shown	23 Trees
Sub-Canopy Trees Required	34 Trees (682 l.f. / 20')
Sub-Canopy Trees Shown	0 Trees
Adell Adjacent to Parking	
Street Frontage	1,546 l.f.
Trees Required	62 Trees (1,546 l.f. / 25')
Trees Shown	0 Trees
Sub-Canopy Trees Required	103 Trees (1,546 l.f. / 15')
Sub-Canopy Trees Shown	130 Trees
Adell not Adjacent to Parking	
Street Frontage	702 l.f.
Trees Required	23 Trees (702 l.f. / 30')
Trees Shown	73 Trees
Sub-Canopy Trees Required	35 Trees (702 l.f. / 20')
Sub-Canopy Trees Shown	0 Trees
Woodland Replacement	
Trees Required	9 Trees
Trees Provided	9 Trees

Notes:
1. No Overhead Lines Exist.
2. Trees Shall be Planted no Closer than 10' Utility Structure Including Hydrants.
3. Trees Shall not be Planted within 4' of Property Lines.
4. Utility Boxes Shall be Screen per Detail on Sheet L-3.
5. See Sheet 22 for Bridge and Gazebo Details.

DuMor Bench 493 - Black

DuMor Receptacle 107 - Black

SITE FURNISHINGS

ALLEN DESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
557 CARPENTER • NORTHVILLE, MI 48167
248.467.4668 • Fax 248.349.0559
Email: jca@wideopenwest.com

Seal:

Title:
Landscape Plan
Phase 1

Project:
Adell Center
Novi, Michigan

Prepared for:
Orville Properties, LLC
20733 West Ten Mile
Southfield, Michigan 48075

Revision:	Issued:
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Revised	June 29, 2018
Revised	July 19, 2018

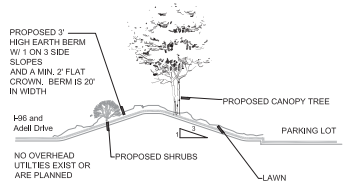
Job Number:
17-058

Drawn By: jca
Checked By: jca

0' 10' 20' 40'

NORTH
1"=40'

Sheet No.
L-1



BERM CROSS SECTION

Horizontal Scale: 1"=10'



WETLAND SIGNAGE



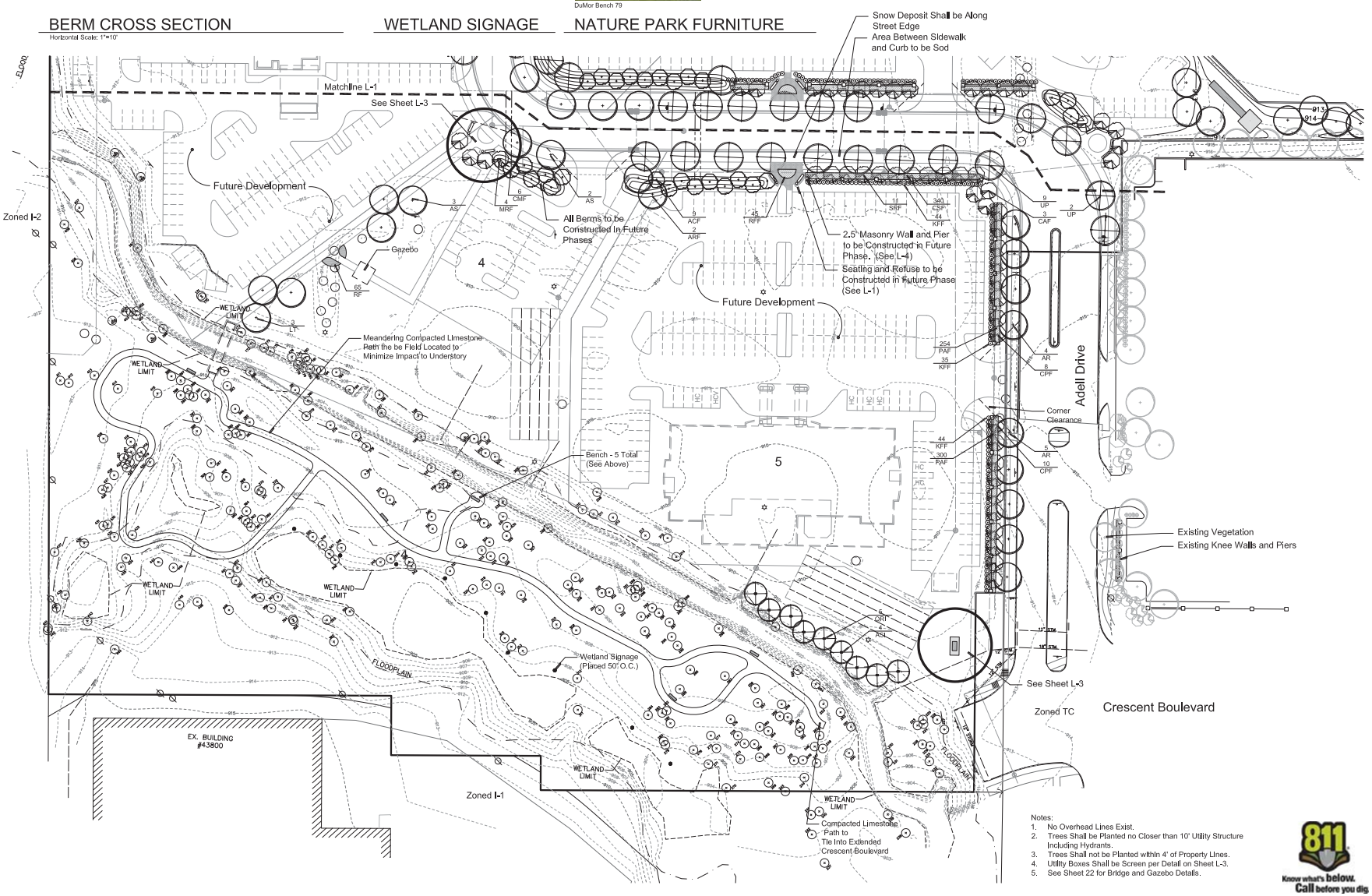
DuMor Bench 79

NATURE PARK FURNITURE

Plant List

Symbol	Qty	botanical name	common name	caliber	spacing	root	height
Greenbelt							
AR	9	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B	
AS	5	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B	
LT	3	Liriodendron tulipifera	Tulip Tree	3.0"	as shown	B&B	
RF	65	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown	#2 cont.	
UP	11	Ulmus x 'Pioneer'	Pioneer Elm	3.0"	as shown	B&B	
Woodland Replacement							
ASI	4	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B	
QRI	5	Quercus rubra	Red Oak	3.0"	as shown	B&B	
Mulch							
	16	4" Deep Shredded Hardwood Bark Mulch					
	2,156	Sod					
Irrigation							

symb.	qty.	botanical name	common name	caliber	spacing	root	height
ACF	9	Acrelanchier canadensis	Serviceberry	2.5"	as shown	B&B	
ARF	2	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B	
CAF	3	Cornus alternifolia	Alternate Leaf Dogwood	2.5"	as shown	B&B	
CMF	6	Cornus mas	Cornelian Cherry Dogwood	2.5"	as shown	B&B	
CPF	18	Crataegus p. 'Presidential'	Presidential Hawthorn	2.5"	as shown	B&B	
CSF	340	Chrysanthemym x superbum 'Alaska'	Alaska Shasta Daisy		as shown		#2 cont.
KFF	123	Calamagrostis x. a. 'Karl Foerster'	Karl Foerster Grass		as shown		#3
MR	4	Malus 'Royal Raindrops'	Royal Raindrop Crab	2.5"	as shown	B&B	
PAF	554	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass		as shown		#2
RFF	65	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown		#2 cont.
SRF	11	Syringa reticulata	Japanese Flowering Lilac	2.5"	as shown	B&B	



Notes:
1. No Overhead Lines Exist.
2. Trees Shall be Planted no Closer than 10' Utility Structure Including Hydrants.
3. Trees Shall not be Planted wlthln 4' of Property Lines.
4. Utility Boxes Shall be Screen per Detail on Sheet L-3.
5. See Sheet 22 for Bridge and Gazebo Details.

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ALLEN DESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
557 CARPENTER • NORTHVILLE, MI 48167
248.467.4668 • Fax 248.349.0559
Email: jca@wideopenwest.com

Seal:

Title:
Landscape Plan
Phase 1

Project:
Adell Center
Novi, Michigan

Prepared for:
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20733 West Ten Mile
Southfield, Michigan 48075

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Revised	June 29, 2018
Revised	July 19, 2018

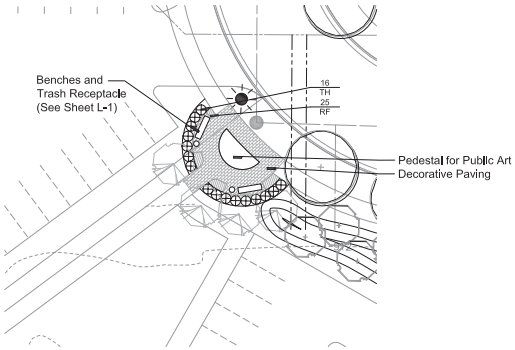
Job Number:
17-058

Drawn By: jca
Checked By: jca

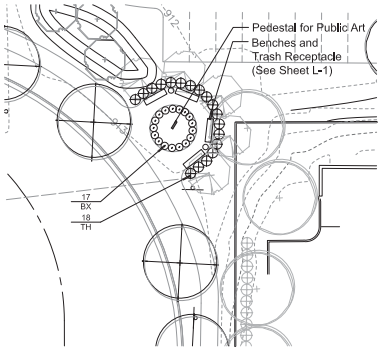
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NORTH
1"=40'

Sheet No.
L-2

Focal Area A



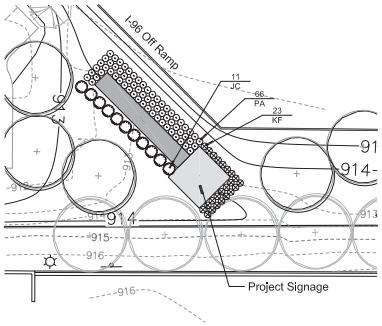
Focal Area B



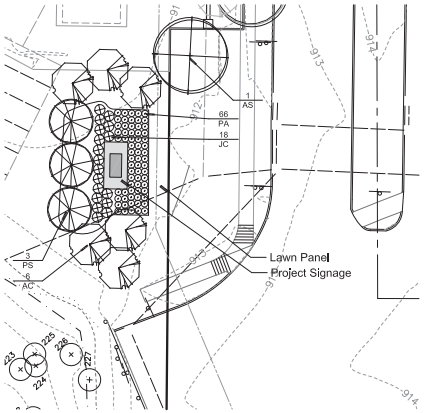
Plant List

sym.	qty.	botanical name	common name	caliper	spacing	root	height	price	total
AC	6	Amelanchier canadensis	Serviceberry	2.5"	as shown	B&B		$ 250.00	$ 1,500.00
AS	1	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B		$ 400.00	$ 400.00
BX	17	Buxus x. Green Velvet'	Green Velvet Boxwood		as shown		24"	$ 50.00	$ 850.00
JC	29	Juniperus ch. "Keteleer"	Keteleer Juniper		as shown	B&B	8'	$ 50.00	$ 1,450.00
KF	23	Calamagrostis x. a. 'Karl Forester'	Karl Forester Grass		as shown		#3	$ 15.00	$ 345.00
PA	66	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass		as shown		#2	$ 15.00	$ 990.00
PS	3	Pinus strobus	White Pine		as shown	B&B	12'-14'	$ 400.00	$ 1,200.00
RF	25	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown		#2 cont.	$ 15.00	$ 375.00
TH	34	Taxus . Media 'Hicksii"	Hicks Juniper		as shown	B&B	36"-40"	$ 50.00	$ 1,700.00
Mulch									
	68	4" Deep Shredded Hardwood Bark Mulch						$35/s.y.	$ 2,380.00
	406	Sod (s.y.)						$6/ s.y.	$ 2,436.00
Irrigation									$ 8,000.00
							Total		$ 21,626.00

Sign Area C

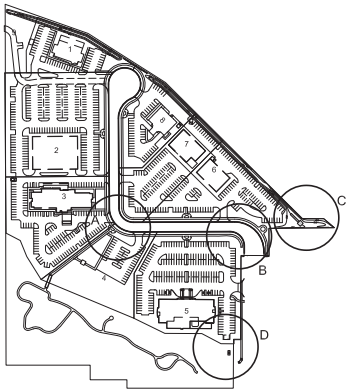


Sign Area D



Key Map

No Scale



ALLEN DESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
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Email: jca@wideopenwest.com

Seal:

Title:

Landscape Plan
Phase 1

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Adell Center
Novi, Michigan

Prepared for:

Orville Properties, LLC
51147 West Ten Mile
Southfield, Michigan 48075

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Revised	July 19, 2018

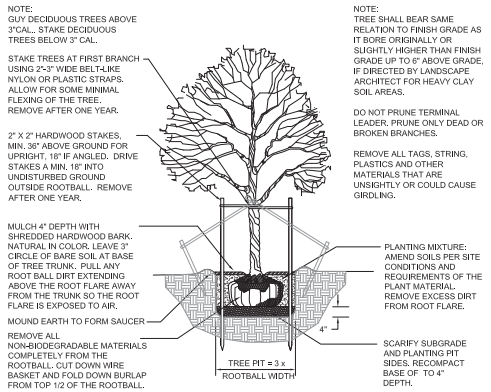
Job Number:
17-058

Drawn By: jca
Checked By: jca

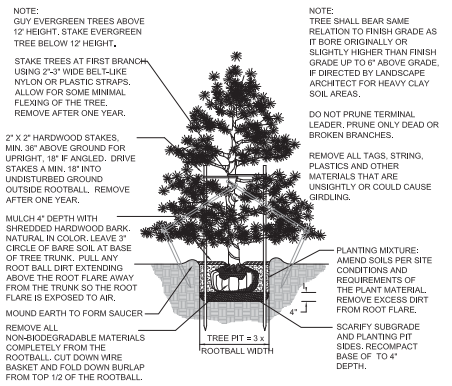
0' 5' 10' 20'
NORTH
1"=20'

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

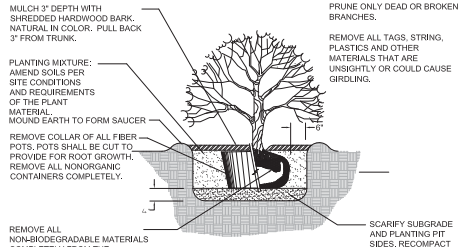
Sheet No.
L-3



DECIDUOUS TREE PLANTING DETAIL

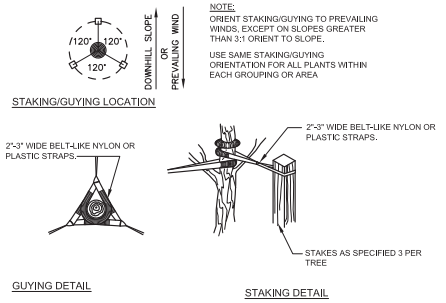


EVERGREEN TREE PLANTING DETAIL



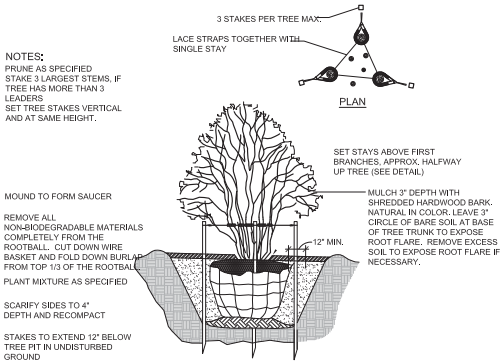
SHRUB PLANTING DETAIL

NOT TO SCALE



TREE STAKING DETAIL

Not to scale



MULTI-STEM TREE PLANTING DETAIL

Not to scale

LANDSCAPE NOTES

1. All plants shall be north Midwest American region grown, No. 1 grade plant materials, and shall be true to name, free from physical damage and wind burn.
2. Plants shall be full, well-branched, and in healthy vigorous growing condition.
3. Plants shall be watered before and after planting is complete.
4. All trees must be staked, fertilized and mulched and shall be guaranteed to exhibit a normal growth cycle for at least two (2) full years following City approval.
5. All material shall conform to the guidelines established in the most recent edition of the American Standard for Nursery Stock.
6. Provide clean backfill soil, using material stockpiled on site. Soil shall be screened and free of any debris, foreign material, and stone.
7. "Agriform" tabs or similar slow-release fertilizer shall be added to the planting pits before being backfilled.
8. Amended planting mix shall consist of 1/3 screened topsoil, 1/3 sand and 1/3 compost, mixed well and spread to the depth as indicated in planting details.
9. All plantings shall be mulched per planting details located on this sheet.
10. The Landscape Contractor shall be responsible for all work shown on the landscape drawings and specifications.
11. No substitutions or changes of location, or plant types shall be made without the approval of the Landscape Architect.
12. The City of Novi's Landscape Architect shall be notified in writing of any discrepancies between the plans and field conditions prior to installation.
13. The Landscape Contractor shall be responsible for maintaining all plant material in a vertical condition throughout the guaranteed period.
14. The Landscape Architect shall have the right, at any stage of the Installation, to reject any work or material that does not meet the requirements of the plans and specifications, if requested by owner.
15. Contractor shall be responsible for checking plant quantities to ensure quantities on drawings and plant list are the same. In the event of a discrepancy, the quantities on the plans shall prevail.
16. The Landscape Contractor shall seed and mulch or sod (as indicated on plans) all areas disturbed during construction, throughout the contract limits.
17. A pre-emergent weed control agent, "Preen" or equal, shall be applied uniformly on top of all mulching in all planting beds.
18. Sod shall be two year old "Baron/Cherladelphi" Kentucky Blue Grass grown in a sod nursery on loam soil.

CITY OF NOVI NOTES

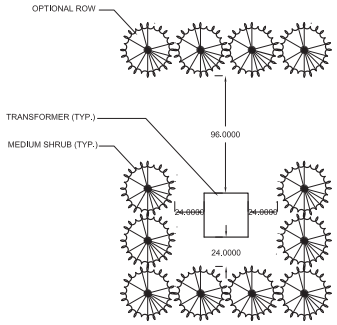
1. All landscape islands shall be backfilled with a sand mixture to facilitate drainage.
2. All proposed landscape islands shall be curbed.
3. All landscape areas shall be irrigated.
4. Overhead utility lines and poles to be relocated as directed by utility company of record.
5. Evergreen and canopy trees shall be planted a minimum of 10' from a fire hydrant, and manhole, 15' from overhead wires.
6. All plant material shall be guaranteed for two (2) years after City Approval and shall be installed and maintained according to City of Novi standards. Replace Failing Material within 3 Months of Discovering the Need for Replacement. One cultivation per month shall occur in July-August.
7. All proposed street trees shall be planted a minimum of 4' from both the back of curb and proposed walks.
8. All tree and shrub planting beds shall be mulched with shredded hardwood bark, spread to minimum depth of 4". All lawn area trees shall have a 4' diameter circle of shredded hardwood mulch 3" away from trunk. All perennial, annual and ground cover beds shall receive 2" of dark colored bark mulch as indicated on the plant list. Mulch is to be free from debris and foreign material, and shall contain no pieces of inconsistent size.
9. All Substitutions or Deviations from the Landscape Plan Must be Approved In Writing by the City of Novi Prior to their Installation.

NOTES:
THE APPROXIMATE DATE OF INSTALLATION FOR THE PROPOSED LANDSCAPE WILL BE BETWEEN MARCH-NOVEMBER 2019.

THE SITE WILL BE MAINTAINED BY THE DEVELOPER IN ACCORDANCE WITH THE STANDARDS SET FORTH IN THE CITY OF NOVI ZONING ORDINANCE. THIS INCLUDES WEEDING AND WATERING AS REQUIRED BY NORMAL MAINTENANCE PRACTICES.

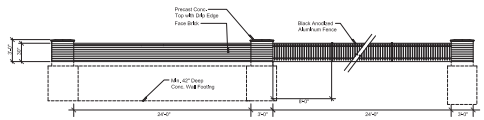
DEVELOPER SHALL BE RESPONSIBLE FOR REPLACING ANY TREES WITHIN UTILITY EASEMENTS THAT ARE DAMAGED THROUGH NORMAL MAINTENANCE OR REPAIRS.

PLANT MATERIALS SHALL BE GUARANTEED FOR 2 YEARS AND SHALL BE MAINTAINED IN ACCORDANCE WITH CITY ORDINANCES. WARRENTY PERIOD BEGINS AT THE TIME OF CITY APPROVAL. WATERING AS NECESSARY SHALL OCCUR DURING THIS WARRANTY PERIOD.



TRANSFORMER SCREENING DETAIL

Not to scale



WALL DETAIL

1-1/2" = 1'-0"

ALLEN DESIGN
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557 CARPENTER • NORTHVILLE, MI 48167
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17-058

Drawn By:	Checked By:
jca	jca

Sheet No.
L-4

Know what's below. Call before you dig.

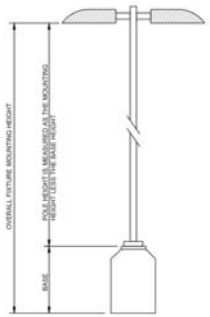
© 2018 Allen Design L.L.C.

Drawing Note

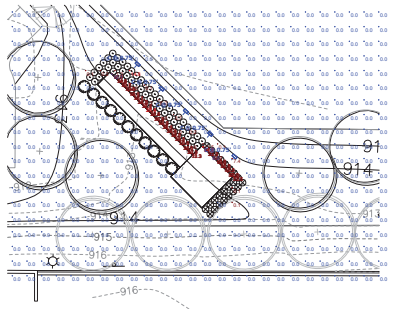
THIS DRAWING WAS GENERATED FROM AN ELECTRONIC IMAGE FOR ESTIMATION PURPOSE ONLY. LAYOUT TO BE VERIFIED IN FIELD BY OTHERS.

Mounting Height Note

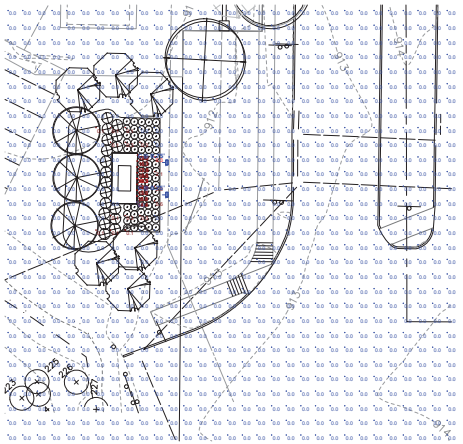
MOUNTING HEIGHT IS MEASURED FROM GRADE TO FACE OF FIXTURE. POLE HEIGHT SHOULD BE CALCULATED AS THE MOUNTING HEIGHT LESS BASE HEIGHT.



Plan View
Scale - 1" = 60ft



Plan View - SIGN C
Scale - 1" = 20ft



Plan View - SIGN D
Scale - 1" = 20ft

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
COMBINED SIGN C		20.8 fc	77.7 fc	6.0 fc	13.0:1	3.5:1	0.3:1
MAIN ROAD	x	1.9 fc	3.6 fc	0.4 fc	9.0:1	4.8:1	0.5:1
OVERALL	+	0.2 fc	3.6 fc	0.0 fc	N/A	N/A	0.1:1
PATHWAY TO FOOT BRIDGE	x	1.4 fc	1.8 fc	1.0 fc	1.8:1	1.4:1	0.8:1
SIGN D	+	15.4 fc	20.3 fc	9.3 fc	2.2:1	1.7:1	0.8:1

General Note

1. SEE SCHEDULE FOR LUMINAIRE MOUNTING HEIGHT.
2. SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTOR.
3. CALCULATIONS ARE SHOWN IN FOOTCANDLES AT: 0' - 0"

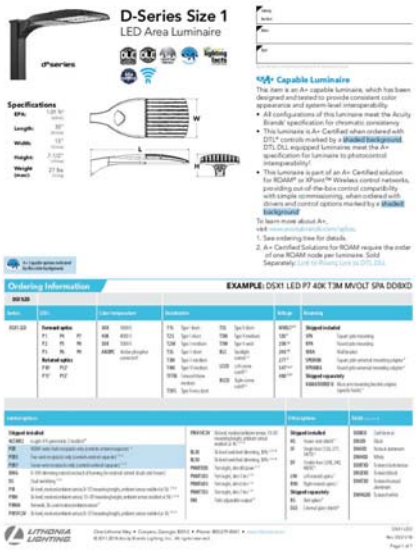
THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.

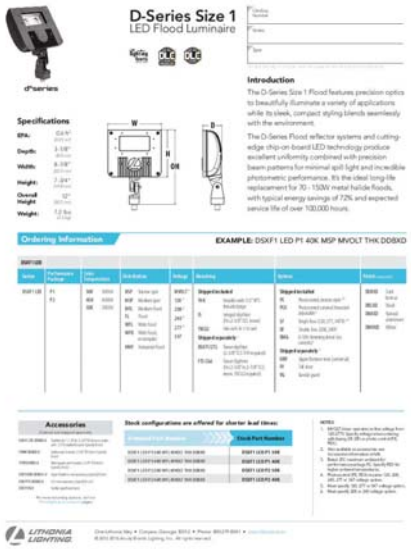
THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

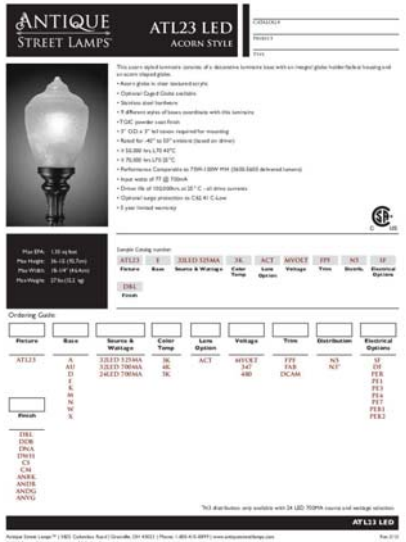
43700 EXPO CENTER DRIVE
PHOTOMETRIC SITE PLAN
PREPARED FOR: GREENTECH ENGINEERING, INC.
GASSER BUSH ASSOCIATES
WWW.GASSERBUSH.COM

Designer	
TV/KB	
Date	
4/23/2018 rev. 7/19/2018	
Scale	
Not to Scale	
Drawing No.	
#18-15953-V5	

Schedule											
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens per Lamp	LLF	Wattage
	A	6	Lithonia Lighting	DSX1 LED P4 50K TFTM MVOLT	DSX1 LED AREA LUMINAIRE, P4 FORWARD OPTICS, 5000K, FORWARD THROW MEDIUM DISTRIBUTION, 120-277 VOLTS	LED	1	DSX1_LED_P4_50K_TFTM_MVOLT.ies	14671	0.9	125
	B	6	Lithonia Lighting	DSX1 LED P4 50K T2M MVOLT	DSX1 LED AREA LUMINAIRE, P4 FORWARD OPTICS, 5000K, TYPE 2 MEDIUM DISTRIBUTION, 120-277 VOLTS	LED	1	DSX1_LED_P4_50K_T2M_MVOLT.ies	14640	0.9	125
	C	7	Lithonia Lighting	DSXF1 LED P1 40K WFR	DSXF1 LED FLOOD LUMINAIRE, P1 FORWARD OPTICS, 4000K, WIDE FLOOD RECTANGULAR	LED	1	DSXF1_LED_P1_40K_WFR.ies	Absolute	0.9	21
	D	7	Antique Street Lamps	ATL23 32LED 525MA SK ACT MVOLT NS	LED ACORN UPGRADE WITH FROSTED GLOBE	LED	1	ATL23_32LED_525MA_SK_ACT_MVOLT_NS.ies	6495	0.9	77.9



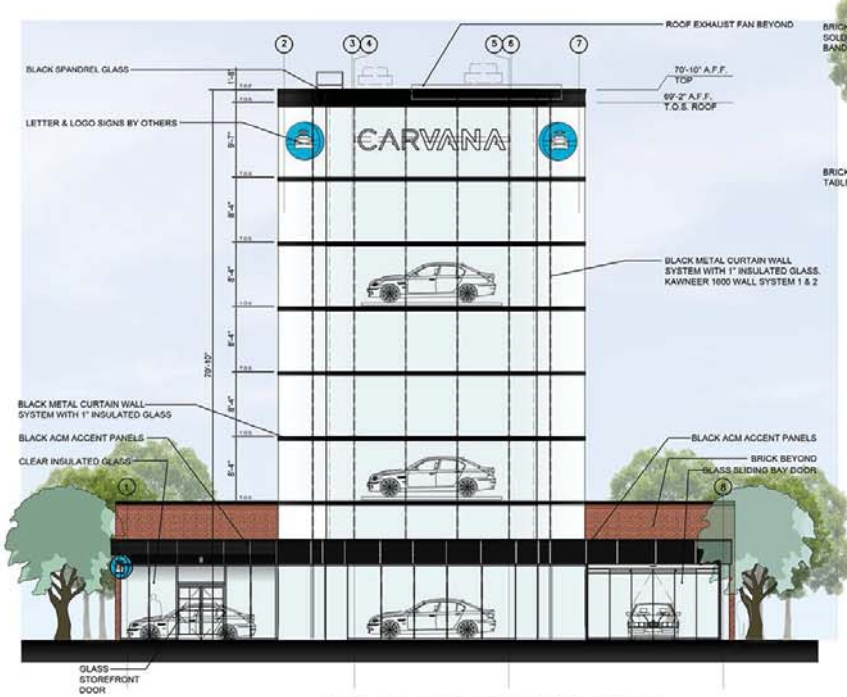




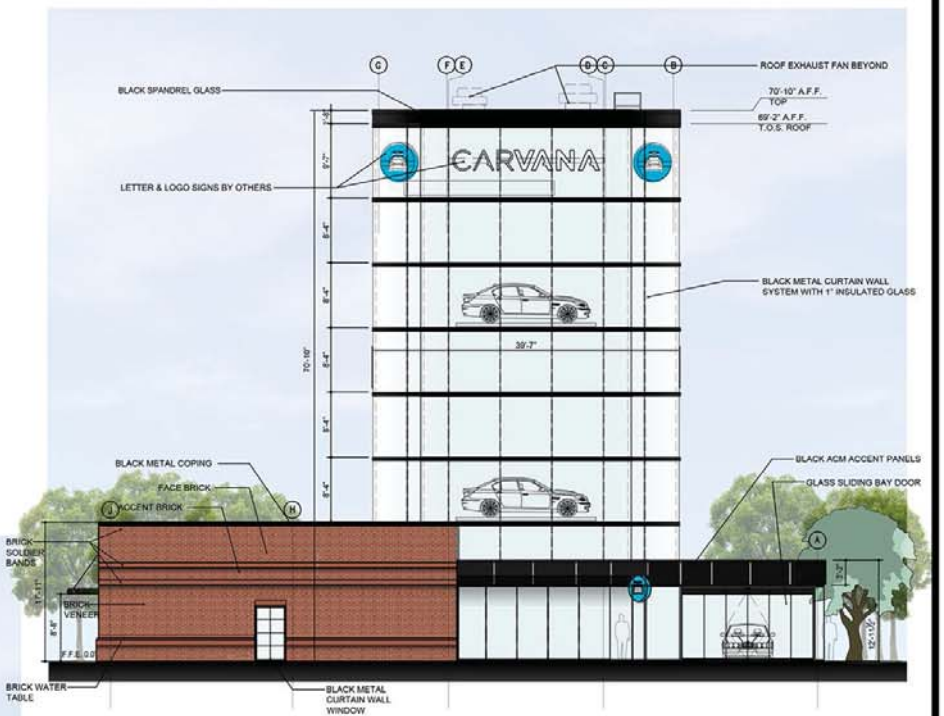
43700 EXPO CENTER DRIVE
PHOTOMETRIC SITE PLAN
PREPARED FOR: GREENTECH ENGINEERING, INC.
GASSER BUSH ASSOCIATES
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Designer	
TV/KB	
Date	
4/23/2018 rev. 7/19/2018	
Scale	
Not to Scale	
Drawing No.	
#18-15953-V5	

OCCUPIED SPACES	
CARVANA	FRONT
Brick	30%
Clear Glass	53%
Spandrel Glass	0%
ACM Panels	17%
HM Doors	0%



① FRONT ELEVATION
SCALE: 1/16" = 1'-0"



② LEFT ELEVATION
SCALE: 1/16" = 1'-0"

OCCUPIED SPACES	
CARVANA	LEFT
Brick	70%
Clear Glass	26%
Spandrel Glass	0%
ACM Panels	4%
HM Doors	0%

330 w. 10th. Street
Charlotte, NC 28202
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704.333.9992 fax
www.whlarch.com

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Designs for a changing world

CARVANA

1. MAY 30, 2018

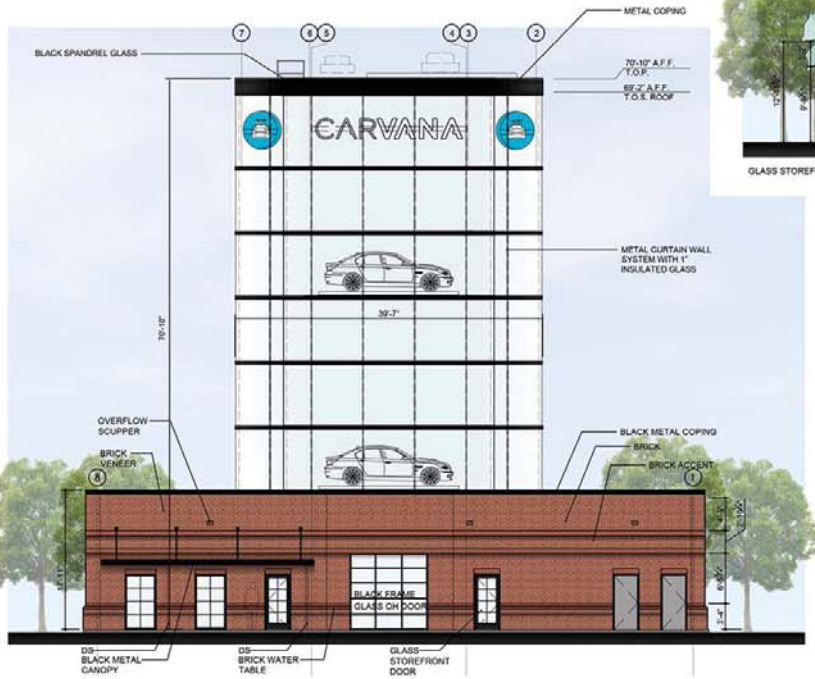
Date Issued: MAY 25, 2018

43700 EXPO CENTER DRIVE

SD-2

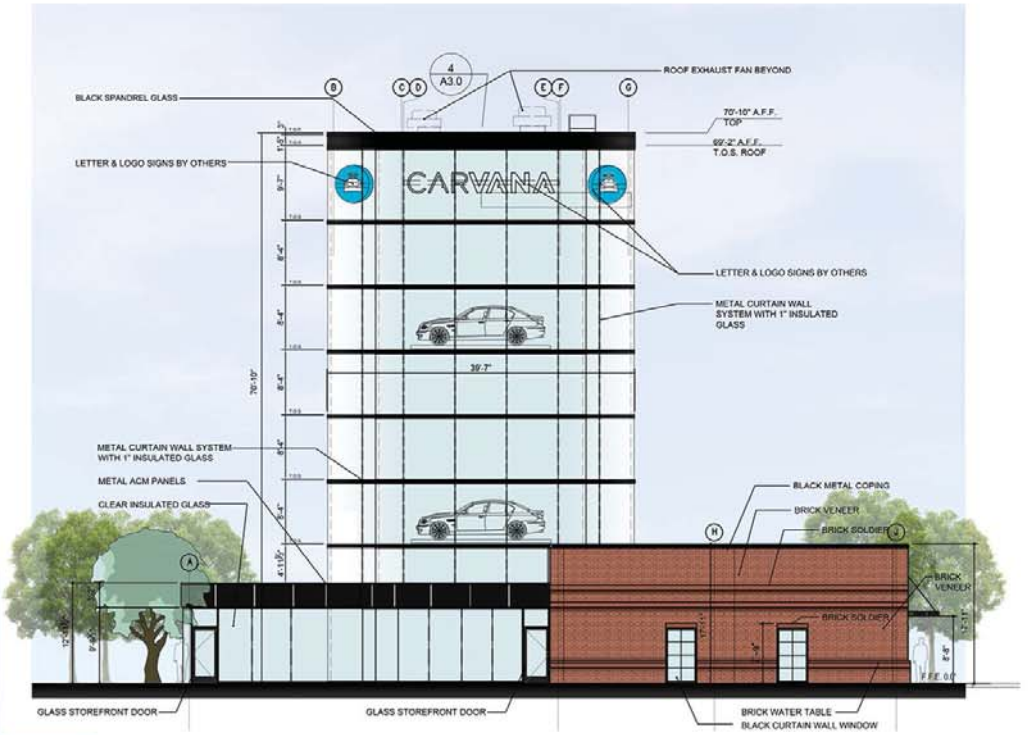
DETROIT, MI (NOVI)

OCCUPIED SPACES	
CARVANA	REAR
Brick	82%
Clear Glass	14%
Spandrel Glass	0%
ACM Panels	0%
HM Doors	4%



③ REAR ELEVATION

SCALE: 1/16" = 1'-0"



④ RIGHT ELEVATION

SCALE: 1/16" = 1'-0"

OCCUPIED SPACES	
CARVANA	RIGHT
Brick	93%
Clear Glass	7%
Spandrel Glass	0%
ACM Panels	0%
HM Doors	0%

330 w. 10th. Street
Charlotte, NC 28202
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CARVANA

1. MAY 30, 2018

Date Issued: MAY 25, 2018

43700 EXPO CENTER DRIVE

SD-3

DETROIT, MI (NOVI)

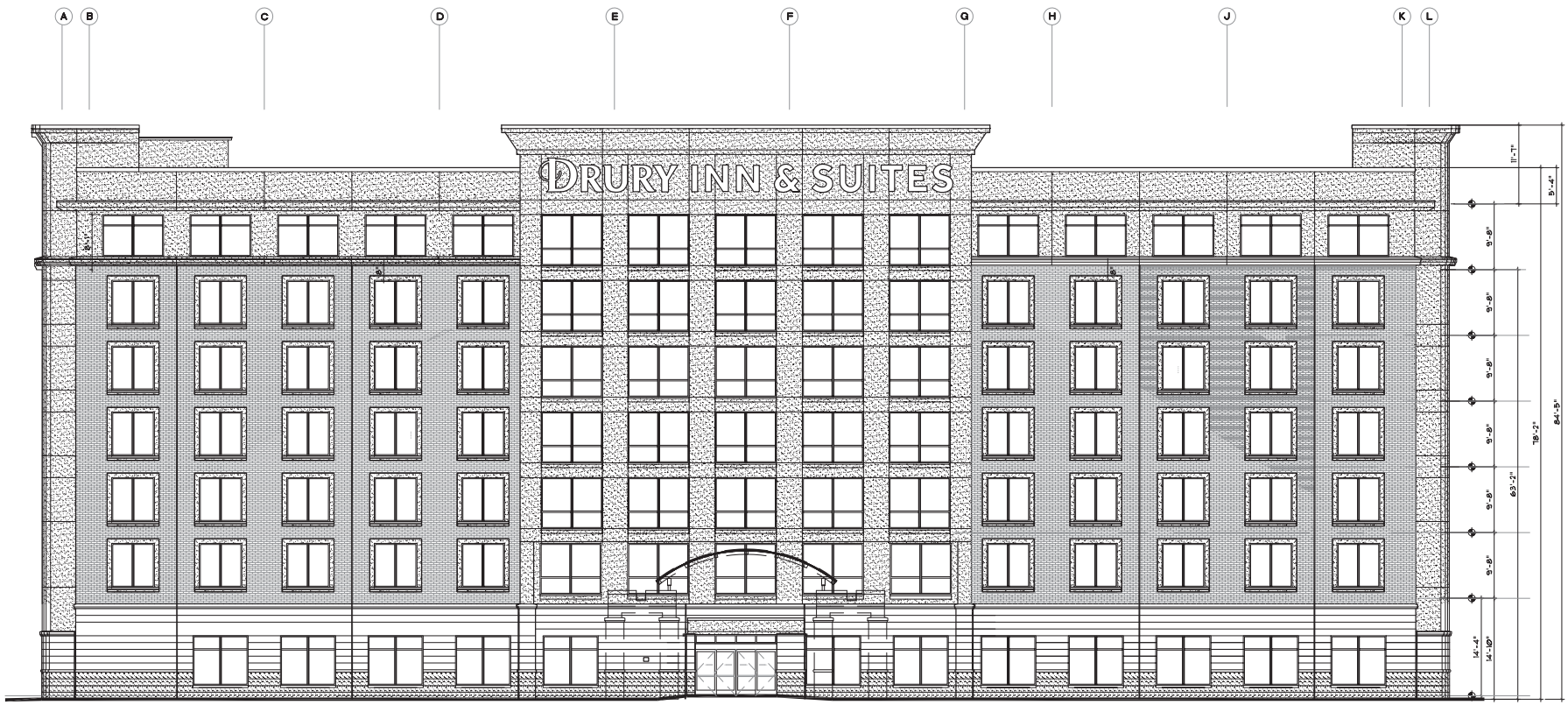


PERSPECTIVE VIEW

Drury Inn & Suites - Novi, MI
Facade Skin Areas

Elevation	Total SF	Windows	Net SF	Masonry	EIFS	EIFS % of Total SF
Front	16792	4942	11850	6817	5033	30%
Right Side	7275	371	6904	3558	3346	46%
Left Side	7275	371	6904	3558	3346	46%
Rear	16775	3783	12992	5348	7644	46%
TOTAL	**48117**	**9467**	**38650**	**19281**	**19369**	**40%**

DRURY DEVELOPMENT CORPORATION
721 EMERSON ROAD, SUITE 200 - ST. LOUIS, MISSOURI, 63141



NORTH ELEVATION
1/16" = 1'-0"

ARCHITECT:
DDC DESIGN, INC.
721 EMERSON RD. STE 200
ST. LOUIS, MISSOURI 63141
TEL: (314) 587-2521
FAX: (314) 989-3421

SHEET ISSUED

FOR:	DATE:
ISSUE	4/12/18

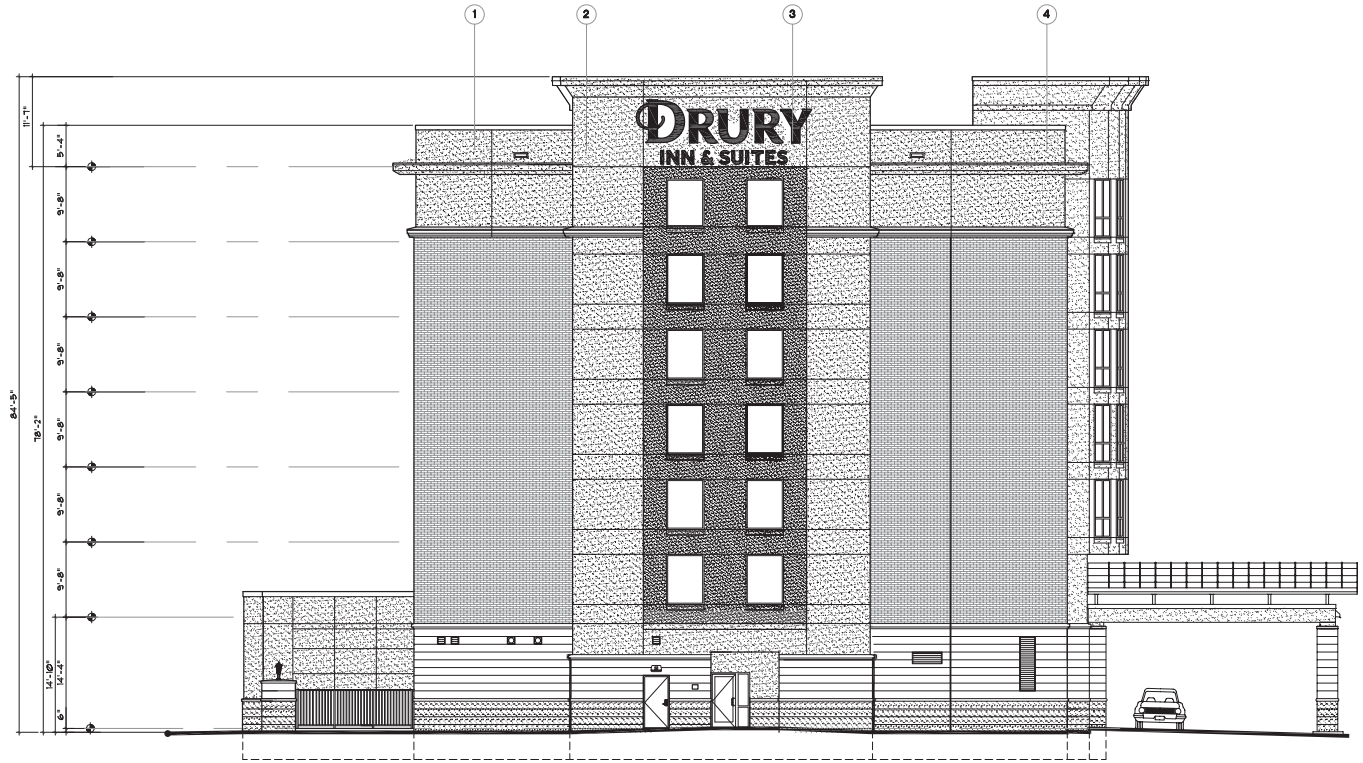
PROPERTY OWNER:
DRURY DEVELOPMENT CORPORATION
721 EMERSON ROAD, SUITE 200 - ST. LOUIS, MISSOURI, 63141
(314) 423-6888 FAX: (314) 423-0310

NORTH ELEVATION

DRURY INN & SUITES
43700 EXPO CENTER DR.
NOVI, MI

DRAWN BY:
CAD

SHEET NO.
A1.1



EAST ELEVATION
1/16" = 1'-0"

ARCHITECT:
DDC DESIGN, INC.
721 EMERSON RD. STE 200
ST. LOUIS, MISSOURI 63141
TEL: (314) 587-2521
FAX: (314) 989-3421

SHEET ISSUED

FOR:	DATE:
ISSUE	4/12/18

PROPERTY OWNER:
DRURY DEVELOPMENT CORPORATION
721 EMERSON ROAD, SUITE 200 - ST. LOUIS, MISSOURI, 63141
(314) 423-6688 FAX: (314) 423-0310

EAST ELEVATION

DRURY INN & SUITES
43700 EXPO CENTER DR.
NOVI, MI

DRAWN BY:
CAD

SHEET NO.
A1.2



SOUTH ELEVATION
1/16" = 1'-0"

ARCHITECT:
DDC DESIGN, INC.
721 EMERSON RD. STE 200
ST. LOUIS, MISSOURI 63141
TEL: (314) 587-2521
FAX: (314) 989-3421

SHEET ISSUED FOR:	DATE:
ISSUE	4/12/18

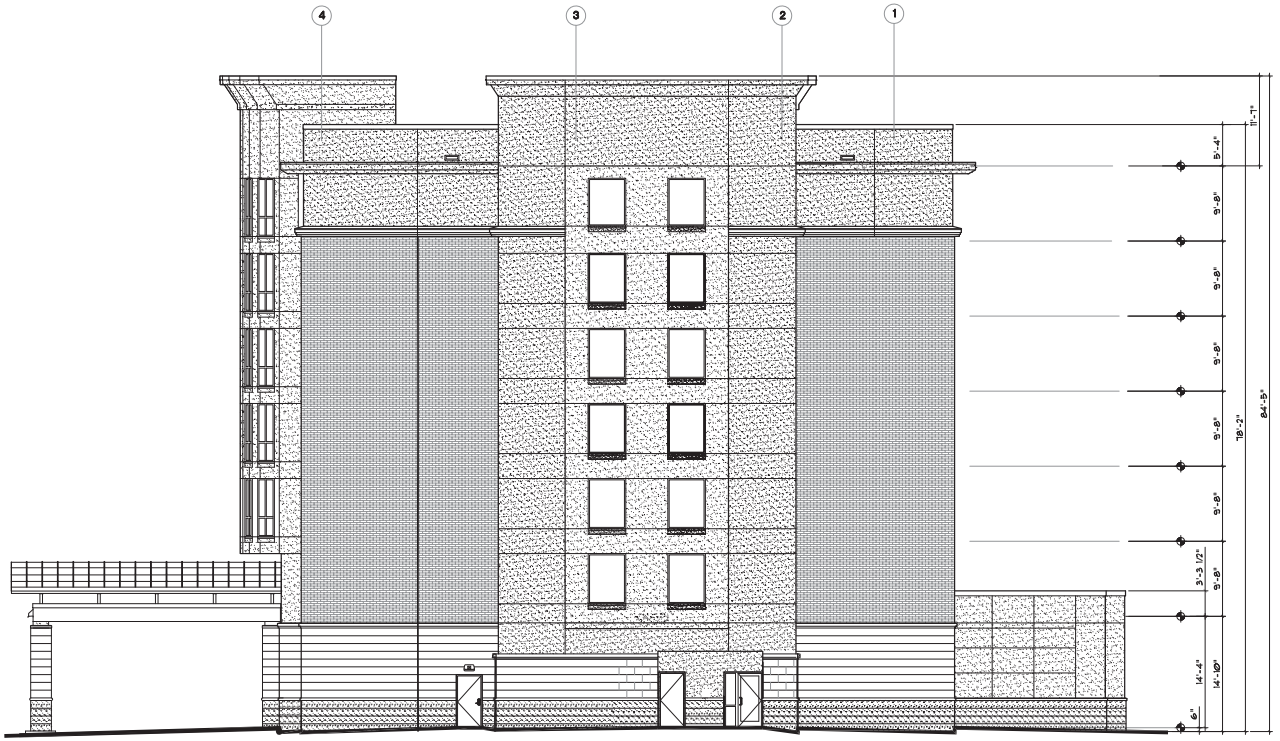
PROPERTY OWNER:
DRURY DEVELOPMENT CORPORATION
721 EMERSON ROAD, SUITE 200 • ST. LOUIS, MISSOURI 63141
(314) 423-6888 FAX: (314) 423-0310

SOUTH ELEVATION

DRURY INN & SUITES
43700 EXPO CENTER DR.
NOVI, MI

DRAWN BY: CAD

SHEET NO. A1.3



WEST ELEVATION
1/16" = 1'-0"

ARCHITECT:
DDC DESIGN, INC.
721 EMERSON RD. STE 200
ST. LOUIS, MISSOURI 63141
TEL: (314) 587-2521
FAX: (314) 983-3421

SHEET ISSUED FOR:	DATE:
ISSUE	4/12/18

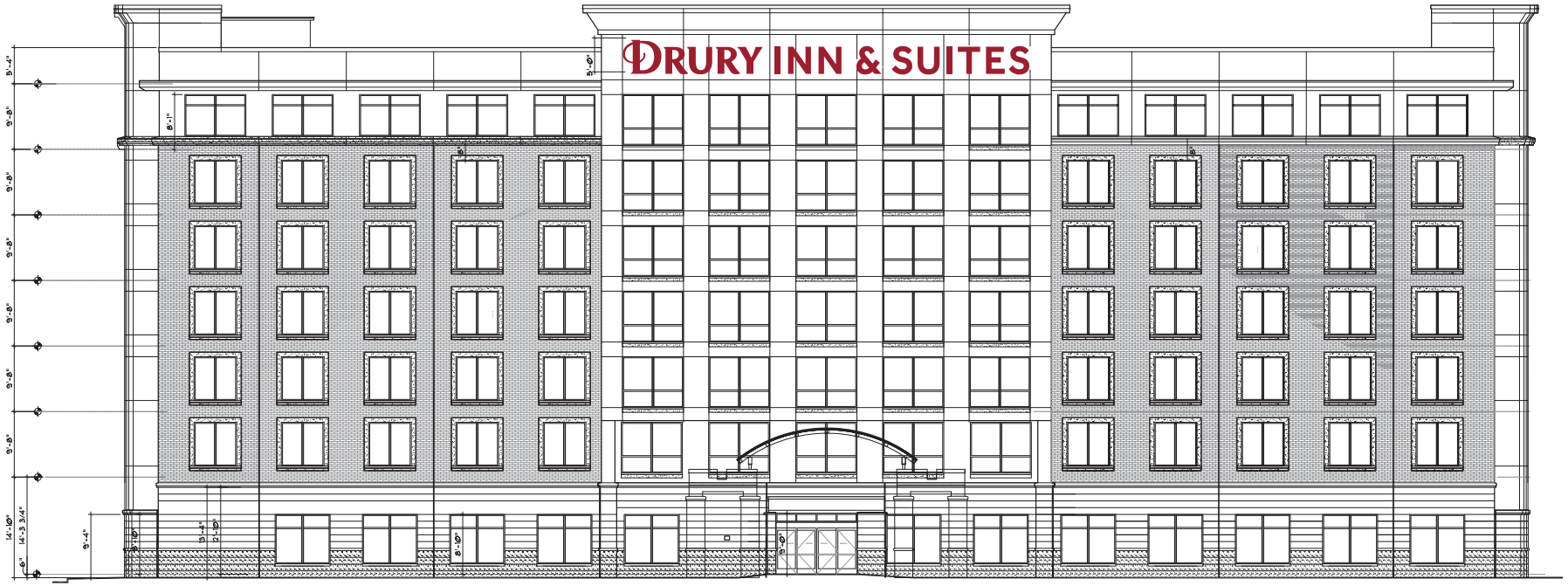
PROPERTY OWNER:
DRURY DEVELOPMENT CORPORATION
721 EMERSON ROAD, SUITE 200 - ST. LOUIS, MISSOURI, 63141
(314) 423-6888 FAX: (314) 423-0310

WEST ELEVATION

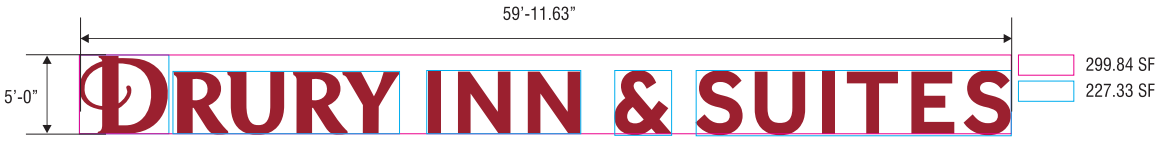
DRURY INN & SUITES
43700 EXPO CENTER DR.
NOVI, MI

DRAWN BY: CAD

SHEET NO. A1.4



NORTH ELEVATION (FRONT)



INDIVIDUAL ILLUMINATED CHANNEL LETTER SET (FLUSH MOUNT)
RETURNS (5" DEEP) OF .063 ALUMINUM, LETTER BACKS OF .090 ALUMINUM PRIMED AND PAINTED TO MATCH WALL COLOR. LETTER FACES OF 2415 RED ACRYLIC WITH RETAINERS PAINTED TO MATCH WALL COLOR ON RETURN SIDE, PMS 201 ON FACE SIDE. LETTERS TO BE ILLUMINATED WITH RED LED.

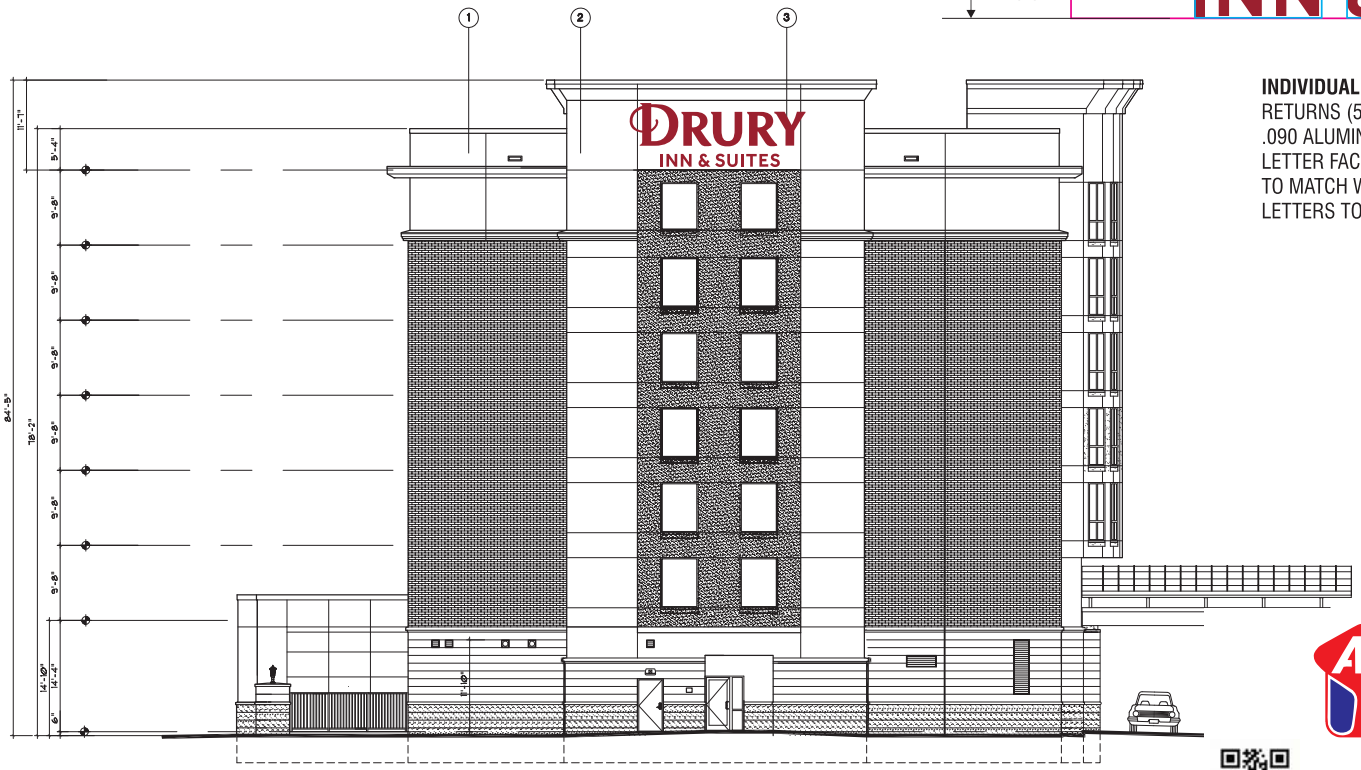
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRIC CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

www.a-1signs.com

Charles Hampton's A-1 Signs INCORPORATED
HIGHWAY 96 .PO.BOX 247 DICKSON, TN 37055
U.S. (800) 446-0066 office@a-1signs.com
DICKSON (615) 446-2856 FAX (615) 446-6616
THIS DESIGN IS THE PROPERTY OF A-1 SIGNS

SCALE: 1/8"=1'-0"
DATE: 03/21/18
LOCATION: Novi, MI
SALES: Mark Burns
DRAWN BY: MBinkley
DRAWING #: Drury Novi proto REV2
JOB TITLE: Drury Inn & Suites
TRACKING #: DI&S NO MI 03 21 18 MB 1 REV2
REV: 04/11/18
REV: 04/12/18





EAST ELEVATION (SIDE)

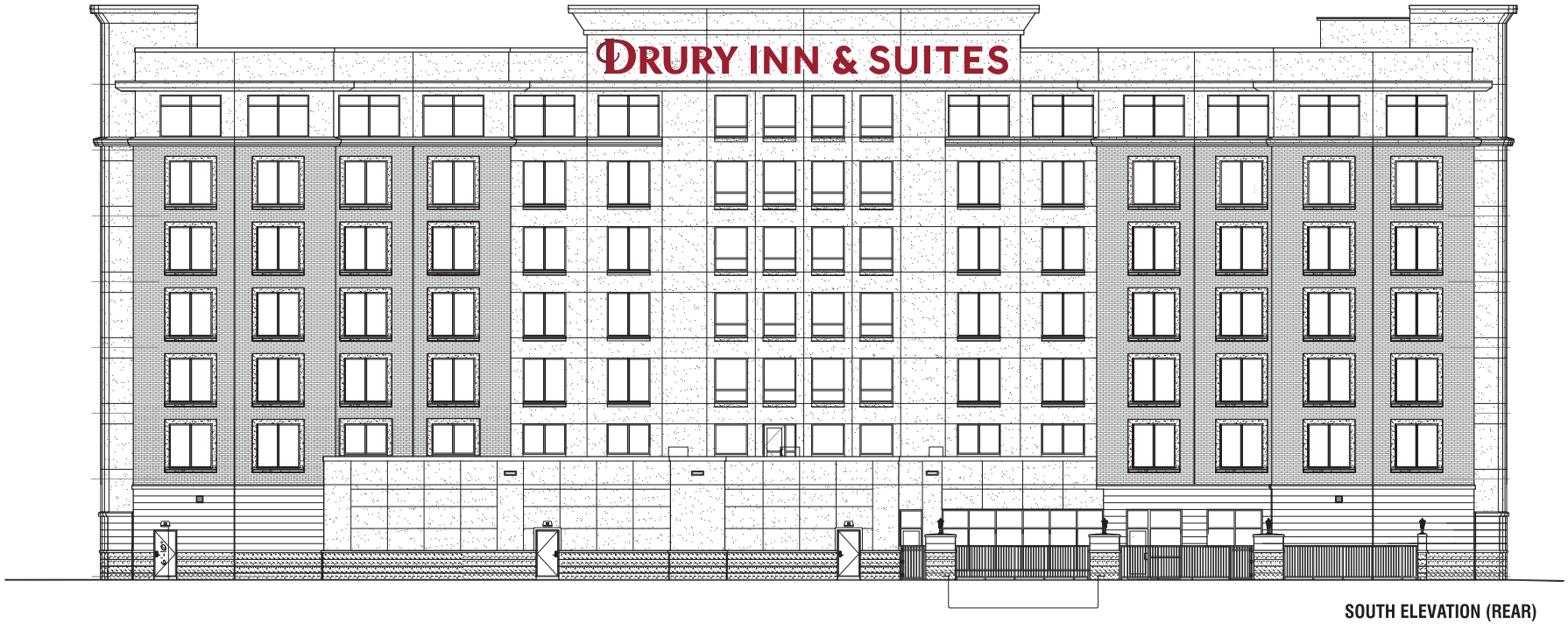
INDIVIDUAL ILLUMINATED CHANNEL LETTER SET (FLUSH MOUNT)
RETURNS (5" DEEP) OF .063 ALUMINUM, LETTER BACKS OF .090 ALUMINUM PRIMED AND PAINTED TO MATCH WALL COLOR. LETTER FACES OF 2415 RED ACRYLIC WITH RETAINERS PAINTED TO MATCH WALL COLOR ON RETURN SIDE, PMS 201 ON FACE SIDE. LETTERS TO BE ILLUMINATED WITH RED LED.

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRIC CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

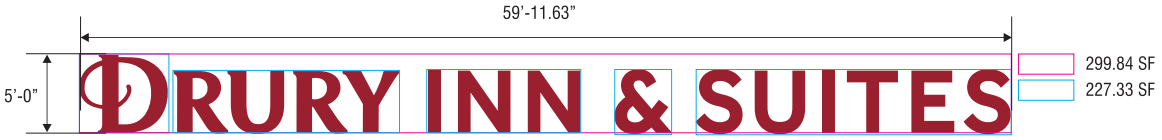
www.a-1signs.com

Charles Hampton's A-1 Signs INCORPORATED
HIGHWAY 96 .PO.BOX 247 DICKSON, TN 37055
U.S. (800) 446-0066 office@a-1signs.com
DICKSON (615) 446-2856 FAX (615) 446-6616
THIS DESIGN IS THE PROPERTY OF A-1 SIGNS

SCALE: 1/4"=1'-0"
DATE: 03/21/18
LOCATION: Novi, MI
SALES: Mark Burns
DRAWN BY: MBinkley
DRAWING #: Drury Novi proto REV2
JOB TITLE: Drury Inn & Suites
TRACKING #: DI&S NO MI 03 21 18 MB 2 REV2
REV: 04/11/18
REV: 04/12/18



SOUTH ELEVATION (REAR)



INDIVIDUAL ILLUMINATED CHANNEL LETTER SET (FLUSH MOUNT)
RETURNS (5" DEEP) OF .063 ALUMINUM, LETTER BACKS OF .090 ALUMINUM PRIMED AND PAINTED TO MATCH WALL COLOR. LETTER FACES OF 2415 RED ACRYLIC WITH RETAINERS PAINTED TO MATCH WALL COLOR ON RETURN SIDE, PMS 201 ON FACE SIDE. LETTERS TO BE ILLUMINATED WITH RED LED.

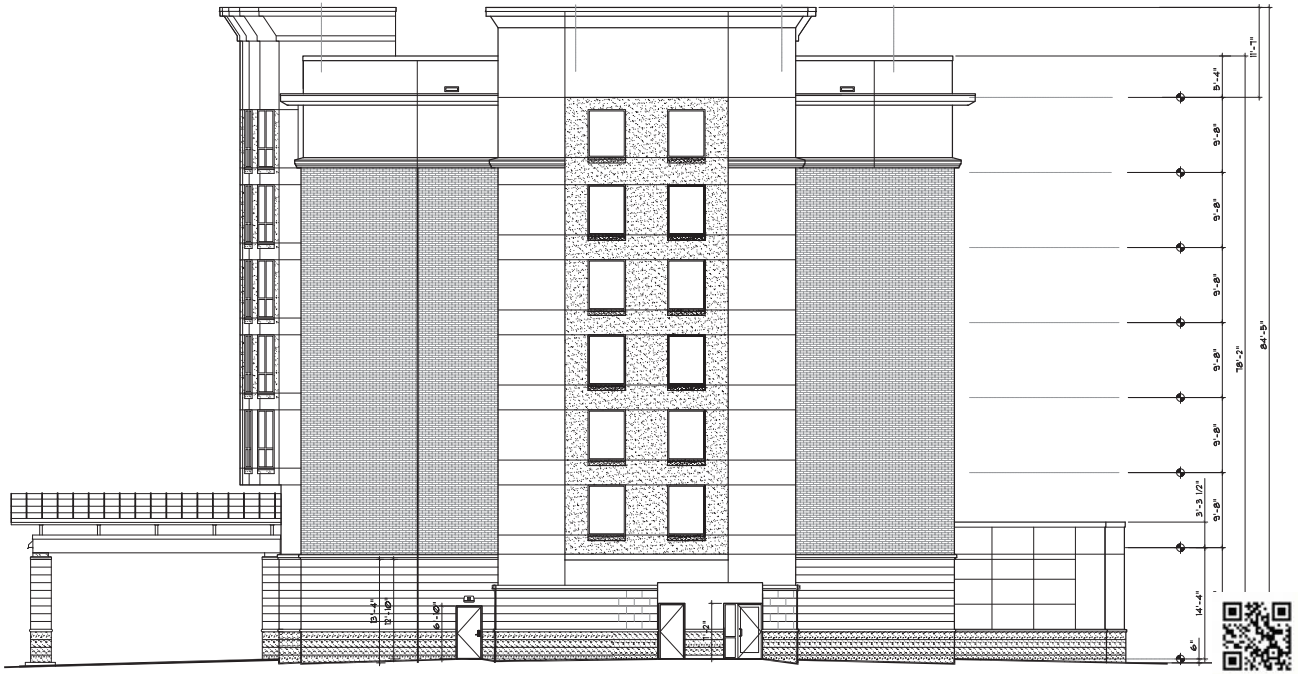
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRIC CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

www.a-1signs.com

Charles Hampton's A-1 Signs INCORPORATED
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U.S. (800) 446-0066 office@a-1signs.com
DICKSON (615) 446-2856 FAX (615) 446-6616
THIS DESIGN IS THE PROPERTY OF A-1 SIGNS

SCALE: 1/8"=1'-0"
DATE: 03/21/18
LOCATION: Novi, MI
SALES: Mark Burns
DRAWN BY: MBinkley
DRAWING #: Drury Novi proto REV2
JOB TITLE: Drury Inn & Suites
TRACKING #: DI&S NO MI 03 21 18 MB 3 REV2
REV: 04/11/18
REV: 04/12/18

NO SIGNAGE ON WEST ELEVATION



WEST ELEVATION (SIDE)

www.a-1signs.com

Charles Hampton's A-1 Signs INCORPORATED

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DICKSON (615) 446-2856 FAX (615) 446-6616

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SCALE: 1/8"=1'-0"
DATE: 03/21/18
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JOB TITLE: Drury Inn & Suites
TRACKING #: DI&S NO MI 03 21 18 MB 4 REV2
REV: 04/11/18
REV: 04/12/18

ViBE Stantec

iFLY GEN 8 PROTOTYPE: BUILDING EXTERIOR | 100% DESIGN INTENT | 2017 MAY 15



SkyGroup Investments, LLC
4031 West Courtyard Drive, Suite 335
Austin TX 78730-0969
t: 512 474 9200 f: 512 532 6065

Stantec VIBE
1712 Pearl Street, Boulder CO 80302
t: 303 447 8302 f: 303 440 7396
www.Stantec.com



EXTERIOR ELEVATION - FRONT 1

Prepared by:
ViBE Stantec
1112 Pearl Street, Boulder CO, 80302
T 303 443 3282 F 303 449 7684
www.Stantec.com

100% DESIGN INTENT

Original: 2017 MAY 15	
Revisions:	
1	-
2	
3	
4	
5	

iFLY Prototype
998-007

SkyGroup Investments, LLC
Owner

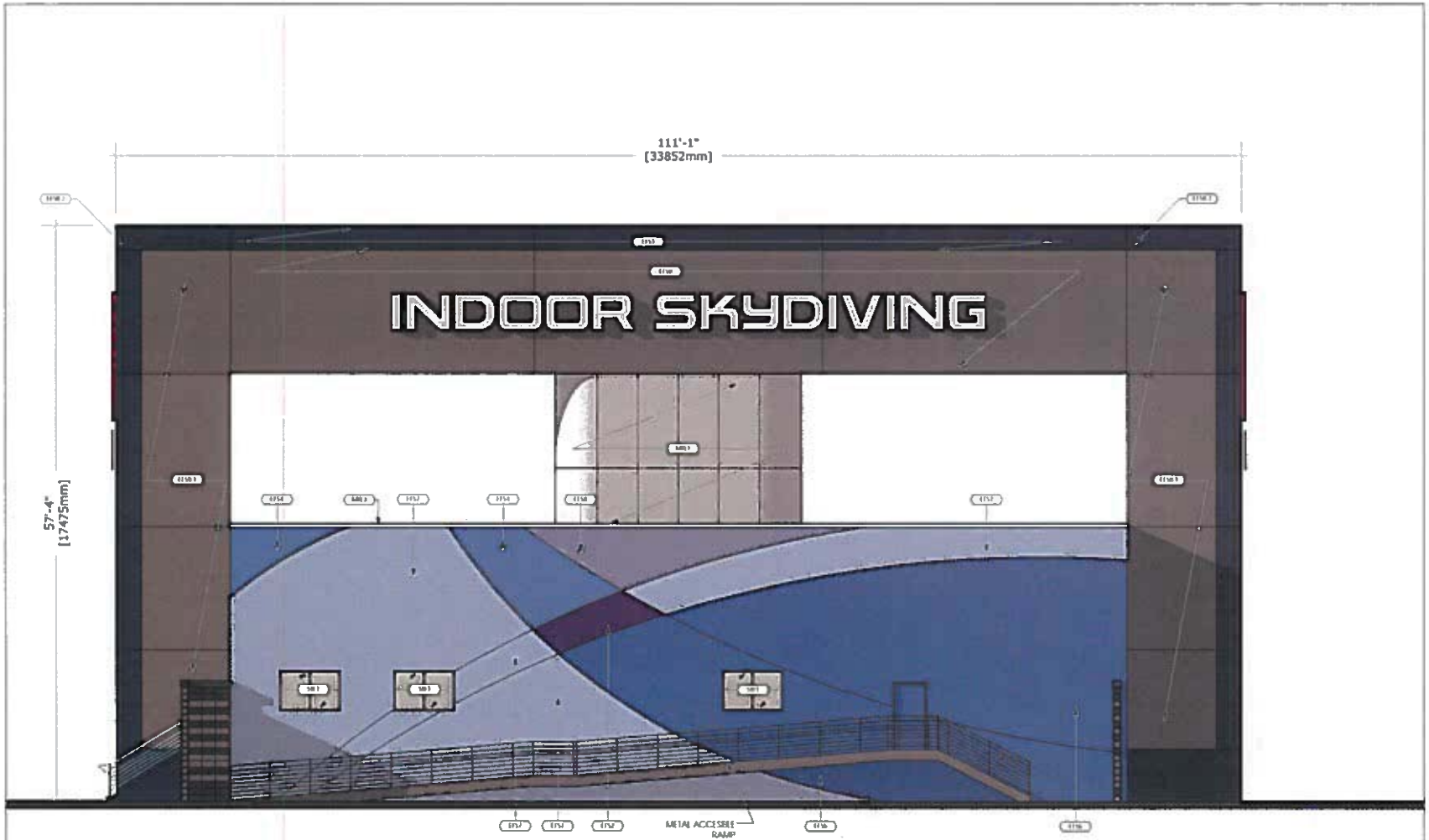
EW, CC, SE, JB, JW, KH
Team

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EXTERIOR FINISHES
5'-0"
Above grade



EXTERIOR ELEVATION - REAR HIDDEN MECHANICAL YARD

Prepared by:

ViBE Stantec

100% DESIGN INTENT

Original: 2017 MAY 15	
Revisions:	
1	-
2	
3	
4	
5	

iFLY Prototype

PROJECT

SkyGroup Investments, LLC

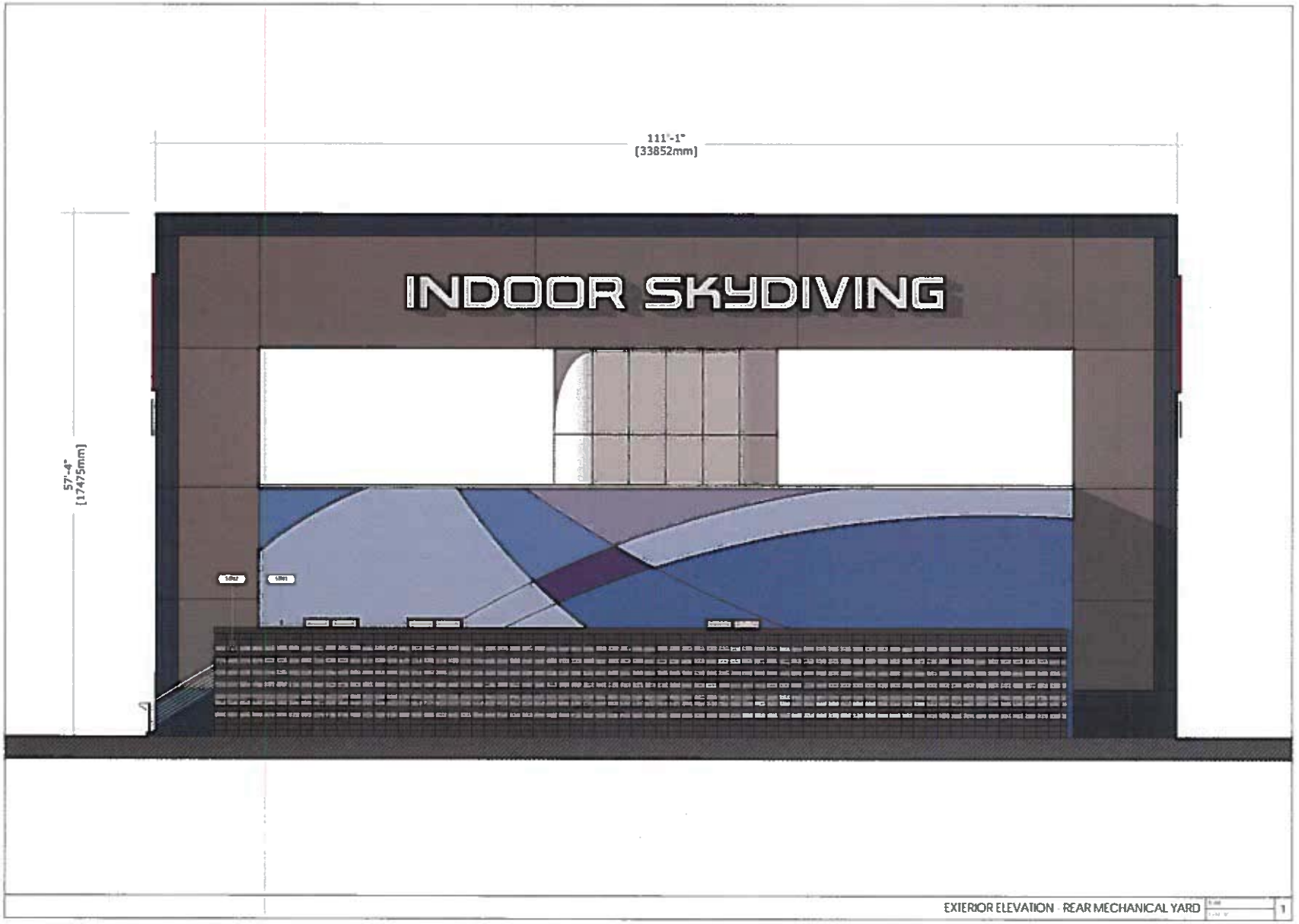
OWNER

LW, CC, SE, JB, JW, KH

DRAWN

EXTERIOR FINISHES
5'-0"
Above grade

3



EXTERIOR ELEVATION - REAR MECHANICAL YARD

Prepared by:

ViBE Stantec

100% DESIGN INTENT

Original 2017 MAY 15

Revisions	
1	
2	
3	
4	
5	

ELY Prototype

SkyGroup Investments, LLC

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EXTERIOR FINISHES
5'-0"
Above grade



EXTERIOR ELEVATION - RIGHT SIDE

Prepared by:
ViBE Stantec
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100% DESIGN INTENT

Original 2017 MAY 15	
No.	Revisions
1	
2	
3	
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5	

iFLY Prototype
PROJECT

SkyGroup Investments, LLC
OWNER

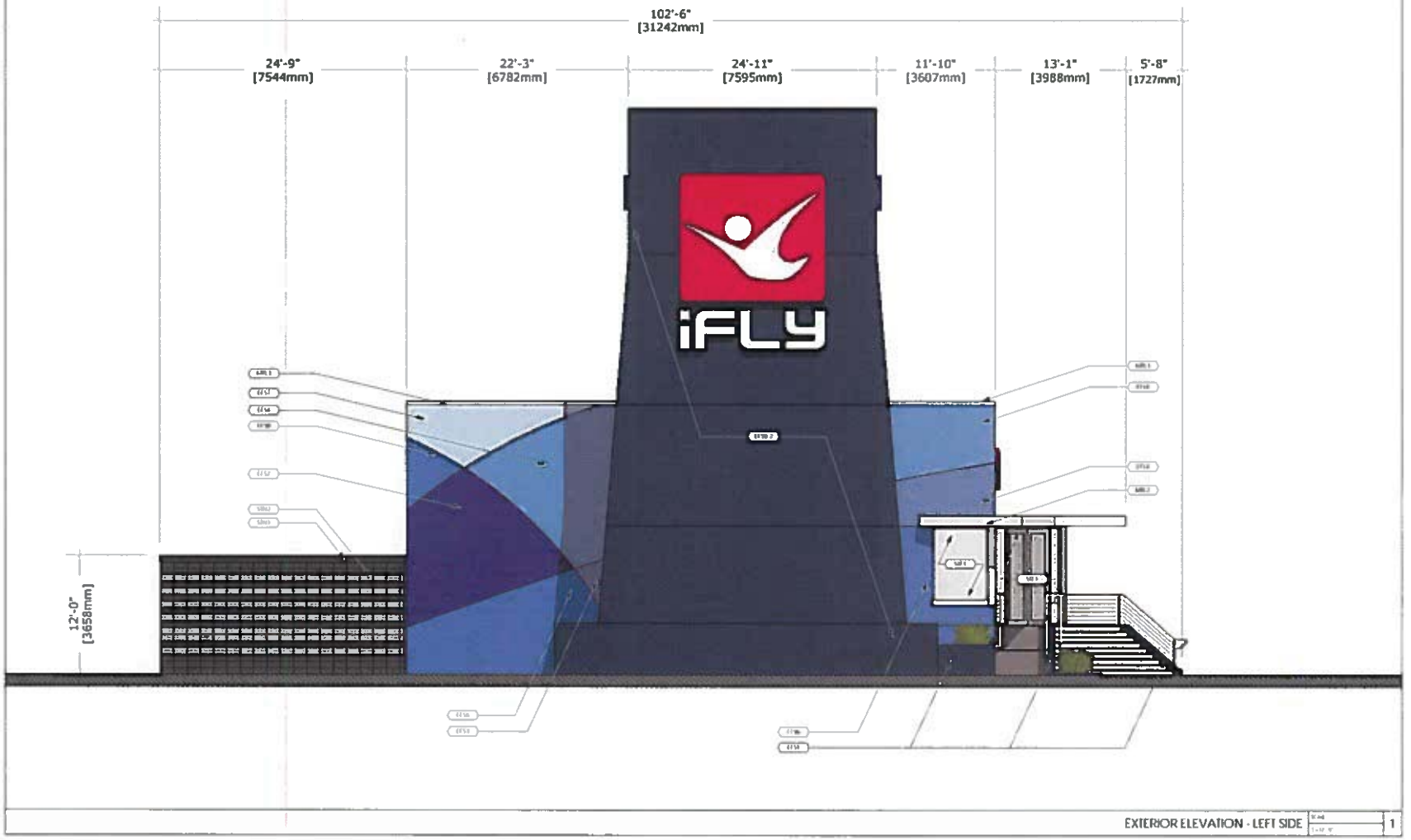
LW CC SE JB JW KH
TEAM

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EXTERIOR FINISHES
5'-0"
Above grade



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SkyGroup Investments, LLC

LW, CC, SL, JB, PW, KH

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5'-0"
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iFLY Prototype

SkyGroup Investments, LLC

LW CC SE JB JW KH

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Rendering
Front Facade
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Above grade



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iFLY Prototype

PROJECT

SkyGroup Investments, LLC

OWNER

LW, CC, SE, JB, JW, KH

TEAM

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Rendering
Front Facade
5'-0"
Above grade



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IFLY Prototype
PROJECT

SkyGroup Investments, LLC
CLIENT

EW, CC, SE, JR, JW, KH
TEAM

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Rendering
Back Facade
5'-0"
Above grade



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iFLY Prototype

Project

SkyGroup Investment, LLC

Client

EW CC SE JB JW KH

Initials

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Rendering
Front Facade
2'-6"
Above grade



Prepared by:

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Original	2017 MAY 15
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iFLY Prototype

PROJECT

SkyGroup Investments, LLC

OWNER

LW, CC, SE, JB, JW, KH

Team

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Rendering
Front Facade
2'-6"
Above grade



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PROJECT

SkyGroup Investments, LLC

OWNER

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PLAN

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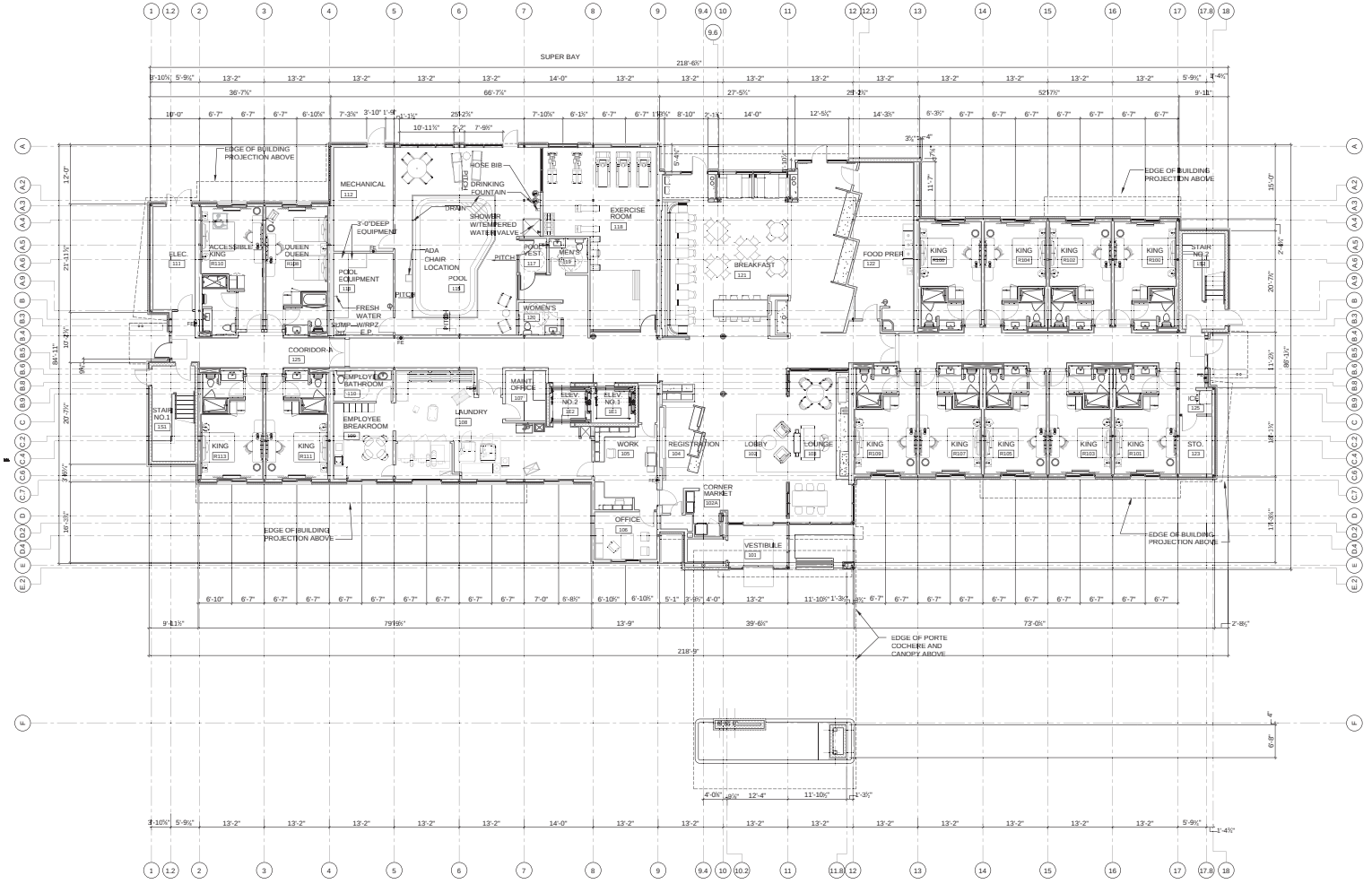
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Rendering
Back Facade
2'-6"
Above grade

NOVI FAIRFIELD INN AND SUITES - GUEST ROOM & SUITE MATRIX											
		LEVEL									
		1ST	2ND	3RD	4TH	5TH	TOTAL			TYPE	
ROOM TYPE	KING	11	5	5	5	5	31	24%			
	KING (ELONGATED)	0	3	3	3	3	12	9%	69		
	KING SUITE	0	6	6	7	7	26	20%			
	DBL QUEEN	1	8	8	8	8	33	25%			122
	DBL QUEEN (ELONGATED)	0	1	1	1	1	4	3%	53		
	DBL QUEEN SUITE	0	3	3	5	5	16	12%			
	ACC. KING	1	0	0	0	0	1	1%			
	ACC. KING SUITE	0	1	1	0	0	2	2%	7	7	
	ACC. DBL QUEEN	0	1	1	0	0	2	2%			
	ACC. DBL QUEEN SUITE	0	1	1	0	0	2	2%			
	TOTAL ROOMS	13	29	29	29	29	129				129

POOL NOTES:

1. POOL DECK SHALL BE NON-SKID, NON-SLIP TILE.
2. POOL DECK SHALL PITCH TO DRAIN.
3. WHERE FLOORS MEET WALLS, A SANITARY COVE BASE SHALL BE PROVIDED.
4. ALL EXIT DOORS INTO POOL SHALL BE SELF-CLOSING, SELF-LATCHTING WITH LOCKING CAPABILITY.



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

NORTH

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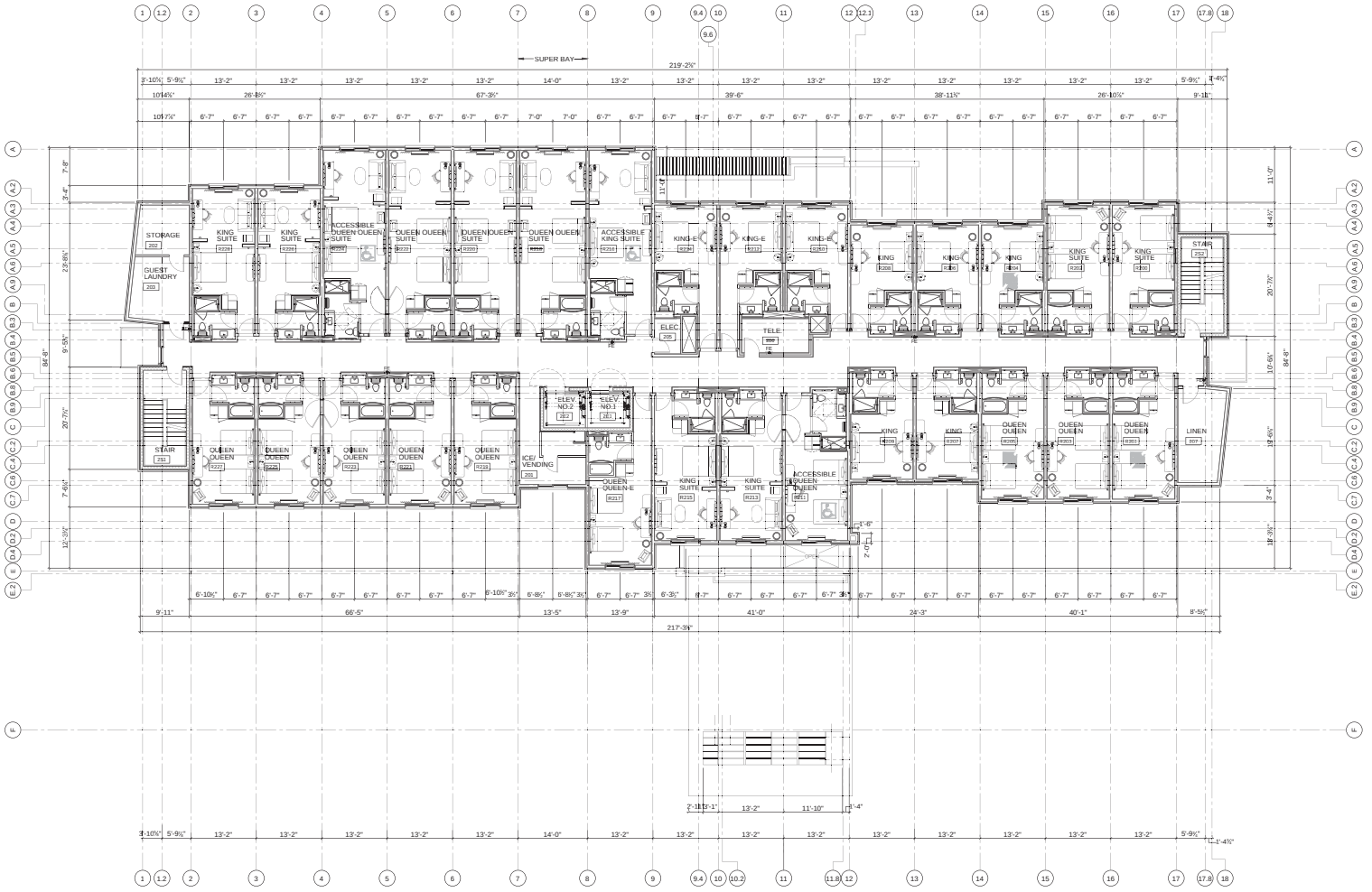
PROJECT
Fairfield Inn & Suites
Adell Center - 43770 Expo Center Drive
Novi, Oakland County, Michigan 48375

DRAWING
First Level Floor Plan

ISSUED FOR | DATE
SITE PLAN APPROVAL 08.15.18

JOB #
proj_2018_06

SHEET #
A-101



1 SECOND LEVEL FLOOR PLAN
3/32" = 1'-0"

NORTH

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FAIRFIELD INN & SUITES by Marriott.

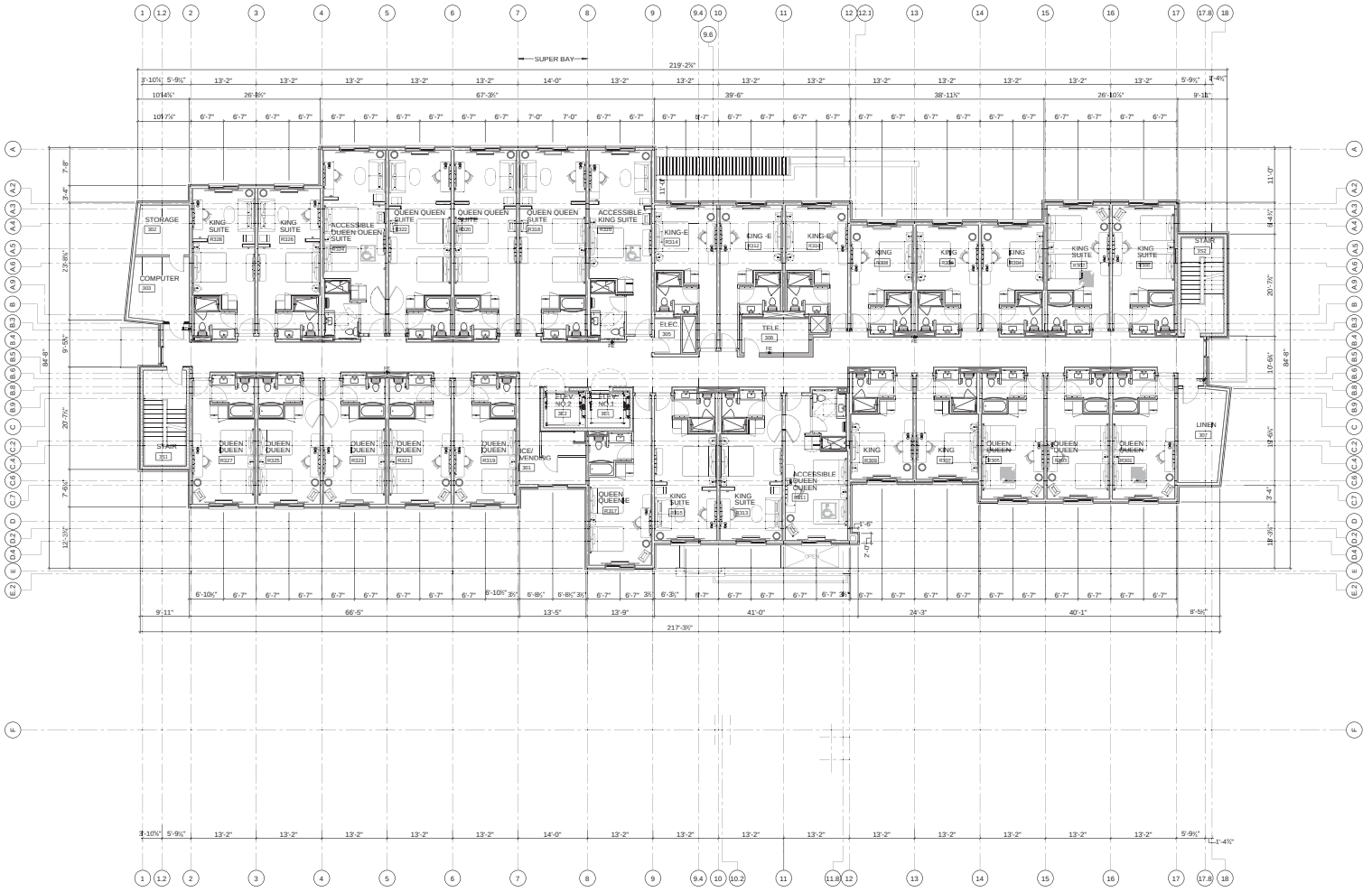
PROJECT
Fairfield Inn & Suites
Adell Center - 43770 Expo Center Drive
Novi, Oakland County, Michigan 48375

DRAWING
Second Level Floor Plan

ISSUED FOR | DATE
SET FOR BIDDING 08.24.18

JOB #
proj_2018_06

SHEET #
A-102



1 THIRD LEVEL FLOOR PLAN
3/32" = 1'-0"

NORTH

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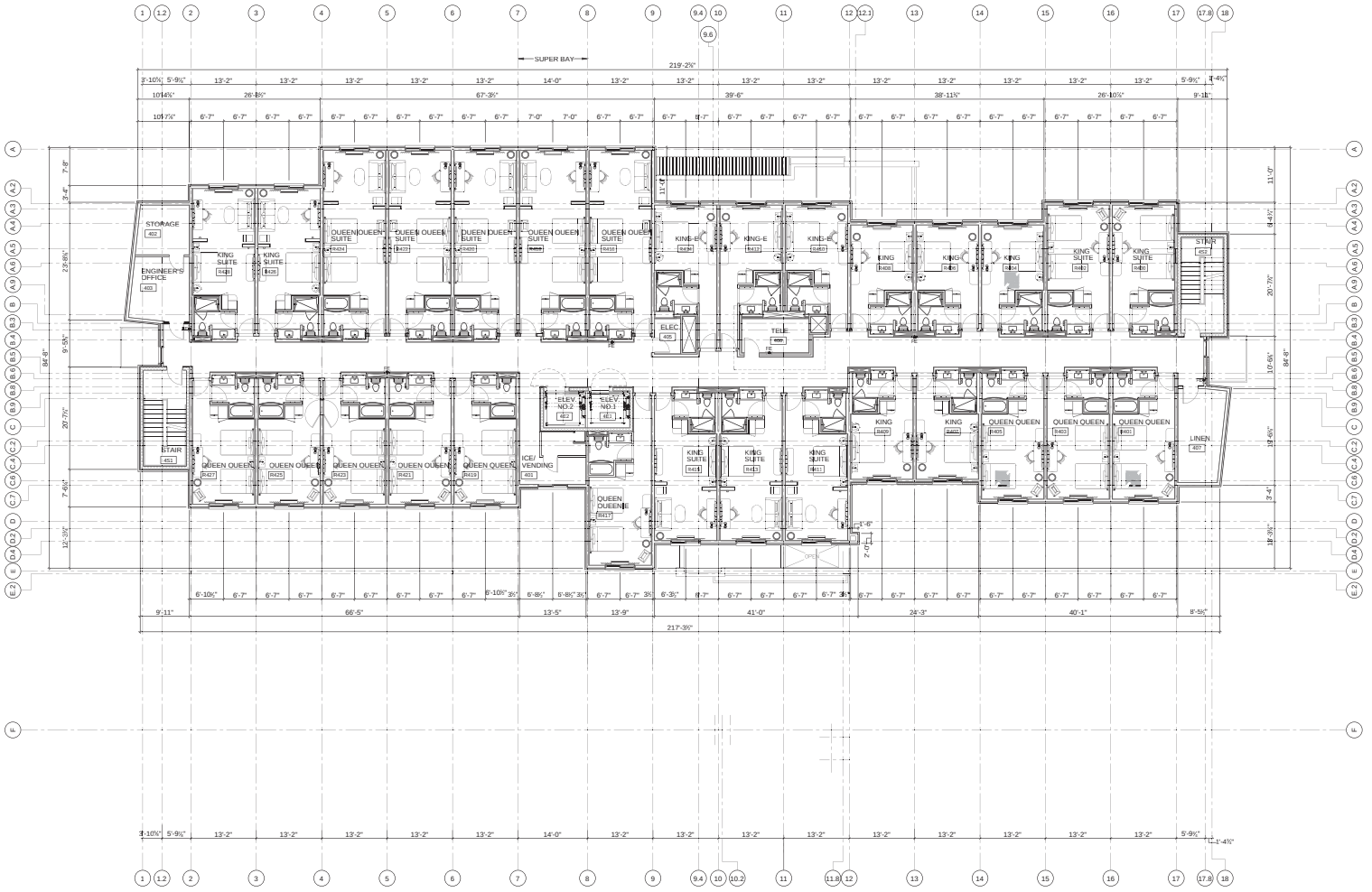
PROJECT
FAIRFIELD INN & SUITES by Marriott.
Fairfield Inn & Suites
Adell Center - 437001 Expo Center Drive
Novi, Oakland County, Michigan 48375

DRAWING
Third Level Floor Plan

ISSUED FOR | DATE
SITE PLAN REVIEW 08.15.18

JOB #
proj_2018_06

SHEET #
A-103



1 FOURTH LEVEL FLOOR PLAN
3/32" = 1'-0"

NORTH

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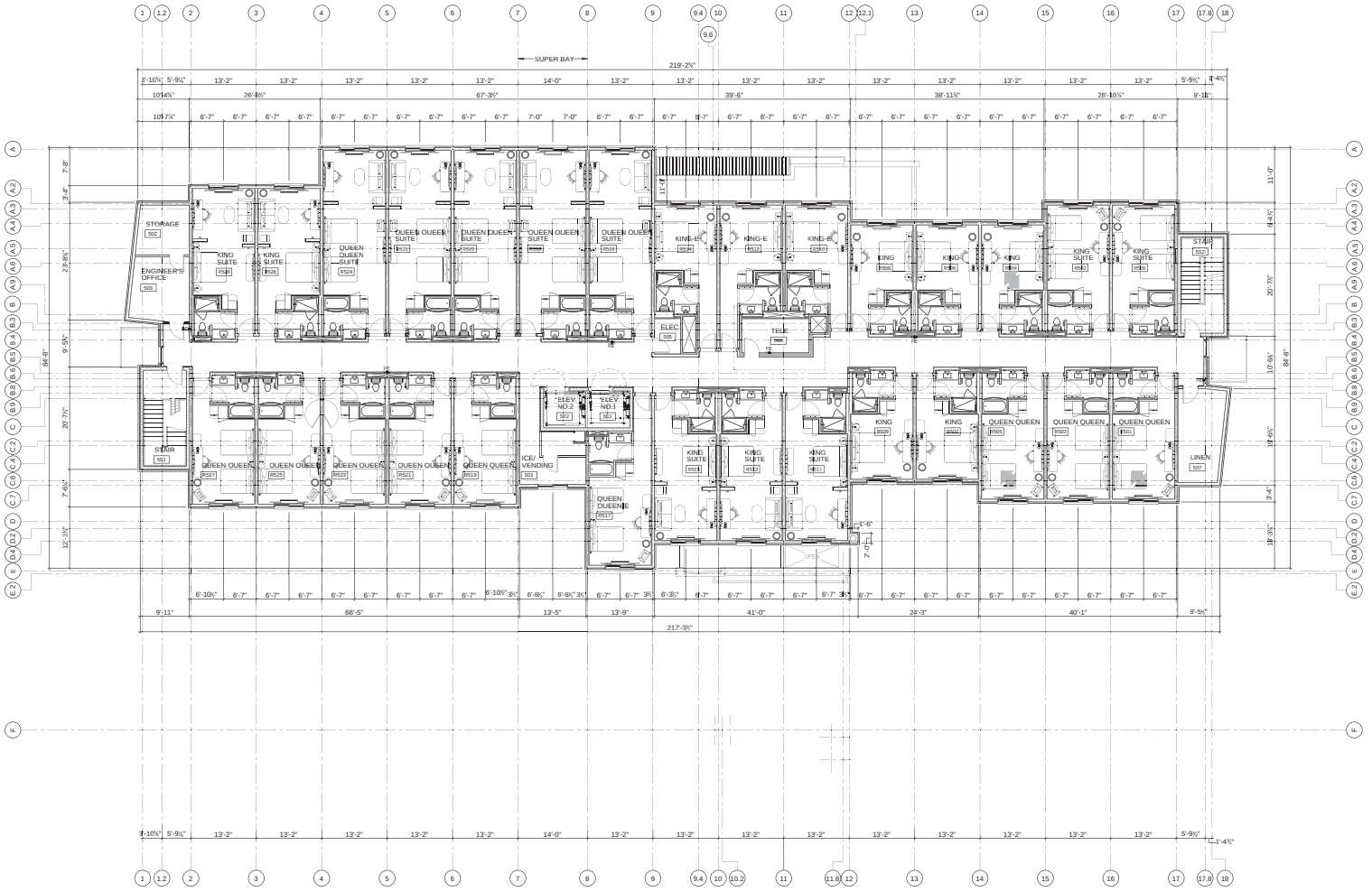
PROJECT
FAIRFIELD INN & SUITES by Marriott.
Fairfield Inn & Suites
Adell Center - 437001 Expo Center Drive
Novi, Oakland County, Michigan 48375

DRAWING
Fourth Level Floor Plan

ISSUED FOR | DATE

JOB # proj_2018_06

SHEET # A-104



1 FIFTH LEVEL FLOOR PLAN
3/32" = 1'-0"

NORTH

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PROJECT
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Novi, Oakland County, Michigan 48375

DRAWING
Fifth Level Floor Plan

ISSUED FOR | DATE
SET DRAWINGS

JOB #
proj_2018_06

SHEET #
A-105



2 EXTERIOR ELEVATION - NORTH
3/32" = 1'-0"



1 EXTERIOR ELEVATION - SOUTH
3/32" = 1'-0"

EXTERIOR FINISH RATIO

38%	EIFS
22%	GLAZING
17%	BRICK
21%	CEMENT BOARD
2%	CULTURED STONE

EXTERIOR FINISH KEY

EF1	PEARLESCENT ACCENT EIFS FINISH
EF2	DARK EIFS FINISH COLOR
EF2a	ACCENT EIFS COLOR
BR1	ACCENT BRICK FINISH COLOR
BR2	BRICK FINISH COLOR
ST1	CULTURED STONE
ST2	COPING
SP1	EXTERIOR ACCENT FINISH AT RAINSCREEN - SOLID PHENOLIC BOARD SIDING - CEMENT BOARD SIDING (OPTION)
PT1	PAINT COLOR - ALUM. ROOF SHADE CANOPY & OTHER METAL COPINGS, FASCIAS, ETC.

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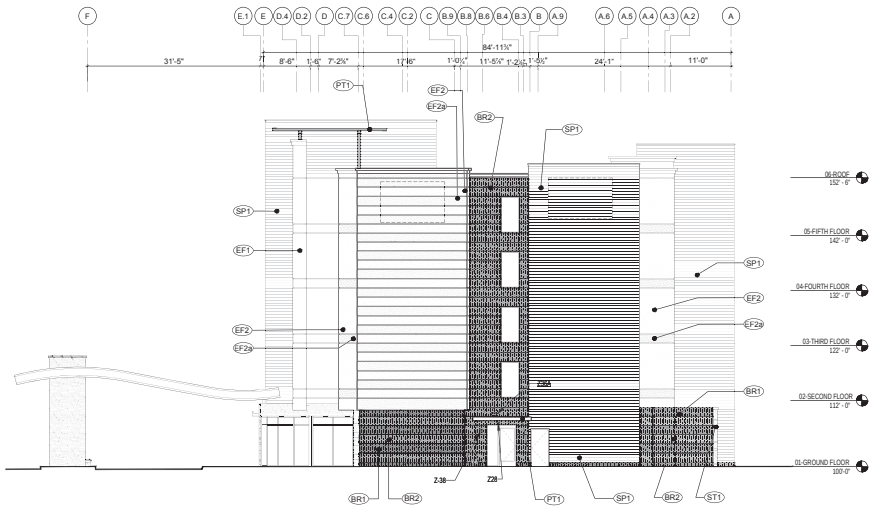
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Adell Center - 437701 Expo Center Drive
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DRAWING: Exterior Elevations

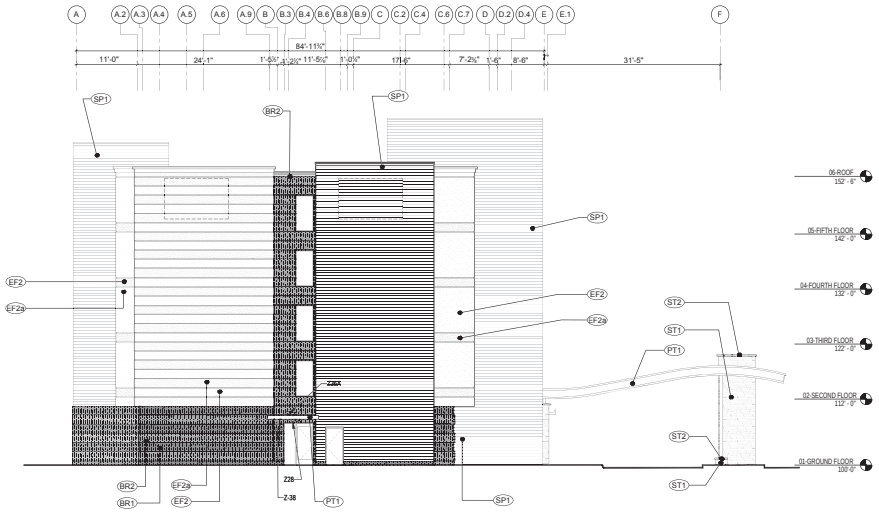
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SITE PLAN REVIEW 08.24.18

JOB #: proj_2018_05

SHEET #: A-201



2 EXTERIOR ELEVATION - EAST
3/32" = 1'-0"



1 EXTERIOR ELEVATION - WEST
3/32" = 1'-0"

EXTERIOR FINISH RATIO

38%	EIFS
22%	GLAZING
17%	BRICK
21%	CEMENT BOARD
2%	CULTURED STONE

EXTERIOR FINISH KEY

EF1	PEARLESCENT ACCENT EIFS FINISH
EF2	DARK EIFS FINISH COLOR
EF2a	ACCENT EIFS COLOR
BR1	ACCENT BRICK FINISH COLOR
BR2	BRICK FINISH COLOR
ST1	CULTURED STONE
ST2	COPING
SP1	EXTERIOR ACCENT FINISH AT RAINSCREEN - SOLID PHENOLIC BOARD SIDING - CEMENT BOARD SIDING (OPTION)
PT1	PAINT COLOR - ALUM. ROOF SHADE CANOPY & OTHER METAL COPINGS, FASCIAS, ETC.

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DRAWING
Exterior Elevations

ISSUED FOR | DATE
SPR DESIGN REVIEW 08.15.2018

JOB #
proj_2018_05

SHEET #
A-202

GENERAL NOTES

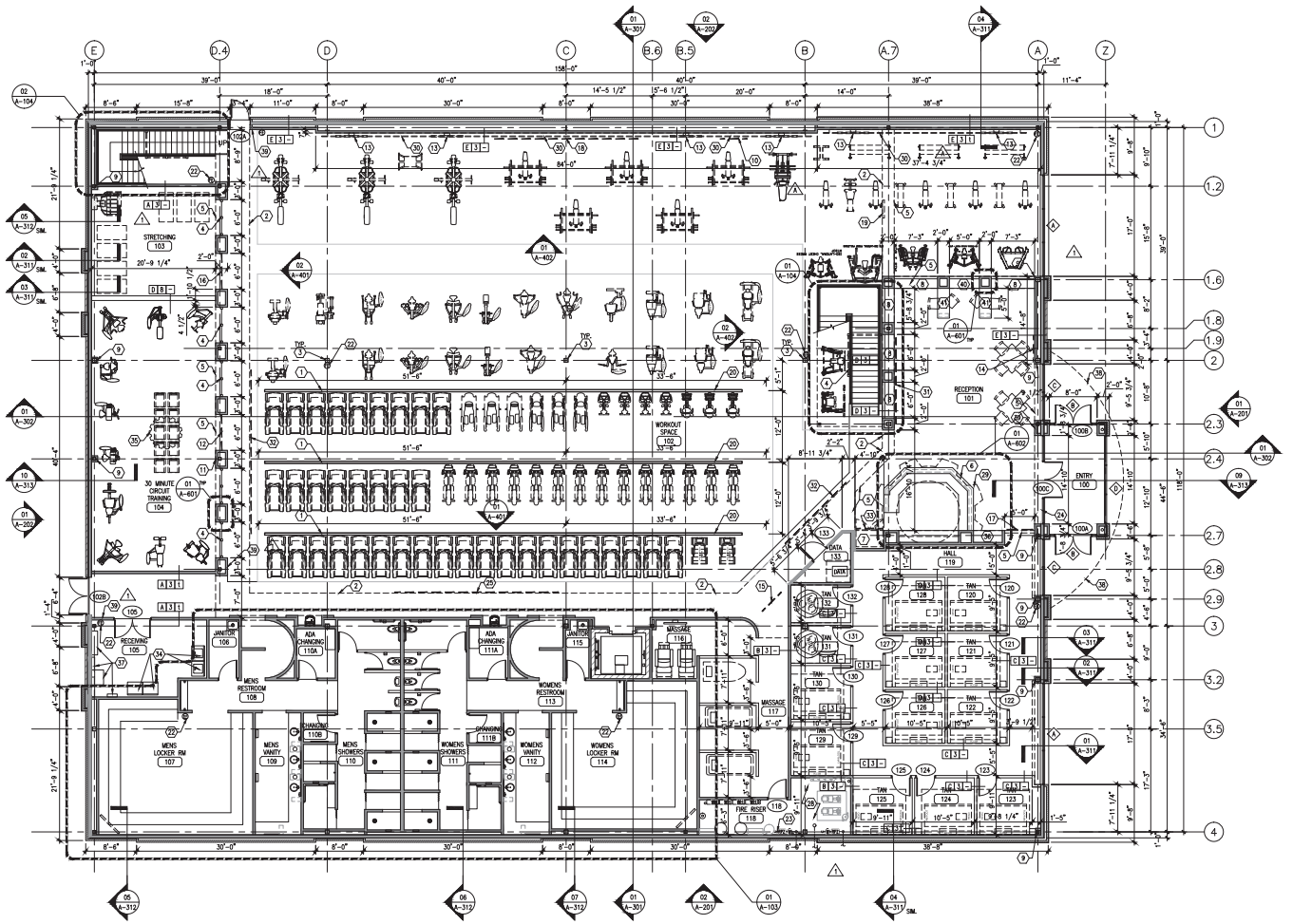
A. UNLESS NOTED OTHERWISE, ALL NEW INTERIOR WALLS TO BE TYPE B13 - ACOUSTICAL INSULATION TO BE INSTALLED AT ALL RESTROOM PERIMETER WALLS.
B. ALL WALLS ARE TO BE FINISHED TO A LEVEL FOUR (4) DRYWALL FINISH AND PAINTED WITH ONE (1) COAT OF PRIMER AND TWO (2) FINAL COATS OF PAINT PER FINISH SCHEDULE.
C. THE GC SHALL COORDINATE ALL FINISHES/ COLORS WITH THE OWNER PRIOR TO INSTALLATION.
D. ALL INTERIOR DIMENSIONS ARE FROM FACE OF FINISH WALL OR COLUMN CENTERLINE.
E. THE GENERAL CONTRACTOR AND THE ELECTRICAL SUBCONTRACTOR SHALL COORDINATE THE LIGHTING, SWITCHING, AND POWER DISTRIBUTION REQUIREMENTS WITH THE OWNER.
F. GENERAL CONTRACTOR TO LAY OUT ALL PARTITIONS & FIXTURES AS SHOWN ON THE DRAWINGS & VERIFY DIMENSIONS PRIOR TO STARTING WORK OR ORDERING ANY COMPONENTS.
G. ALL MATERIALS AND WORK TO MEET ALL LOCAL CODES AND ORDINANCES.
H. PROVIDE WOOD OR METAL STRAP BLOCKING FOR ALL WALL SUPPORTED FIXTURES WITHIN WALLS AND ABOVE CEILING LINE AS REQUIRED. ALL WOOD BLOCKING TO BE FIRE RETARDANT.
I. CONTRACTOR MUST VERIFY ALL JOB DIMENSIONS, DRAWINGS, DETAILS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH WORK. ARCHITECT WILL NOT BE LIABLE FOR ANY ERRORS AND OMISSIONS NOT REPORTED BY GENERAL CONTRACTOR.
J. DRAWING SCALE SHOWN FOR REFERENCE. IF SHOWN DIMENSION DOES NOT COORDINATE WITH IDENTIFIED SCALE, CONTACT ARCHITECT PRIOR TO ASSOCIATED WORK.
K. THROUGH PENETRATIONS OF FIRE-RESISTANCE-RATED WALLS SHALL COMPLY SECTION 712.3.1 AND SHALL BE PROTECTED BY AN APPROVED FIRESTOP SYSTEM 712.3.1.2
L. WHEN APPLICABLE, PROVIDE APPROVED FIRE DAMPERS IN FIRE WALLS AND FIRE BARRIERS PER SECTION 716.5.
M. PROVIDE A PORTABLE FIRE EXTINGUISHER DURING CONSTRUCTION AS REQUIRED BY THE FIRE PREVENTION OFFICIAL AND SECTION 906.
N. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO PLACE FIRE EXTINGUISHERS THROUGHOUT THE BUILDING PER LOCAL CODE REQUIREMENTS AND FIRE MARSHALL DIRECTION.
O. GC TO VERIFY WHICH WALL PARTITIONS ARE TO RECEIVE MOISTURE RESISTANT WALL BOARD. REFER TO SHEET A-601 FOR MORE INFORMATION.
P. GC TO VERIFY WITH OWNER/SIGNAGE VENDOR ALL BLOCKING SIZES AND REQUIREMENTS FOR THE LUNA ALARM, CLOCK, TV'S, STOPWATCH LIGHT, ETC.

SHEET NOTES

1. ROUTE POWER FROM UNDER SLAB; COORDINATE UNDERGROUND ELECTRICAL RUNS WITH ELECTRICAL DRAWINGS.
2. LINE OF SECOND FLOOR OPENING ABOVE.
3. PAINT COLUMN P-5.
4. POWDER COATED RAILING BOLTED TO CONC; PROVIDED AND INSTALLED BY OWNER'S VENDOR.
5. LINE OF SOFFIT/ BULKHEAD ABOVE. SEE REFLECTED CEILING PLAN FOR MORE INFORMATION.
6. RECEPTION DESK. SEE DETAILS ON SHEET A-602, FOR MORE INFORMATION.
7. BEVERAGE VENDING MACHINE PROVIDED BY OWNER.
8. COUNTER TOP. SEE DETAIL 11/A-602.
9. FLOOR BOX MOUNTED WITH DATA/ AV MINIMUM AMOUNT NECESSARY
10. WALL MOUNTED "LUNA ALARM" BY OWNER. G.C. TO PROVIDE POWER. SEE INTERIOR ELEVATIONS FOR MOUNTING HEIGHTS.
11. WALL MOUNTED "STOPCO" LIGHT BY OWNER. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
12. "30-MINUTE CIRCUIT" GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
13. 55" WALL MOUNTED TELEVISION, PROVIDE BLOCKING AS REQUIRED. GC TO CONFIRM MOUNTING HEIGHTS W/OWNER. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
14. "MISSION STATEMENT" GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
15. "RELAXATION ZONE" GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
16. "STRETCHING" GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
17. "TANNING" WALL GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
18. "NO CRITICS" WALL GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
19. WALL CLOCK ABOVE. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
20. POWDER COATED RAIL & LCD POST / BRACKET BOLTED TO CONC. PROVIDED AND INSTALLED BY OWNER'S VENDOR.
21. NOT USED
22. SURFACE MOUNTED FIRE EXTINGUISHER; COORDINATE EXACT LOCATIONS WITH FIRE MARSHAL.
23. FIRE RISER AND INCOMING DOMESTIC WATER SERVICE/ BACKFLOW; REFER TO PLUMBING DRAWINGS.
24. NEW STOREFRONT AND/ OR ENTRY. INTERIOR GLAZING TO BE 1/4" TEMPERED. EXTERIOR GLAZING TO BE 1" INSULATED, STOREFRONT TO BE KAWNEER 451T OR EQUAL.
25. "WELCOME TO THE JUDGEMENT FREE ZONE" WALL GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
26. TELEPHONE/SECURITY EQUIPMENT. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION. GC TO COORDINATE LOCATIONS WITH SECURITY VENDOR AND MUSIC VENDOR.
27. ELECTRICAL PANELS. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
28. AREA DEDICATED FOR GEO-THERMAL EQUIPMENT; REFER TO PLUMBING DRAWINGS.
29. LINE OF GEAR SOFFIT ABOVE. SEE REFLECTED CEILING PLAN FOR MORE INFORMATION.
30. MIRROR BY MIRROR VENDOR; GC TO PROVIDE BLOCKING AS REQUIRED.
31. "WELCOME TO PLANET FITNESS FLORENCE, KY" WALL GRAPHIC. INSTALLED BY SIGNAGE VENDOR
32. "YOU BELONG" WALL GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
33. "HYDRATION" WALL GRAPHIC. INSTALLED BY SIGNAGE VENDOR.
34. LOCATION OF NEW WASHER AND DRYER, SEE PLUMBING AND MECHANICAL DRAWINGS FOR MORE INFORMATION.
35. "30 MINUTE WORKOUT" GRAPHIC APPLIED TO FLOOR. INSTALLED BY SIGNAGE VENDOR.
36. DISPLAY CASE W/ BASE CABINETS, GLASS SHELVES & SLIDING GLASS DOORS ABOVE, SUPPLIED & INSTALLED BY G.C.; SEE UNIT ELEVATION 09/A-602 & DETAIL 10/A-602.
37. ELECTRICAL GEAR; REFER TO ELECTRICAL DRAWINGS.
38. CANOPY ABOVE; REFER TO ELEVATION AND SECTION DRAWINGS.
39. GC TO INSTALL A DURABLE SIGN ON THE WALL @ 48" AFF STATING "EXIT" IN RAISED CHARACTERS AND BRAILLE AND COMPLYING WITH ICC/ANSI A117. SIGN SHALL BE INSTALLED ADJACENT TO EACH EXIT DOOR, EXIT STAIRWAY AND EXIT PASSAGEWAY.
40. COUNTER TOP W/ BASE CABINETS BELOW; REFER TO 12/A-602.
41. 5' LONG X 2' WIDE GRANITE COUNTERTOP @ 36" AFF WITH WAINSCOT SUPPORT AT END (OPEN UNDERNEATH).

LEGEND

100 / ROOM NAME / 101	INDICATES DOOR NUMBER (REFER TO DOOR SCHEDULE) / INDICATES ROOM NUMBER
B3	INDICATES WALL TYPE
	INTERIOR WALL PARTITION (REFER TO WALL TYPE)
	INTERIOR PARTIAL HT WALL PARTITION (REFER TO WALL TYPE)
	CMU BLOCK WALL



01 FIRST FLOOR PLAN
1/8" = 1'-0"

PLANET FITNESS
Ma...Rad ... B...ard
F... ... 41042

MOD#4 PROJECT NUMBER: 14037

ISSUED / REVISED	DATE
ISSUED FOR PERMIT SET	08.07.14
ADDEND. #1 A	9.03.15
ISSUED FOR CONSTR...CTION	9.09.15
C. LUETTIN - 1	9.18.15
C. LUETTIN - 2	9.23.15

Fir... Flo... Flo... Pla...

A-101

□ENERAL NOTES

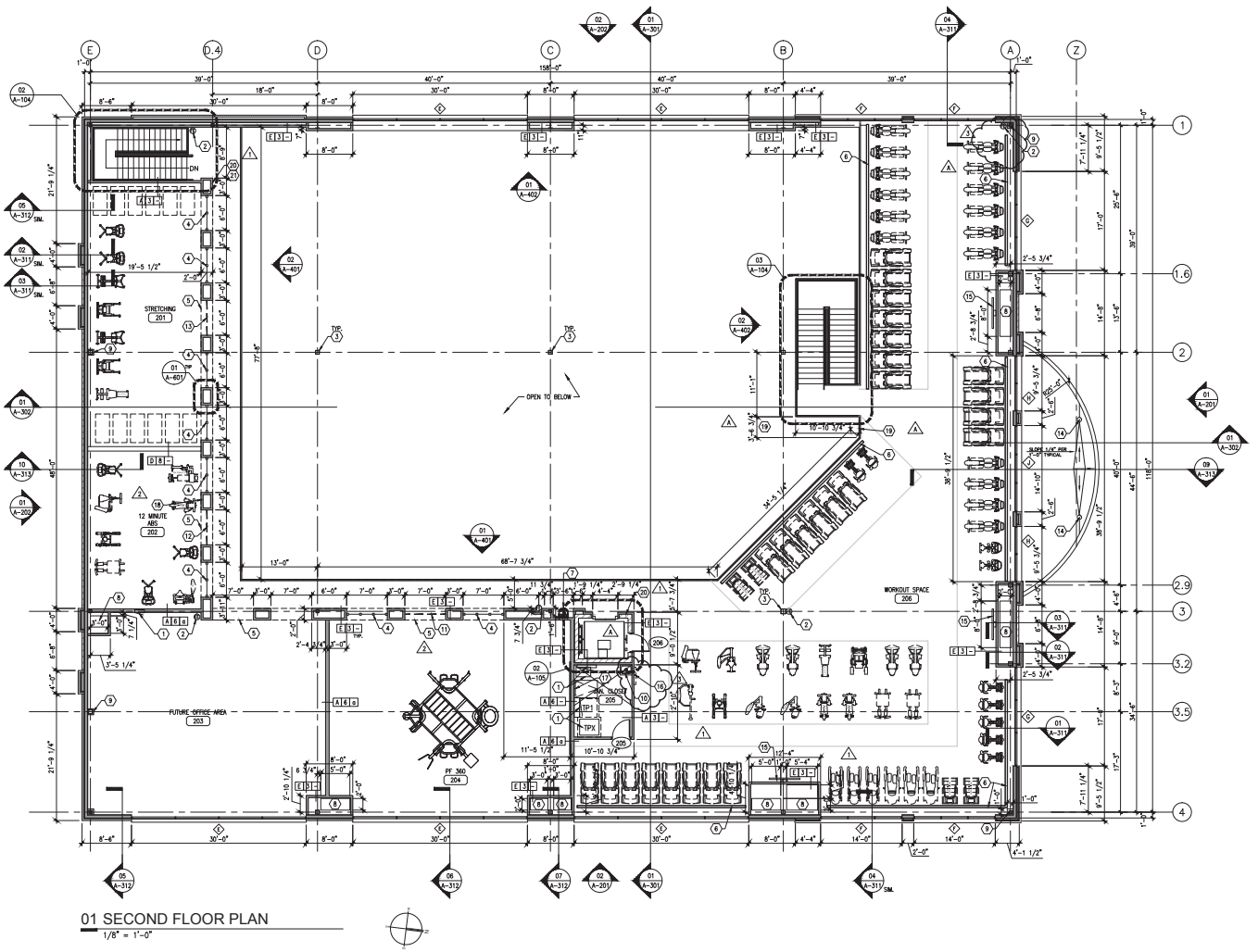
A. UNLESS NOTED OTHERWISE, ALL NEW INTERIOR WALLS TO BE TYPE ACOUSTICAL INSULATION TO BE INSTALLED AT ALL RESTROOM PERIMETER WALLS.
B. ALL WALLS ARE TO BE FINISHED TO A LEVEL FIVE (5) DRYWALL FINISH AND PAINTED WITH ONE (1) COAT OF PRIMER AND TWO (2) FINAL COATS OF PAINT PER FINISH SCHEDULE.
C. THE GC SHALL COORDINATE ALL FINISHES/ COLORS WITH THE OWNER PRIOR TO INSTALLATION.
D. ALL INTERIOR DIMENSIONS ARE FROM FACE OF FINISH WALL OR COLUMN CENTERLINE.
E. THE GENERAL CONTRACTOR AND THE ELECTRICAL SUBCONTRACTOR SHALL COORDINATE THE LIGHTING, SWITCHING, AND POWER DISTRIBUTION REQUIREMENTS WITH THE OWNER.
F. GENERAL CONTRACTOR TO LAY OUT ALL PARTITIONS & FIXTURES AS SHOWN ON THE DRAWINGS & VERIFY DIMENSIONS PRIOR TO STARTING WORK OR ORDERING ANY COMPONENTS.
G. ALL MATERIALS AND WORK TO MEET ALL LOCAL CODES AND ORDINANCES.
H. PROVIDE WOOD OR METAL STRAP BLOCKING FOR ALL WALL SUPPORTED FIXTURES WITHIN WALLS AND ABOVE CEILING LINE AS REQUIRED. ALL WOOD BLOCKING TO BE FIRE RETARDANT.
I. CONTRACTOR MUST VERIFY ALL JOB DIMENSIONS, DRAWINGS, DETAILS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO OWNER'S REPRESENTATIVE BEFORE PROCEEDING WITH WORK. ARCHITECT WILL NOT BE LIABLE FOR ANY ERRORS AND OMISSIONS NOT REPORTED BY GENERAL CONTRACTOR.
J. DRAWING SCALE SHOWN FOR REFERENCE. IF SHOWN DIMENSION DOES NOT COORDINATE WITH IDENTIFIED SCALE, CONTACT ARCHITECT PRIOR TO ASSOCIATED WORK.
K. THROUGH PENETRATIONS OF FIRE-RESISTANCE-RATED WALLS SHALL COMPLY SECTION 712.3.1 AND SHALL BE PROTECTED BY AN APPROVED FIRESTOP SYSTEM 712.3.1.2
L. WHEN APPLICABLE, PROVIDE APPROVED FIRE DAMPERS IN FIRE WALLS AND FIRE BARRIERS PER SECTION 716.5.
M. PROVIDE A PORTABLE FIRE EXTINGUISHER DURING CONSTRUCTION AS REQUIRED BY THE FIRE PREVENTION OFFICIAL AND SECTION 906.
N. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE TO PLACE FIRE EXTINGUISHERS THROUGHOUT THE BUILDING PER LOCAL CODE REQUIREMENTS AND FIRE MARSHALL DIRECTION.
O. GC TO VERIFY WHICH WALL PARTITIONS ARE TO RECEIVE MOISTURE RESISTANT WALL BOARD. REFER TO SHEET A-601 FOR MORE INFORMATION.

S□EET NOTES

1. ELECTRICAL PANELS; REFER TO ELECTRICAL DRAWINGS.
2. SURFACE MOUNTED FIRE EXTINGUISHER; COORDINATE EXACT LOCATIONS WITH FIRE MARSHAL.
3. PAINT COLUMN P-5.
4. POWDER COATED RAILING BOLTED TO CONC; PROVIDED AND INSTALLED BY OWNER'S VENDOR.
5. LINE OF SOFFIT/ BULKHEAD ABOVE. SEE REFLECTED CEILING PLAN FOR MORE INFORMATION.
6. POWDER COATED RAIL & LCD POST / BRACKET BOLTED TO CONC. PROVIDED AND INSTALLED BY OWNER'S VENDOR.
7. ADA COMPLIANT DRINKING FOUNTAIN; REFER TO PLUMBING DRAWINGS.
8. OPENING IN FLOOR SLAB FOR HVAC DUCTWORK; REFER TO STRUCTURAL AND MECHANICAL DRAWINGS. GC TO FILL ANNULAR SPACE AROUND DUCTWORK, CONDUIT, PIPING, ETC. TO BE FILLED WITH NON-COMBUSTIBLE FIBERGLASS INSULATION (OWENS CORNING PINK 044 OR APPROVED EQUAL).
9. FURR OUT AROUND STEEL COLUMN AT MINIMUM AMOUNT NECESSARY
10. MOP SINK; REFER TO PLUMBING DRAWINGS. PROVIDE FRP-1 TO 4'-0" A.F.F., 4'-0" EITHER SIDE OF MOP SINK.
11. "PF 360" GRAPHIC; INSTALLED BY SIGNAGE VENDOR.
12. "12-MINUTE ABS" GRAPHIC; INSTALLED BY SIGNAGE VENDOR.
13. "STRETCHING" GRAPHIC; INSTALLED BY SIGNAGE VENDOR.
14. ROOF DRAIN; REFER TO PLUMBING AND CIVIL DRAWINGS.
15. 55" WALL MOUNTED TELEVISION, PROVIDE BLOCKING AS REQUIRED. GC TO CONFIRM MOUNTING HEIGHTS W/ OWNER. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
16. WALL CLOCK; REFER TO ELECTRICAL DRAWINGS.
17. ROOF HATCH AND LADDER; REFER TO DETAIL 7/A-603.
18. WALL-MOUNTED "STOPGO" LIGHT BY OWNER. REFER TO ELECTRICAL DRAWINGS FOR MORE INFORMATION.
19. GC TO VERIFY THIS PORTION OF RAIL IS TO BE REMOVABLE FOR EQUIPMENT DELIVERY TO SECOND FLOOR.
20. GC TO INSTALL A DURABLE SIGN ON THE WALL @ 48" AFF STATING "THIS SECOND FLOOR SLAB HAS BEEN DESIGNED TO 100 PSF".
21. GC TO INSTALL A DURABLE SIGN ON THE WALL @ 48" AFF STATING "EXIT" IN RAISED CHARACTERS AND BRAILLE AND COMPLYING WITH ICC/ANSI A117. SIGN SHALL BE INSTALLED ADJACENT TO EACH EXIT DOOR, EXIT STAIRWAY AND EXIT PASSAGEWAY.

LE□END

- (100) INDICATES DOOR NUMBER (REFER TO DOOR SCHEDULE)
- ROOM NAME (101) INDICATES ROOM NUMBER
- B 3 – INDICATES WALL TYPE
- INTERIOR WALL PARTITION (REFER TO WALL TYPE)
- INTERIOR PARTIAL HT WALL PARTITION (REFER TO WALL TYPE)
- CMU BLOCK WALL



01 SECOND FLOOR PLAN
1/8" = 1'-0"

PLANET FITNESS
Ma□R ad □□□□B □□ard
F□r□□□□ 41042

MOD34 PROJECT NUMBER: 14037

ISS□ED / REVISED	DATE
ISS□ED FOR PERMIT SET	09.17.15
ADDEND□M A	1.13.15
ISS□ED FOR CONSTR□CTION	2.20.15
R□VISION - 1	8.10.15
R□VISION - 2	8.21.15

S□□□□d F□□r F□□r Pla□

A-102

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PLANET FITNESS
Fflorence, KY

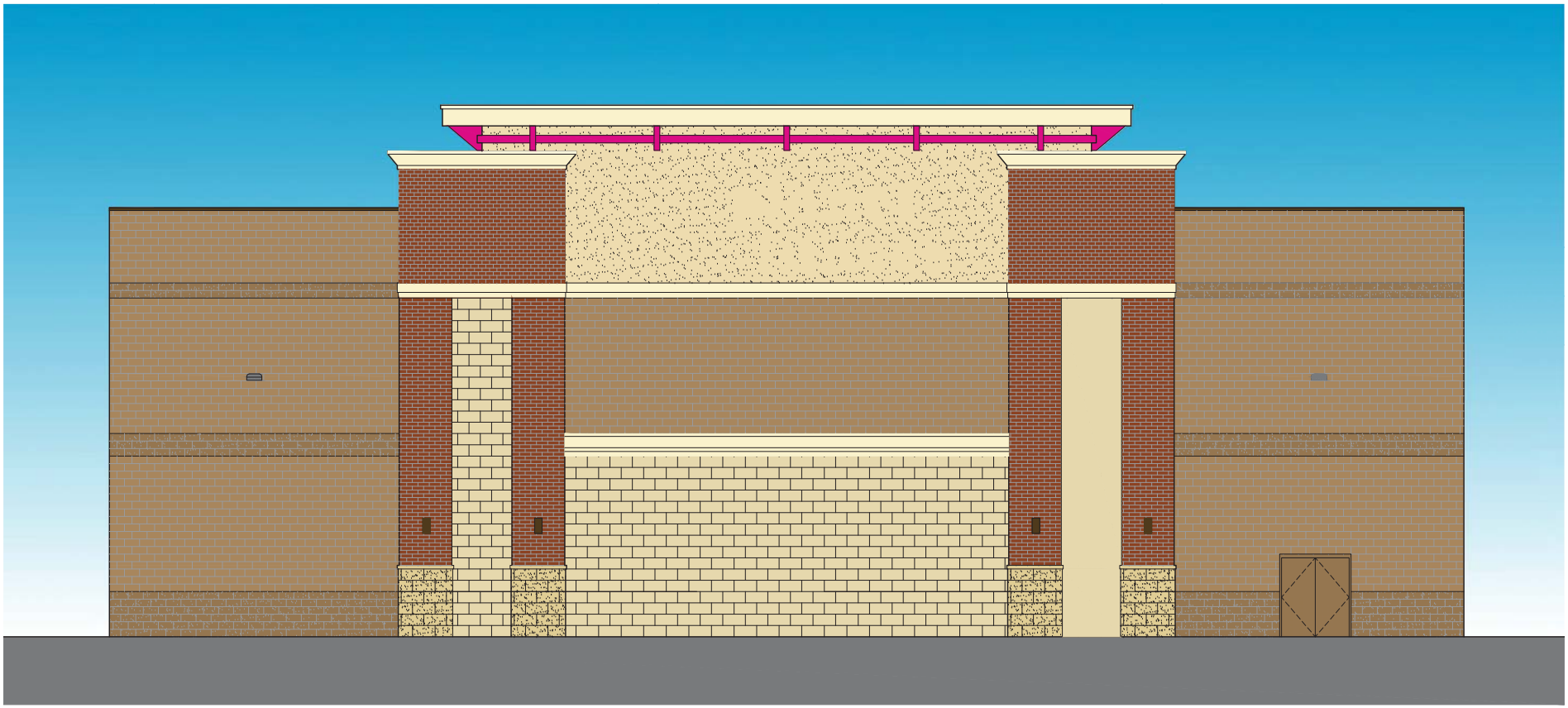
FRONT ELEVATION RENDERING

08.01.14

SCALE: NTS

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Fflorence, KY

REAR ELEVATION RENDERING

08.01.14

SCALE: NTS

STAFF NOTES TO ADDRESS REMOVAL OF INAPPLICABLE NOTES FROM THE PRO CONCEPT PLAN

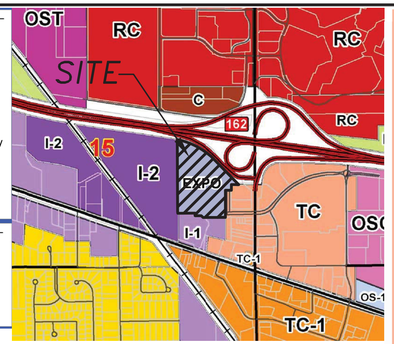
Zoning Districts

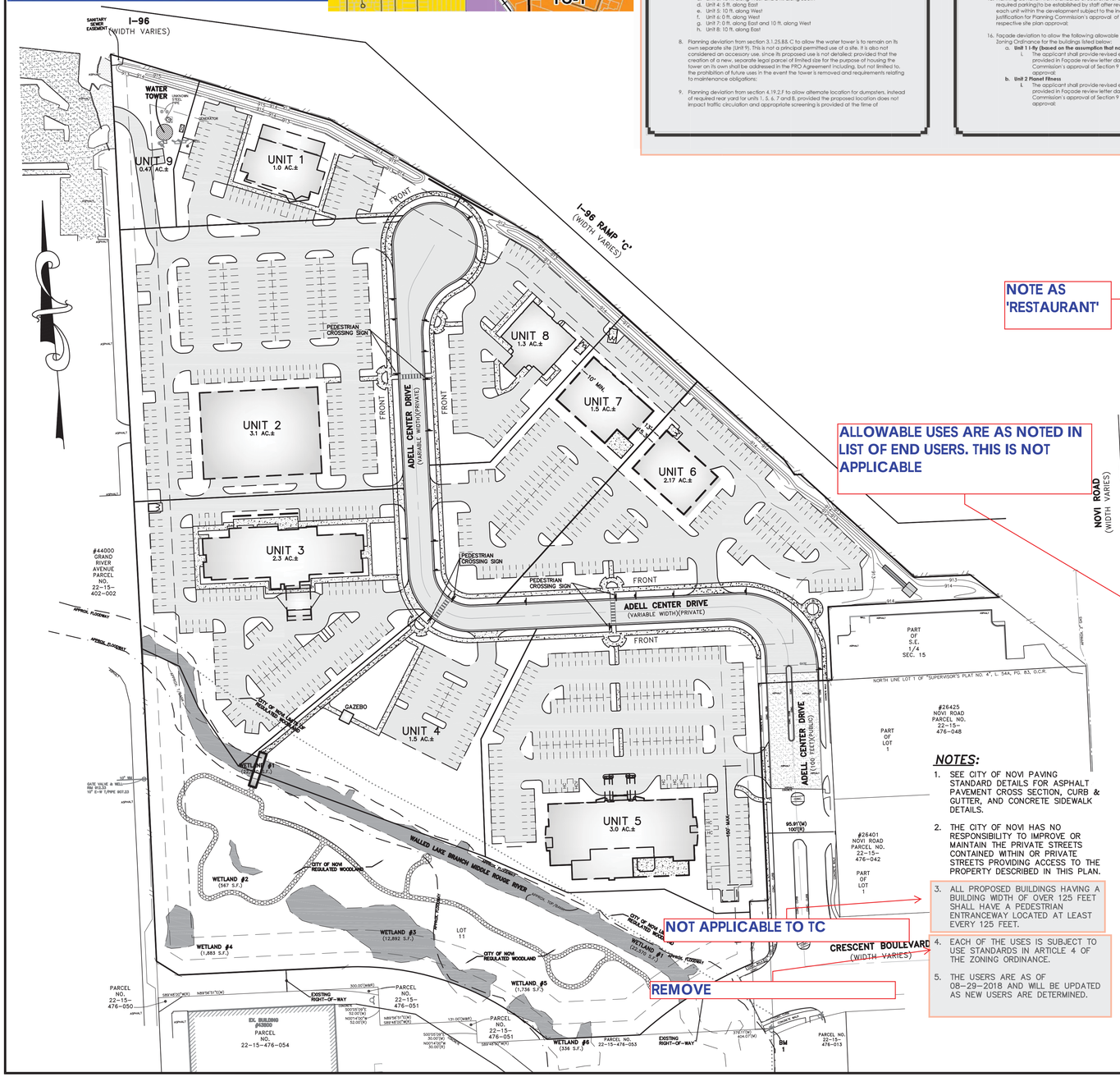
- R-A: Residential Acreage
- R-1: One-Family Residential
- R-2: One-Family Residential
- R-3: One-Family Residential
- R-4: One-Family Residential
- RT: Two-Family Residential
- RM-1: Low-Density Multiple-Family
- RM-2: High-Density Multiple-Family
- MH: Mobile Home
- B-1: Local Business
- B-2: Community Business
- B-3: General Business
- C: Conference
- EXPO: Expo
- GE: Gateway East
- FS: Freeway Service
- I-1: Light Industrial
- I-2: General Industrial
- NCC: Non-Center Commercial
- OS-1: Office Service
- OSC: Office Service Commercial
- OST: Office Service Technology
- EXO: OST District with EXO Overlay
- RC: Regional Center
- P-1: Vehicular Parking
- TC: Town Center
- TC-1: Town Center-1

Zoning Overlays

- Exposition (EXO)
- Planned Suburban Low-Rise (PSLR)
- Planned Rezoning (PRO)

50-22-10-351-026 (B-3 PRO)
50-22-10-351-027 (B-3 PRO)
50-22-10-400-005 (R-3 PRO)
50-22-10-476-008 (B-3 PRO)
50-22-28-101-016, -021 (RM-1 PRO)
50-22-28-226-020, -021, -022 (B-3 PRO)
50-22-28-226-023, -028, -029 (B-3 PRO)
50-22-29-226-030, -031 (B-3 PRO)
50-22-10-400-002, -003, -071, -035, -006, -007 (R-3 PRO)
50-22-17-101-006 (I-2 PRO)
50-22-13-351-026 (B-3 PRO)





REQUESTED DEVIATIONS (EXCERPTS FROM PRO AGREEMENT):

1. Planning deviation from section 3.1.26.D for exceeding the maximum allowable building height of 65 feet and maximum allowable 5 stories, for the following, provided they conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) constructions:
   a. Unit 5 Drury Hotel (84'-5", 7 stories proposed);
   b. Unit 8 Carvana (75'-10", 8 tiers proposed); and
   c. Unit 1 Ifly (70 feet)
2. Planning deviation from section 5.12 to allow lack of required frontage on public road for Units 1 through 8. Frontage is proposed a proposed private drive, built to City standards;
3. Planning deviation to allow lack of required frontage on public road as listed in section 5.12 for Unit 9. Frontage is proposed on a private access/secondary emergency access drive;
4. Planning deviation from section 3.27.1.C to allow for not meeting the minimum requirements for exterior side yard building setback of 50 feet from I-96 Rights-of-way for Unit 1, A minimum setback of 32.5 ft. is requested;
5. Traffic deviation from section 11-194(a)(7)of Design and Constructions Standards Manual to allow exceeding the maximum allowable length of the proposed cul-de-sac street length of 800 feet, from the centerline intersection of Crescent Boulevard to the center of the bulb of the Adell Center Drive cul-de-sac. A maximum of 1,540 feet is proposed;
6. Planning deviation from section 3.1.25.D to allow reduction of minimum required front parking setback of 20 ft., from the proposed access easement. A maximum of 18 feet is requested;
7. Planning deviation from section 3.1.25.D to allow reduction of minimum required interior side parking setback of 20 ft. for the following units as shared access is proposed between parking lots;
   a. Unit 1: 14 ft. along West, 0 ft. along South
   b. Unit 2: 15 ft. along South
   c. Unit 3: 15 ft. along West and 5 ft. along South
   d. Unit 4: 5 ft. along East
   e. Unit 5: 10 ft. along West
   f. Unit 6: 0 ft. along West
   g. Unit 7: 0 ft. along East and 10 ft. along West
   h. Unit 8: 10 ft. along East
8. Planning deviation from section 3.1.25.B.& C to allow the water tower is to remain on its own separate site (Unit 9). This is not a principal permitted use of a site, it is also not considered an accessory use, since its proposed use is not detailed; provided that the creation of a new, separate legal parcel of limited size for the purpose of housing the tower on its own shall be addressed in the PRO Agreement including, but not limited to, the prohibition of future uses in the event the tower is removed and requirements relating to maintenance obligations;
9. Planning deviation from section 4.19.2.F to allow alternate location for dumpsters, instead of required rear yard for units 1, 5, 6, 7 and 8, provided the proposed location does not impact traffic circulation and appropriate screening is provided at the time of preliminary site plan. The applicant requests dumpsters to be allowed in exterior/interior side yards;
10. Planning deviation to allow partial rear yards for Units 3, 4 and 5 to be located within the floodplain, as listed in section 4.05A of Subdivision Ordinance, provided there is no danger to health, life or property are proposed. There appears to be no impacts proposed for Units 3 and 5. A pedestrian bridge is proposed on Unit 4;
11. Planning deviation to allow lack of required loading areas, as listed in section 5.4.2., for unit 9 as requested by the applicant;
12. Planning deviation to allow placement of loading areas in alternate locations instead of required rear yard or interior side yard for double frontage lots, as listed below, provided proposed locations do not conflict with traffic circulation and appropriate screening will be provided at the time of Preliminary site plan review
    a. Unit 1: exterior side yard
    b. Unit 3: interior side yard (no double frontage)
    c. Unit 4: interior side yard (no double frontage)
    d. Unit 5: exterior side yard or front yard under canopy
13. Planning deviation to allow placement of loading areas in alternate locations instead of required rear yard or interior side yard for double frontage lots, as listed below, provided proposed locations do not conflict with traffic circulation and appropriate screening will be provided at the time of Preliminary site plan review:
    a. Unit 2: interior side yard (no double frontage)
    b. Unit 6: exterior side yard
    c. Unit 7: exterior side yard
    d. Unit 8: exterior side yard
14. The applicant shall provide supporting data to justify the proposed loading area square footages, to be reviewed and approved by Planning Commission at the time of Preliminary site plan approval;
15. Planning deviation from standards of Sec. 5.12 for up to 5% reduction in minimum required parking(to be established by staff after reviewing the calculations provided) for each unit within the development subject to the individual users providing satisfactory justification for Planning Commission's approval of the parking reduction at the time of respective site plan approval;
16. Façade deviation to allow the following allowable percentages listed in section 5.15 of Zoning Ordinance for the buildings listed below:
    a. **Unit 1 Ify (based on the assumption that no EIFS is being proposed):**
       i. The applicant shall provide revised elevations addressing comments provided in Façade review letter dated August 14, 2018 for Planning Commission's approval of Section 9 waiver at the time of Site Plan approval
    b. **Unit 2 Planet Fitness**
       i. The applicant shall provide revised elevations addressing comments provided in Façade review letter dated August 14, 2018 for Planning Commission's approval of Section 9 waiver at the time of Site Plan approval
    c. **Unit 5 Drury Inn:**
       i. Underage of Brick and Stone combined (50% minimum required, 46% on right, 46% on left and 36% on rear proposed);
       ii. Overage of EIFS (25% maximum allowed, 43% on front facade, 47% on right, 47% on left facade and 58% on rear facade proposed)
    d. **Unit 8 Carvana:**
       i. Underage of brick (30% minimum required, 7% proposed on front facade)
       iv. Underage of combined brick and stone (50% minimum required, 7% on front ,30% on right facade, 30% on left and 39% on rear facade proposed)
       v. Overage of display glass (25% maximum allowed, 80% on front facade, 63% on right facade, 63% on left facade and 57% on rear facade proposed)
17. The applicant shall provide necessary information to identify the necessary deviations from Chapter 28, Signs from City Code of Ordinances for Ify, Drury, Planet Fitness and Carvana prior to the City Council's consideration for tentative approval of PRO Concept plan;
18. The following deviations from Chapter 28, Signs, from City Code of Ordinances for the two development signs proposed for Adel Center as listed below:
    a. Entranceway Sign Area (Section 28-1 & 28-5(b)(2)a) to allow for an increased sign area of 60 square feet. A deviation of 20 square feet is requested.
    b. Entranceway Sign Height (Section 28-5(c) to allow for a 15' high monument sign. A deviation of 9 feet is requested.
    c. Ground Sign Area (Section 28-1 & 28-5(b)(2)a) to allow for an increased sign area of 265 square feet. A deviation of 165 square feet is requested.
    d. Ground Sign Height (Section 28-5(c) to allow for a 15' high monument sign. A deviation of 9 feet is requested.
    e. To allow two ground signs on Unit 6. A maximum of one sign is allowed.
19. Planning deviation to allow Side Lot lines between Units 6 and 7, 4 and 5, 1 and 2 for not being perpendicular or radial to the road, as listed in section 4.02.B Article IV, Appendix C-Subdivision ordinance of City Code of Ordinances;
20. Planning deviation to allow proposing the minimum required Open Space for each Unit as Common element spread within the development boundaries as shown in the Open Space Plan, provided the applicant restores the wetland/woodland on the southerly portion of the site pursuant to a plan meeting City ordinance requirements is submitted and approved at the time of Wetland permit/preliminary site plan approval, and provides the pedestrian walkway through the open space as proposed. (A minimum of 15% of total site area designed as permanently landscaped open areas and pedestrian plazas is required per section 3.27.1.F.);
21. Traffic deviation from section 7.13.1.D.1a to waive the requirement for required Traffic Impact Study as the site falls under the study boundaries for the ongoing Comprehensive Traffic study by the City;
22. Planning deviation from Section 5.7.3.K. to allow exceeding the maximum spillover of 1 foot candle along interior side property lines provided the applicant submits a photometric plan that demonstrates that the average to minimum light level ratio is kept the maximum allowable 4:1;
23. Planning deviation to allow exceeding the maximum spillover of 1 foot candle and approvable increase of the average to minimum light level ration from 4:1 within the Adell Drive pavement areas as listed in Section 5.7.3.K. along access easements along Adell Drive, at the time of or Preliminary Site Plan review for the Individual units;
24. Engineering deviation from section 4.04, Article IV, Appendix C-Subdivision ordinance of City Code of Ordinances for absence of a stub street required at 1,300 feet interval along the property boundary to provide connection to the adjacent property boundary;
25. Engineering deviation from Section 11-194(a)19 of the Design and Construction Standards for allowing gravel surface for the secondary emergency access road within Unit 2 lot boundaries until construction of Unit 2 site improvements or until an agreed upon timeline provided in the PRO agreement
26. The applicant shall conform to the maximum 15 bay parking requirement at the time of Site plan approval for individual units;

REMOVE DEVIATIONS AS THEY ARE NOTED IN THE PRO AGREEMENT

ALLOWABLE USES ARE AS NOTED IN LIST OF END USERS. THIS IS NOT APPLICABLE

NOT APPLICABLE TO TC

REMOVE

NOTES:

1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.
4. EACH OF THE USES IS SUBJECT TO USE STANDARDS IN ARTICLE 4 OF THE ZONING ORDINANCE.
5. THE USERS ARE AS OF 08-29-2018 AND WILL BE UPDATED AS NEW USERS ARE DETERMINED.

NOTE AS 'RESTAURANT'

CURRENT LIST OF END USERS

UNIT	END USER
1	IFLY
2	PLANET FITNESS
3	FAIRFIELD INN & SUITES
4	KEVIN ADELL - PARKING LOT
5	DRURY INN & SUITES
6	TO BE DETERMINED
7	TO BE DETERMIND
8	CARVANA
9	KEVIN ADELL - WATER TOWER

NOTE: THE USERS ARE AS OF 8-29-18 AND WILL BE UPDATED AS NEW USERS ARE DETERMINED

NOTE:
PROPOSED UNIT LINE BETWEEN UNITS 6 AND 7 MAY MOVE SUBJECT TO THE FINAL LAYOUT CONFIGURATION FOR UNITS 6 AND 7

UNIT 4 – GAZEBO NOTE:

IGAZEBO SIZE = 196 SF
GAZEBO HEIGHT = 12 FEET

LOT LINES NOTE:

INTERNAL LOT LINES WITHIN THE ADELL CENTER DEVELOPMENT ARE SUBJECT TO MOVE.

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

LOT COVERAGES

UNIT	APPROX.BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47731	13
2	20000	137034	15
3	14100	100807	14
4	0	67383	0
5	18500	132912	14
6	7000	94660	7
7	8000	61593	13
8	5800	56534	10
9	400	20246	2

3.27.1.C SETBACK WAIVER FOR DISTANCE FROM I-96 CENTERLINE

AS PART OF THIS PRO APPROVAL, WE REQUEST A WAIVER FROM THE ABOVE REQUIREMENT THAT BUILDINGS BE SET BACK "NO LESS THAN 80 FEET, AND NO GREATER THAN 137 FEET, AS MEASURED FROM THE CENTERLINE OF THE ARTERIAL". SINCE THIS SITE IS LOCATED ADJACENT TO THE I-96/NOVI ROAD RAMP, THIS STANDARD IS NOT APPLICABLE TO THIS PROJECT SINCE THIS SITE LACKS DIRECT FRONTAGE ON I-96.

NOT APPLICABLE TO TC

CONFLICTS WITH APPROVED DEVIATIONS

BUILDING SETBACKS		PARKING SETBACKS	
*PERIMETER	50 FT	PERIMETER	20 FT
ADELL DRIVE	30 FT	ADELL DRIVE	20 FT
INTERIOR SIDE	0 FT	**INTERIOR SIDE	– FT
INTERIOR REAR	15 FT	INTERIOR REAR	0 FT

* – UNIT 1 PERIMETER BUILDING SETBACK REDUCED TO 32.5 FEET.
** – SEE DEVIATION #7 ABOVE

LEGAL DESCRIPTION (AS SURVEYED):

PART OF THE SOUTHEAST 1/4 OF SECTION 15, T. 1N., R. 8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

BEGINNING AT A POINT BEING DISTANT S00°00'50"E 1217.37 FEET ALONG THE EAST LINE OF SAID SECTION 15, AND S89°29'16"W 174.05 FEET FROM THE EAST 1/4 CORNER OF SAID SECTION 15; THENCE ALONG THE SOUTHERLY LINE OF INTERSTATE 96 THE FOLLOWING (8) COURSES;

(1) THENCE N49°21'55"W 49.41 FEET;
(2) THENCE N89°42'38"W 76.56 FEET;
(3) THENCE N45°13'48"W 209.02 FEET;
(4) THENCE S89°56'34"W 8.15 FEET;
(5) THENCE N31°29'37"W 24.21 FEET;
(6) THENCE N45°13'48"W 449.77 FEET;
(7) THENCE N57°40'28"W 326.71 FEET;
(8) THENCE N70°39'38"W 313.38 FEET;

THENCE S00°17'12"E 895.50 FEET TO THE NORTHWEST CORNER OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4", AS RECORDED IN LIBER 54A OF PLATS, PAGE 83, OAKLAND COUNTY RECORDS; THENCE ALONG THE WEST LINE OF SAIDLOT 11, S00°01'11"W 341.53 FEET; THENCE S55°21'10"E 35.35 FEET; THENCE N89°58'08"E 227.22 FEET; THENCE 260.15 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 380.30 FEET, A DELTA ANGLE OF 39°11'42" AND A CHORD BEARING S70°25'56"E 255.11 FEET; THENCE 17.03 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 459.04 FEET, A DELTA ANGLE OF 02°07'31" AND A CHORD BEARING S49°46'23"E 17.03 FEET; THENCE S48°42'38"E 22.56 FEET; THENCEN89°56'41"E 126.43 FEET; THENCE 182.36 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 549.28 FEET, A DELTA ANGLE OF 19°01'22" AND A CHORD BEARING N60°14'29"E 181.53 FEET; THENCE N00°09'48"E 84.49 FEET; THENCE S89°49'24"E 25.00 FEET; THENCE N00°13'11"E 296.15 FEET; THENCE S89°53'30"E 100.00 FEET; THENCE N00°11'30"W 100.00 FEET; THENCE N89°29'16"E 233.28 FEET TO THE POINT OF BEGINNING. CONTAINS 21.81 ACRES, AND SUBJECT TO ANY RIGHTS OF WAY, RESTRICTIONS, AND EASEMENTS OF RECORD.

ALLOWABLE USES:

EACH OF THE USES IS SUBJECT TO USE STANDARDS IN ARTICLE 4 OF ZONING ORDINANCE

ALLOWABLE USES WITHIN THE ADELL CENTER DEVELOPMENT.

- RETAIL BUSINESSES USE
- RETAIL BUSINESS SERVICES USES
- DRY CLEANING ESTABLISHMENTS, OR PICK UP STATIONS, DEALING DIRECTLY WITH THE CUSTOMER
- BUSINESS ESTABLISHMENTS WHICH PERFORM SERVICES ON THE PREMESIS
- PROFESSIONAL SERVICES
- POST OFFICE AND SIMILAR GOVERNMENTAL OFFICE BUILDINGS, SERVING PERSONS LIVING IN THE ADJACENT RESIDENTIAL AREA
- OFF–STREET PARKING LOTS
- PRIVATE CLUBS, FRATERNAL ORGANIZATIONS AND LODGE HALLS
- PLACES OF WORSHIP
- RETAIL BUSINESS
- SERVICE ESTABLISHMENTS OF AND OFFICE SHOWROOM OR WORKSHOP NATURE
- RESTAURANTS (SIT–DOWN), BANQUET FACILITIES OR OTHER PLACES SERVING FOOD OR BEVERAGE
- THEATERS, ASSEMBLY HALLS, CONCERT HALLS, MUSEUMS OR SIMILAR PLACES OF ASSEMBLY
- BUSINESS SCHOOLS AND COLLEGES OR PRIVATE SCHOOLS OPERATED FOR PROFIT
- OFFICE AND OFFICE BUILDINGS
- MUNICIPAL USES
- INDOOR COMMERCIAL RECREATION FACILITIES
- OUTDOOR THEATERS, PLAZAS, PARKS PUBLIC GATHERING PLACES, INCLUDING THOSE ALONG A RIVER WALK AND LIKE PUBLIC FACILITIES
- HOTELS
- FINANCIAL INSTITUTIONS
- RESIDENTIAL DWELLINGS
- DAY CARE CENTERS AND ADULT DAY CARE CENTERS
- INSTRUCTIONAL CENTERS

SPECIAL LAND USES

- OPEN AIR BUSINESS USES
- SALE OF PRODUCE AND SEASONAL PLANT MATERIALS OUTDOORS
- VETERINARY HOSPITALS OR CLINICS
- MICRO–BREWERIES
- BREWPUBS

RESTRICTED USES:

- GAS STATIONS
- SEXUALLY–ORIENTED BUSINESSES
- MEDICAL/RECREATIONAL MARIJUANA USES
- HOOKAH BAR/LOUNGES OR SIMILAR USES
- VAPE SHOPS OR SIMILAR USES
- CONVENIENCE STORES
- FAST–FOOD RESTAURANTS
- FAST–FOOD RESTAURANTS WITH A DRIVE–THROUGH
- TATTOO PARLORS

RESIDENTIAL
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Multi-Family
Plat Plans
COMMERCIAL
Shopping Centers
Site Engineering
Industrial Park Layout
Land Surveying

SURVEYING
ALTA Surveys
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Right-of-Way Plans
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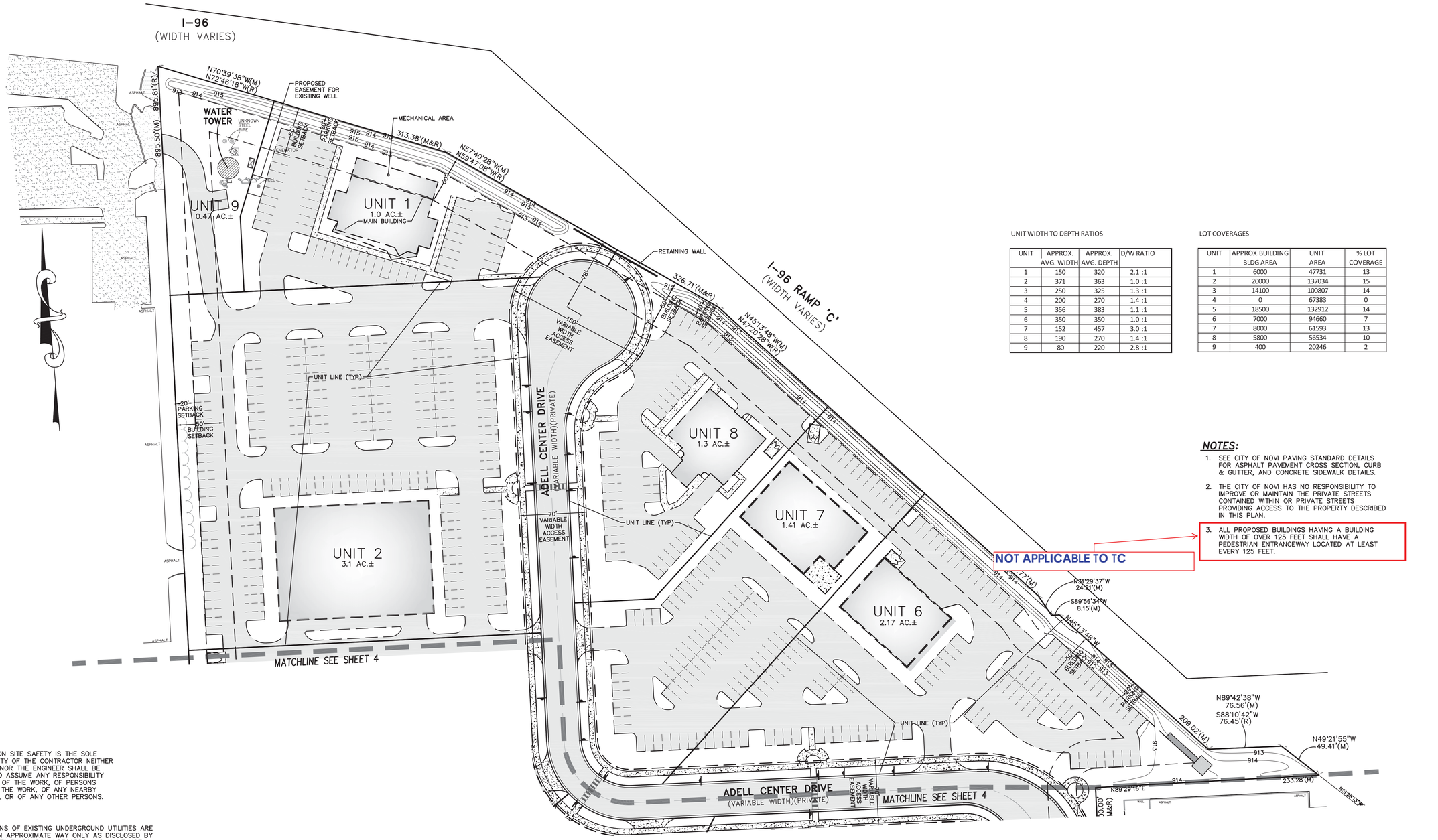
P.R.O. PLAN (OVERALL)

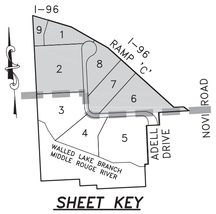
43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
CITY OF NOVI
TOWNSHIP 1N
RANGE: 8E
SECTION: 15
OAKLAND COUNTY
MICHIGAN

REVISED
2018–6–4 PER REVIEW
2018–7–19 PER REVIEW
2018–8–30 PER CITY REVIEW
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DATE: 4–30–2018
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CHF:
SCALE HOR 1"= 80 FT.
VER 1"= FT.

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17–334





SHEET KEY

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

LOT COVERAGES

UNIT	APPROX.BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47731	13
2	20000	137034	15
3	14100	100807	14
4	0	67383	0
5	18500	132912	14
6	7000	94660	7
7	8000	61593	13
8	5800	56534	10
9	400	20246	2

NOTES:

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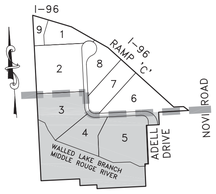
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UNIT WIDTH TO DEPTH RATIOS

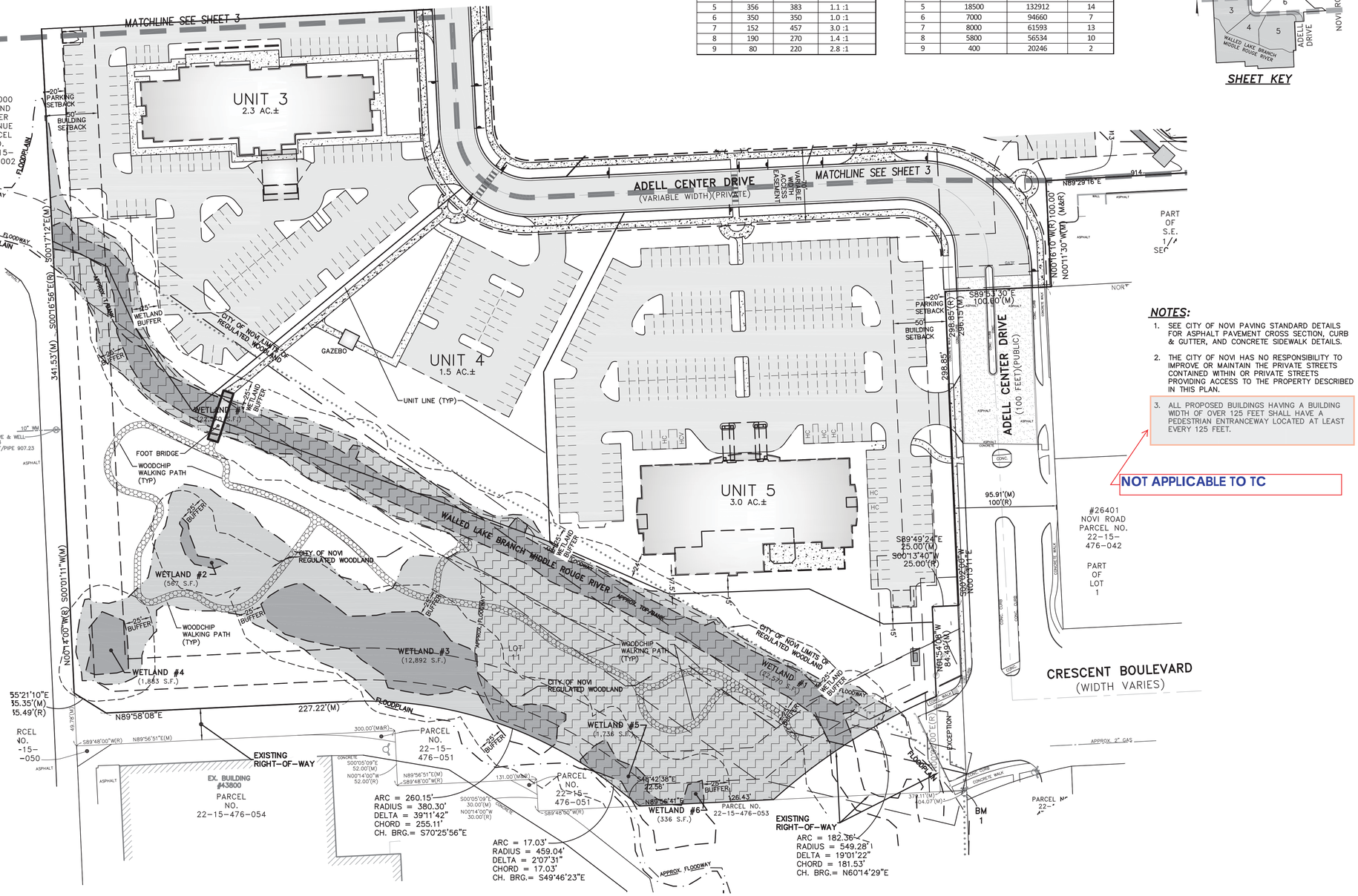
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NOT APPLICABLE TO TC

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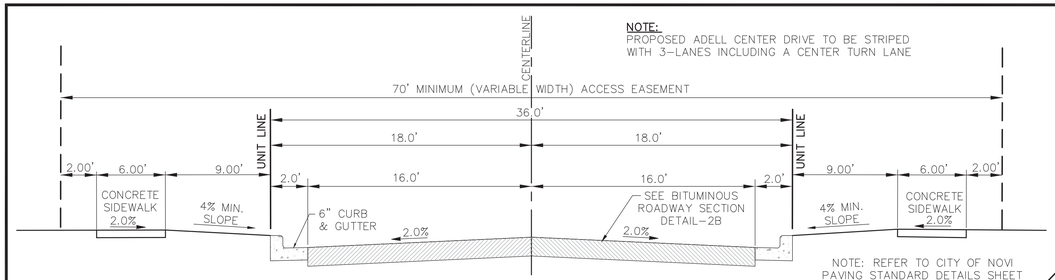
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17-334



CITY OF NOVI TYPICAL CROSS SECTION DETAIL-2 MODIFIED ROAD PAVEMENT (36' B/B)

NOT TO SCALE

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CURRENT ZONING:

EXPO, EXPO
PER CITY OF NOVI ZONING MAP
PROPOSED ZONING: PRO, PLANNED REZONING OVERLAY

BUILDING SETBACKS:

PERIMETER: 50 FEET
ADELL DRIVE: 30 FEET
INTERIOR SIDES: 0 FEET
INTERIOR REAR: 15 FEET

PARKING SETBACKS:

PERIMETER: 20 FEET
ADELL DRIVE: 20 FEET
INTERIOR SIDES: 0 FEET
INTERIOR REAR: 0 FEET

SITE AREA:

TOTAL ACRES: 21.81 ACRES

CONFLICTS WITH APPROVED DEVIATIONS

NOT APPLICABLE TO TC

GENERAL NOTES:

THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

1. ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
2. REFER TO CITY OF NOVI PAVING STANDARD DETAILS FOR ADDITIONAL DETAILS.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF NOVI CURRENT STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
5. PAVEMENT MARKINGS TO BE REVIEWED AS PART OF THE INDIVIDUAL UNITS' SITE PLAN REVIEWS.
6. ANY WORK WITHIN THE STREET OR HIGHWAY RIGHT-OF-WAYS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
7. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND /OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.
8. ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
9. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"X18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSIONS GREATER THAN 12"X18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.
10. TRAFFIC CONTROL SIGNS SHALL USE THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) STANDARD ALPHABET SERIES.
11. TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET THE FHWA RETROREFLECTIVITY REQUIREMENTS.

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SITE PLAN

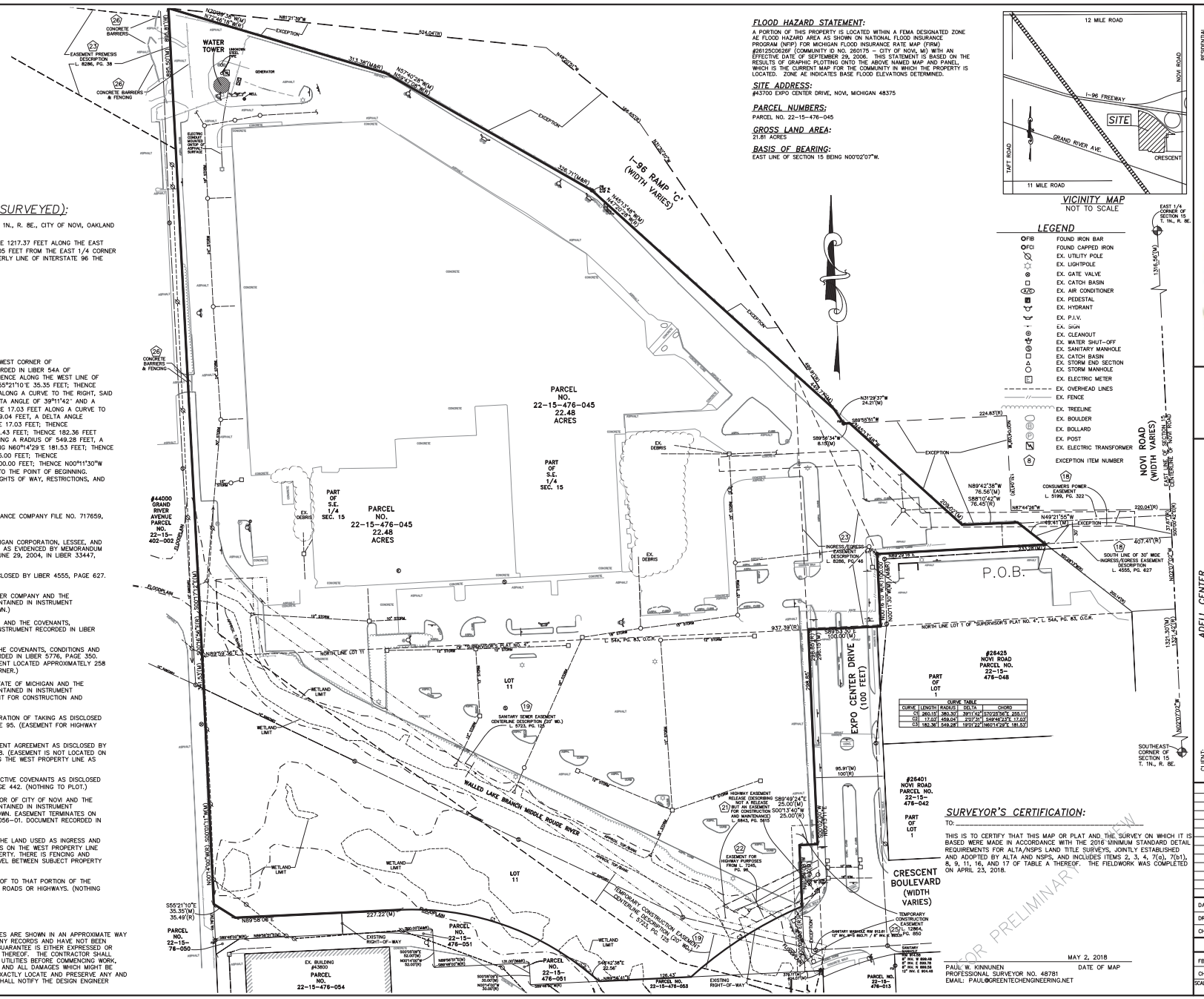
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17-334

LEGAL DESCRIPTION


WATER TOWER
I-96 RAMP 'C' (WIDTH VARIES)
EXPO CENTER DRIVE (100 FEET)
CRESCENT BOULEVARD (WIDTH VARIES)
NOVI ROAD (WIDTH VARIES)
WALLED LAKE BRANCH MIDDLE ROUGE RIVER
PARCEL NO. 22-15-476-045 22.48 ACRES
PART OF S.E. 1/4 SEC. 15
PARCEL NO. 22-15-476-045 22.48 ACRES
#44000 GRAND RIVER AVENUE PARCEL NO. 22-15-402-002
#26425 NOVI ROAD PARCEL NO. 22-15-476-048
#26401 NOVI ROAD PARCEL NO. 22-15-476-042
PART OF LOT 1
LOT 11
PARCEL NO. 22-15-78-050
PARCEL NO. 22-15-476-051
PARCEL NO. 22-15-476-054
PARCEL NO. 22-15-476-053
PARCEL NO. 22-15-476-013
EX. BUILDING #43800
P.O.B.
SITE
12 MILE ROAD
I-96 FREEWAY
GRAND RIVER AVE.
TAFT ROAD
11 MILE ROAD
CRESCENT
NOVI ROAD
EXCEPTION
EX. DEBRIS
FLOODPLAIN
WETLAND LIMIT
CONCRETE BARRIERS & FENCING
EASEMENT PREMESS DESCRIPTION L. 8286, PG. 38
GENERATOR
ELECTRIC TRANSFORMER MOUNTED ON TOP OF CONCRETE SURFACE
EAST 1/4 CORNER OF SECTION 15 T. 1N., R. 8E.
SOUTHEAST CORNER OF SECTION 15 T. 1N., R. 8E.
N89°21'39"W 524.04'(M&R)
313.39'(M&R)
N57°40'28"W 326.71'(M&R)
N70°39'38"W 313.38'(M&R)
N49°21'55"W 49.41'(M&R)
N89°42'38"W 76.56'(M)
S88°10'42"W 76.45'(R)
S89°56'34"W 8.15'(M)
N31°29'37"W 24.21'(M)
N45°13'48"W 209.02'(M&R)
N89°58'08"E 227.22'(M)
S55°21'10"E 35.35'(M) 35.49'(R)
N00°01'11"W 341.53'(M)
S00°01'11"E 937.39'(M&R)
N00°09'48"E 84.49'(M)
S89°49'24"E 25.00'(M)
S00°13'40"W 25.00'(R)
N00°13'40"E 100.00'(M)
N89°49'24"W 100.00'(M)
S89°49'24"E 100.00'(M)
N00°13'40"E 95.91'(M)
N00°11'30"W 1321.50'(M) 1321.24'(R)
N00°07'05"W 1316.54'(M)
N00°07'05"W 1316.54'(M)
N89°58'08"E 1316.54'(M)
N89°58'08"E 1316.54'(M)
S89°58'08"W 1316.54'(M)
S89°58'08"W 1316.54'(M)
N00°11'30"W 1321.50'(M

LEGAL DESCRIPTION (AS SURVEYED):

PART OF THE SOUTHEAST 1/4 OF SECTION 15, T. 1N., R. 8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:

BEGINNING AT A POINT BEING DISTANT S00°00'50"E 1217.37 FEET ALONG THE EAST LINE OF SAID SECTION 15, AND S89°29'16"W 174.05 FEET FROM THE EAST 1/4 CORNER OF SAID SECTION 15; THENCE ALONG THE SOUTHERLY LINE OF INTERSTATE 96 THE FOLLOWING (8) COURSES;

(1) THENCE N49°21'55"W 49.41 FEET;

(2) THENCE N89°42'38"W 76.56 FEET;

(3) THENCE N45°13'48"W 209.02 FEET;

(4) THENCE S89°56’34”W 8.15 FEET;

(5) THENCE N31°29’37”W 24.21 FEET;

(6) THENCE N45°13’48”W 449.77 FEET;

(7) THENCE N57°40'28"W 326.71 FEET;

(8) THENCE N70°39'38"W 313.38 FEET;

THENCE S00°17'12"E 895.50 FEET TO THE NORTHWEST CORNER OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4", AS RECORDED IN LIBER 54A OF PLATS, PAGE 83, OAKLAND COUNTY RECORDS; THENCE ALONG THE WEST LINE OF SAID LOT 11, S00°01'11"W 341.53 FEET; THENCE S55°21’10”E 35.35 FEET; THENCE N89°58’08”E 227.22 FEET; THENCE 260.15 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 380.30 FEET, A DELTA ANGLE OF 39°11’42” AND A CHORD BEARING S70°25’56”E 255.11 FEET; THENCE 17.03 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 459.04 FEET, A DELTA ANGLE OF 02°07’31” AND A CHORD BEARING S49°46’23”E 17.03 FEET; THENCE S48°42’38”E 22.56 FEET; THENCE N89°56’41”E 126.43 FEET; THENCE 182.36 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 549.28 FEET, A DELTA ANGLE OF 19°01’22” AND A CHORD BEARING N60°14’29”E 181.53 FEET; THENCE N00°09’48”E 84.49 FEET; THENCE S89°49'24"E 25.00 FEET; THENCE N00°13'11"E 296.15 FEET; THENCE S89°53'30"E 100.00 FEET; THENCE N00°11'30"W 100.00 FEET; THENCE N89°29'16"E 233.28 FEET TO THE POINT OF BEGINNING. CONTAINS 21.81 ACRES, AND SUBJECT TO ANY RIGHTS OF WAY, RESTRICTIONS, AND EASEMENTS OF RECORD.

AUGUT 22, 2018 PLANNING COMMISSION MEETING
MINUTES EXCERPT

PLANNING COMMISSION MINUTES

CITY OF NOVI
Regular Meeting
August 22, 2018 7:00 PM
Council Chambers | Novi Civic Center
45175 W. Ten Mile (248) 347-0475

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

ROLL CALL

Present:	Member Anthony, Member Avdoulos, Member Greco, Member Lynch, Member Maday, Chair Pehrson
Absent:	None
Also Present:	Barbara McBeth, City Planner; Sri Komaragiri, Planner; Darcy Rechtien, Staff Engineer; Rick Meader, Landscape Architect; Thomas Schultz, City Attorney; Beth Saarela, City Attorney; Peter Hill, Environmental Consultant; Maureen Peters, Traffic Consultant; Doug Necci, Façade Consultant

PLEDGE OF ALLEGIANCE
Member Anthony led the meeting attendees in the recitation of the Pledge of Allegiance.

APPROVAL OF AGENDA
Moved by Member Lynch and seconded by Member Avdoulos.

VOICE VOTE TO APPROVE THE AUGUST 22, 2018 AGENDA MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS.

> **Motion to approve the August 22, 2018 Planning Commission Agenda.** ***Motion carried 6-0.***

AUDIENCE PARTICIPATION

Pamela Gerald, P.O. Box 155 Southfield MI 48037-0155, said I usually give my telephone number – it's 248-346-0439. I just wanted to say that I am in support of the Adell Center project, which is number two on your agenda for the rezoning. And the reason why I am in support of it is that I think that the development is basically what I am going to call a visionary development. It appears as if Mr. Adell or Orville Properties have obviously come out, canvased the area, thought about the growth and all of the new development that is happening in the City of Novi. I think it's going to be unique for those people that are so high tech that they would purchase a car with a coin, stick the coin in the machine and the car comes down. I don't know if I would do that, but for those people that are adventurous like that, that would be something nice.

I only have two concerns, and not really bad concerns. I just want to know what the restaurants would be like and if we could give a suggestion; back in the day, we had

inches for the sake of two percent. With respect to the overage of metal panels, I hadn't seen the façade board but as you can see on the board in front of you, it's kind of a special type of metal panel with a textured finish and a fairly unique color. The original design had terracotta panels, which they've changed to these metal panels but the color is almost identical to the terracotta and the texture is, as well. So we thought that met the intent of the Ordinance, and therefore we're recommending the waiver on that item as well. Both buildings will go together well and they're very nicely designed buildings.

Member Greco said looking at this like our counsel pointed out, I think it looks like they're taking away something but they actually put in something that was nice and wasn't necessary but ultimately upon review looks like something that might be a little bit more trouble than they anticipated. So with that, I'd like to make a motion.

Motion made by Member Greco and seconded by Member Avdoulos.

ROLL CALL VOTE TO APPROVE REVISED PRELIMINARY SITE PLAN MADE BY MEMBER GRECO AND SECONDED BY MEMBER AVDOULOS.

In the matter of Berkshire E-Supply JSP17-72, motion to approve the Revised Preliminary Site Plan with a Section 9 waiver, based on and subject to the following:

a. The site plan is subject to the approved motion from February 28, 2018 meeting with the following additions:
   1. **A Section 9 waiver for the following as listed in the Façade review letter, which is hereby granted;**
      i. **Overage of Limestone on the Headquarters Building (50% maximum allowed, 80% proposed on the west, 63% proposed on the east, and 70% proposed on the north facade);**
      ii. **Underage of Brick on the Headquarters Building (30% minimum required, 0% proposed on all facades);**
      iii. **Overage of Orange Flat Metal Panels on the Fulfillment Center (50% maximum allowed, 45% proposed on the west and 1% proposed on the north and south facades);**
      iv. **Overage of Silver Flat Metal Panels on the Fulfillment Center (50% maximum allowed, 16% proposed on the west facade, 55% proposed on the east facade, 73% proposed on the north façade and 49% proposed on the south facade);**
      v. **Underage of Brick on the Fulfillment Center (30% minimum required, 25% proposed on the north facade);**
   2. **Removal of the public and private trails proposed on the Preliminary Site Plan for the south part of the site, based on the applicant's request as noted in staff's prepared memo.**

This motion is made because the plan is otherwise in compliance with Article 3, Article 4, and Article 5 of the Zoning Ordinance and all other applicable provisions of the Ordinance. ***Motion carried 6-0.***

2. **ADELL CENTER PRO JZ 18-24 AND ZONING MAP AMENDMENT 18.724**
   Consideration at the request of Orville Properties, LLC for a Zoning Map Amendment 18.724 for Planning Commission's recommendation to City Council for a Planned

Rezoning Overlay Concept Plan (PRO) associated with a zoning map amendment, to rezone from Expo (EXPO) to TC (Town Center). The subject property is approximately 21.48 acres and is located at 43700 Expo Center Drive, north of Grand River Avenue and south of I-96 in Section 15. The applicant is proposing to develop the property as a multi-unit commercial development consisting of nine units accessed by a proposed private drive. The current PRO Concept plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance.

Planner Komaragiri said thank you for the summary of the uses for this project. As you all know, Planning Commission held a public hearing for the current request and postponed their decision for a later meeting to allow the applicant to address some items. As noted last time, the applicant reaffirms that the current unit boundaries have been mutually agreed upon and major layout changes are not possible. The current layout with the revised Concept has increased the road width to 36 feet as staff recommended with a 70-feet easement, which resulted in a reduction for Unit 1, 6, 7, and 8 site access. Internal parking lot layout for Unit 6, 7, Unit 2, and Unit 8 has changed slightly. The proposed end users are the same as presented at the earlier meeting.

We met with the applicant at their request after the last Planning Commission meeting and after we have sent the review letters for the revised concept plan to provide clarification about staff's comments. Some revisions were made with the revised concept plan and some clarifications were provided with the response letter that is included in your packet. I would like to provide a summary of changes as they relate to your last action summary.

The first item is parking**.** Section 5.2 of our Zoning Ordinance lists standard requirements for most of the uses and the supporting information that is required to arrive at the minimum required parking for each use. For example, number of rooms and employees are required to calculate minimum parking for a hotel. The applicant has finally provided some of the information in response to a parking memo prepared by staff. A trip generation study or a parking study is required for Carvana to establish a minimum required. Uses should be clarified for Unit 4, 6 and 7 to verify the parking proposed. Staff has agreed that as the project moves forward for consideration of a PRO agreement to recommend allowing for a 5%reduction below typical parking standards that can be considered as part of Planning Commission review of individual site plans at the time of Preliminary Site Plan review. This would allow for these unknown factors such as loading and dumpster etc., which are undetermined at this time. In other words, the applicant can either conform to the ordinance requirements at the time of Preliminary Site Plan submittal, or request no more than 5% parking allowed. If the applicant requests a further reduction than allowable 5%, he can either provide an approvable shared parking study supporting such a reduction or the applicant can request a PRO amendment at that time. Staff cannot support any other deviation requests for parking without supporting data at this time.

The revised concept plan shows a revised road width of 36 feet with a 70 feet access easement, as requested by our traffic engineer. The applicant has also agreed to revise the cross-section to include three 12 foot wide lanes. This eliminated all of the engineering deviations that were requested at the last meeting.

Planner Komaragiri said the third item is the water tower. The applicant indicated in his response letter an intention to use the water tower as a reservoir for the on-site irrigation

system for the roadway greenbelt, pocket parks and the I-96 berm and landscape areas, and possibly for individual units. The future and current use and maintenance of this Unit must be addressed in the PRO agreement, at a minimum. Staff recommends that the PRO agreement will need to address future changes to the use, if any.

The plans indicate a 7,000 future building, but information about future uses is not indicated on the revised Concept Plan. However, in the response letter, the applicant indicated a temporary use for outdoor yoga sessions and or outdoor events. He provided the exhibit which is in front of your screen. The applicant may expand on this in his presentation. The applicant should note that the future use and size for the proposed building would be limited by the parking available on this unit.

Façade is one of the other items. Façade review recommends approval for Section 9 waivers requested by Carvana and Drury. Fairfield has provided a letter indicating that they will conform to the code at the time of site plan review. Planet Fitness did not update the missing side elevations nor provided intent to conform. iFly has been in active discussion with our façade consultant and provided revised elevations; this is their Generation 9 design, which is different from what you've seen at the last meeting. A Section 9 Waiver would be required for the proposed design, which was recommended contingent upon incorporating additional Brick as required to bring the percentage of brick to approximately 30% minimum on all Facades. The applicant has provided some revised elevations in the past couple of days and has to provide up to 20%, which can be supported by our façade consultant, with a minor clarification. In the email he provided, he said brick can be raised up to 13 feet 6 inches, so we would like to say support provided either 13 feet 6 inches or 20%, whichever is greater, because we did not get a chance to review the elevations to confirm the percent that the applicant indicated.

Updated information has been provided for two Adell Center development signs and they would require deviations, which are being requested. Information about other signage was not provided. The applicant is requested to indicate how future deviations from Sign Ordinance will be addressed in the PRO agreement.

Planner Komaragiri said another item is the Open Space Plan. The review letters indicate that the open space may not meet the minimum requirement, as the calculations included wetlands. However, the applicant has clarified that they do not. The plan indicates 15 percent minimum as required. However, part of it is places in the southern area which is considered a common element. Some of the required area is also located in individual units, which is circled in red. The applicant should provide clarification as how the open space areas will be installed and maintained on those individual units. Staff also recommended some restoration efforts to existing wetlands and woodlands in the southern area, in order to make it more usable and aesthetically pleasing as recommended in our Wetlands review letter. The applicant agreed to provide the same in the response letter. Staff recommends that the information should be provided with the Preliminary site plan as part of wetland review to be approved by Planning Commission, but not as part of a Final Site Plan review, as requested by the applicant, when they come in for the site condominium and the roads and utilities part of it.

The other item we talked about in the action summary was the deviations that were requested. Planning Commission recommended addressing and/or reducing the number of deviations at that time. The applicant has eliminated a couple of deviations that relate with

roadway cross-section. However, the revised Concept Plan added a couple more, such as those related to loading space requirements. Typically, PRO requests include a Concept Plan that provides details about use, extent of development, and conditions and deviations. The current request also involves a Site Condominium and some unknown users, due to which the applicant is requesting to defer review of certain site plan elements until the time of Preliminary Site Plan review. Staff is unable to provide a comprehensive review at this time that we typically do due to unavailability of that information.

Staff still does not support the request for lack of loading zones for iFly, Drury, Fairfield and Unit 4 based on a few of them being hotel uses or unknown future use, and for other reasons stated in our Traffic review. A copy the response letter from Drury that was provided earlier this week addressing the request for lack of loading is provided as a hard copy in your packet tonight.

Another item talked about at the last meeting is that the applicant should have the opportunity to clarify if any PRO conditions are being offered under the PRO provisions of the Zoning Ordinance. With the response letter, the applicant has offered to add some restricted uses as a condition. Staff is in agreement with those uses. He also offered to provide the recommended Woodlands and Wetlands restoration plan in the southern area as a benefit to the public.

Planner Komaragiri said last but not least, the other item we discussed at the last meeting was to include some other elements to promote pedestrian walkability within the site. The revised concept plan included some pathways, trails and crosswalks with the current submittal. The applicant has provided some crosswalks in the area circle so there is connectivity between the northern and southern parts of the development.

The applicant indicated in his response letter that knowing that the City of Novi cannot support two exposition facilities, the applicant feels there is no viable way to develop the subject property under the current zoning. Staff does not agree with this note. We would like to clarify, in addition to the permitted Exposition facilities uses, the EXPO District also allows professional office buildings, offices and offices sales and service activities, and many other uses as listed in the ordinance. As noted, many of the uses permitted in the I-1 Light Industrial District in Section 3.1.18, except greenhouses and pet boarding facilities are also currently permitted as the property is zoned.

Suggestive motions for postponement, and recommendations for approval and denial are provided in detail addressing all items noted in the review. The motion for approval included a choice for certain items. For each of those, we tried to show which one is recommended by staff and which one is proposed by the applicant. Staff has met with the applicant yesterday at their request to go over the motion sheet. The applicant has made notes to staff recommended motion for approval. A hard copy of it is included in your packet following the usual motion sheet for your reference.

All reviews are recommending approval except for Traffic. Planning is recommending postponement due to many missing items that we would typically expect to see with a PRO request. For those items not shown on the plan, the applicant is either requesting a deviation for lack of it or to defer it to site plan review. Please note that the proposed motion for approval does, to the extent possible, attempt to address those missing items that result in staff's recommendation for postponement. Several of those are indicated as conditions to be

resolved before reaching City Council. The Planning Commission is asked tonight to consider the request for proposed Planned Rezoning Overlay and make a recommendation to City Council.

Planner Komaragiri said also, coming back in front of you, for your reconsideration is the request for unlisted use determination for Carvana on Unit 8. The applicant is proposing a use which is, in a sense, a used car dealership but does not function or appear like a used car dealership, since it does not have a display lot or sales people on-site. The Planning Commission postponed the decision at the last meeting due to its association with the current rezoning request. Staff has looked into the viability of the proposed use at other locations with Town Center district as indicated on the screen and we recommend that the use would be an appropriate use in TC district only in the location and as part of the Adell development. The motion sheet has been revised accordingly for tonight's meeting. Item B under approval motion of the unlisted use motion sheet has been replaced to reflect this time.

The applicant has given a presentation at the July 11th meeting which provided a good background on how Carvana operates. Arwa Lulu is also here tonight if you'd like her to go over the use again. With their response letter they indicated that the Carvana facility would only require 30 parking spaces and a trip generation study to support it will be provided at the time of site plan review. There will be two single car haulers, 22 feet long, proposed to be parked at south east part of the site. This is the type of information we would typically see as part of the PRO request. As you can see, the current layout does not reflect the parking zone for those single car haulers. However, the applicant is requesting to defer the request until the Preliminary Site Plan review.

As to use classifications in other communities that we discussed last time, the applicant notes that because of the unique aspect of the fulfillment center, other communities have taken a flexible approach and allowed it in a variety of commercial zones. The Planning Commission is also asked tonight to make a recommendation whether to allow or not allow Carvana as the described Unlisted Use as an appropriate use subject to Special Land Use conditions in Town Center district.

Planner Komaragiri said we have all of our staff and consultants available tonight to address any questions you may have based on our reviews. We also have the applicant Kevin Adell and his Engineers Dan LeClair and Jason Fleiss, representatives from Carvana, Drury, Planet Fitness and Fairfield if you have any questions for them. I have all of the plans and elevations loaded on the laptop if you would like to pull up any sheet to refer to, I can do that. Thank you for your time.

Dan LeClair with GreenTech Engineering said first of all, I'd really like to thank Barb and Sri for their extensive involvement with us going back and forth and answering questions with them. They've been excellent to work with and I have to say that of all the communities I work in, they've been so responsive to us that I can't stress it enough and I appreciate it. Thank you, Sri and Barb.

Just to go over a couple of the changes, and I'm going to jump through my notes a little bit because Sri covered a lot of what I was going to cover. Some of the changes that have taken place since we were before you last, including the wider road. There were several deviations with respect to widening the road and we went ahead and did that as a result of the comments from them, which has eliminated several of the comments and deviations that

Engineering had.

One of the things was the restoration and plan for the wetland area on the southern part of the property. I've been out on the property, everything to the right of the creek that's shaded on the screen before you – that area is a jungle right now. A lot of different species out there, very difficult to navigate through there; my surveyors can tell you that personally. What we're intending to do is our landscape consultant and our wetland consultant have worked with staff on restoration projects in the City of Novi, they're very familiar with what staff is looking for and Mr. Adell has agreed to go ahead and take an area that may look a little less desirable and bring it into a very nice park-like setting.

As I get further into my presentation, I'll go over that a little bit more. The introduction of some voluntary use restrictions – Mr. Adell was going to do this prior but we did include that as an additional restriction. He does not want gas stations, convenience stores, this is not the location and I think we all can agree on that, so he's just formalized that in our response. More amenities – Sri had included a couple of the items, including what is shown on the plan that's up on the screen. We're providing a little more information in the park areas, the amenity areas, as well as making sure that they are located throughout the development, including the pedestrian crosswalks. As Sri mentioned, we do want to make sure that people have the ability if they're at the hotel and want to go up to iFly that they can cross over the road in a safe location because we are expecting that this development is going to keep busy, because there's a lot of exciting uses coming in to this piece of property.

Mr. LeClair said Preliminary and Final Site Plan packets – this project is going at a very, very rapid pace. Mr. Adell is excited to get this going, he's been working on it a long time, waiting for the correct users to come in, and that's happened now. He's got almost all of the units within this development are committed to, and we're on a time frame to get it going. He would like to get that old floor and that old parking lot out of there and get it to look like Novi should. So we are on a very tight timeline on this; and as a result of this, our firm has already prepared detailed engineering plans, Preliminary and Final Site Plan, and we've submitted them to staff for the construction of the road and the utilities that are going to service these sites. We're hoping to be before you folks on September 12. We've got our reviews back from staff and we're hoping to address that and be before you. So we're excited about it and we're moving very quickly.

In addition to that, Mr. Adell's attorney is currently working on the PRO Agreement, so we're hoping that as soon as we can, Mr. Schultz is working with him as well and as soon as we get far enough along, they're going to try to get that buttoned up. So we're looking at the finish line on this and getting this done very quickly.

A couple of the things that we had talked about with staff since we had last met and we've had a lot of comments and responses even in the last week, including the parking. There are a couple units – one is almost committed, that would be the Unit 7, which is kind of straight up from the right circle right there. We have a restaurant looking at that site. And the only one that is really not committed yet is Unit 6; Mr. Adell had somebody looking at it and it just wasn't the right fit and he is waiting until he has the right fit on that unit.

Mr. LeClair said so with respect to the parking, we have – even with the motions you have before you – we have worked with staff on making sure that we have the motion set up so that we can accommodate the parking either independently on each unit or if we have to,

we'll do a shared parking study to make sure that the parking works and everybody has a place to park when they visit this development.

With respect to Carvana, staff had a couple issues with Carvana's parking and their use. If you folks would like, Carvana is here and they can come up and answer any questions. I know there was discussion about their delivery vehicles. If you would like, we can have them come up now or we can also have them come up as part of the presentation for the Unlisted Use, and that's up to you folks.

Chair Pehrson said I think we will wait until we discuss that.

Mr. LeClair said they'd be happy to. They flew in specifically for this so they'd be happy to get up and speak to their uses.

As mentioned, there was a question regarding the pocket parks and the open space and who is going to be maintaining that. Those common areas will be maintained by the association; just like a single-family subdivision or an industrial park, there is going to be an association that will be set up to handle snow plowing of the road because this is a private road, to handle the maintenance of the common areas including the large park area south of the creek. So that will be set up in the Master Deed.

The deviation list – I want to thank Sri and Barb for the opportunity, we went through and we were focusing specifically, maybe a little biased, but specifically on the approval motion and we had gone through each of those line items in the deviations and in the request, and if I might point out a couple of them. If you folks have the opportunity to look at the motion sheet under the approvals, there were a couple deviations that we were kind of spelling out as options that Sri was pointing out in her initial comments, and upon review and discussions with the end users as well as Mr. Adell, I just want to share a couple of them with you.

On the first page, item number 7 – it basically has the staff recommendation first in group 7a-h, and then it says "Or" as an option and then there is a second one. We feel based on where we're at with that, we actually responded that staff's recommendations would work just fine, knowing where we're at in this process and where each of the end users are. So we actually have struck out that second grouping.

Item number 12 – if you folks have color copies of the report, those are a couple "either/or's" and I would like to explain those a little bit. The loading areas, there are a few of the users, specifically the hotels as well as the iFly, throughout their processes and their operations and other sites across the country, they feel that with the loading area, to set aside a piece of real estate for a loading are and convert it from green to black just for the use of a vehicle coming in and stopping for short durations – they feel that it's a waste of valuable real estate, especially in the real estate market for this piece of property. So what we've done is we've asked for a deviation for those specific sites to eliminate the loading areas. That is the item that is shown in blue. In the event, and we want obviously to explain it to you, but in the event that this Planning Commission and City Council feel that they should have a loading area, then the items in yellow are what staff recommended. We feel comfortable with that, and this is based on the end users saying they don't really need it. But if we need to, the yellow is fine.

Mr. LeClair said and that kind of plays along with item number 14. Item number 14, if a motion

were to be made with the blue on item number 12, then item number 14 probably wouldn't apply because basically it says that if we have a loading area, item number 14 is asking that we reduce the size of it from the Ordinance requirements. So if one were to choose to prepare a motion for number 12 in yellow, then we would definitely want to be asking for number 14. And again, 14 has two options; either way, we feel comfortable with either one.

With respect to the façades on Item number 16, iFly is probably the big one because iFly corporate-wise is going through a new generation. This is probably, I suspect, going to be the first building of the new look of iFly, so it's not going to look anything like any of the other buildings across the country. They're still preparing their plans, so this will be most likely Unit 1 for this version that they're preparing. It's really neat, a lot of colors, swirls. I think it's a really neat building. So with that in mind, they simply did not have the time to meet our schedule to be able to get their new building in for review from staff. So what they have asked for is they've sent us the item I blue that you have before you tonight; they are also comfortable with what is shown in yellow and that basically is that they would present their updated plans to staff for review before City Council, or as part of the site plan.

Same thing with Planet Fitness – their preliminary plans that we presented to staff was basically the façade of another site that was located in Kentucky that is currently existing. They agree that they're going to comply with the Ordinance requirements, so we struck out the items that are shown in red.

Mr. LeClair said last but not least is Item number 17; we feel that we can comply with either one with respect to signage. We do know that a couple of the end users have submitted sign applications to staff and to the building department for their reviews, but there are a couple of questions that they had and want to work further. We'd prefer the blue but we will accept the yellow, we think either one of them will work. Again, this is all kind of coming from staff. And when we look back, with this PRO process, the best time to ask for deviations we felt for every one of these end users, is part of this overall site plan approval. We're showing you all of the cards right up front, as opposed to getting a PRO and then bother staff and having to keep coming back to Planning Commission for each PRO amendment or deviation. A lot of these deviations that were asked don't really pertain to the site and this part of the process, but we are asking for these on behalf of the end users. With that, Mr. Adell would like to talk a little bit so I'll introduce him again.

Kevin Adell said thank you again for taking the time to meet with us, and I also want to thank Sri and Barb and Tom Schultz. Working with them, they were great. We had a lot of dialogue back and forth and they were excellent to work with, so I appreciate that and like Dan said, I recommend what staff has recommended.

The most important thing would be to get approval of the zoning change, so if I can get the zoning change I humbly ask that you approve the zoning change. As far as any deviations with the users, I expect them to follow the Ordinances of Novi's requirements – bricks, signage. I've got all of the users pretty much signed up except one lot and I decided to hold off on what I'm looking at – Void, it's a virtual reality. It's owned by Disney and is another entertainment user. Given with the internet, Amazon, we need more entertainment than retail and brick and mortar.

And then the green space area – Providence St. John's, I worked on an agreement that will hopefully sponsor it and we will have some yoga classes and green space area, I would

provide concerts like every Thursday with the DSO. As far as the snow removal and grass, I would fund that the first couple years to get it going. I'm still going to have a unit there with the water tower so my thought was to fund the first couple years and then when everyone feels comfortable with it, they can take it over. And the green space area is the same thing, as well. I would fund the yoga instructions and also the DSO, as well. And so I want Thursdays when people come out there and feel free to walk around, see the entertainment sites.

Mr. Adell said so it's important to move quickly on this, the users aren't going to be there for a long time. I've locked up purchase agreements. These are all big corporations that invested a lot of money, a million dollars an acre, as well as twenty million dollars for each building. So like the Drury, I would guess, is a twenty million dollar building; and so they are not going to leave when the economy gets bad. They're going to be here, they've got skin in the game. It's different than a Twelve Oaks, where you build a building and the tenant leaves when the economy is bad or their business goes bad. They're not leaving. I humbly request that you approve the zoning for me, and if there's any deviations the users can work with Planning and staff. And I also want to thank Tom Schultz, as well, for working with our attorney. I thought the staff was great. Are they any questions?

Chair Pehrson said we will let you know.

Member Avdoulos said thank you, Chair Pehrson. There's just a lot of stuff that has been presented and the staff has done a great job in pulling it all together, letting us know at least the answers provided by the applicant since our last Planning Commission meeting. And in saying that, one of the concerns when the project was first presented was that we're doing a PRO, we're looking to go to TC Town Center ordinance and the requirements of that particular ordinance are to have it be more pedestrian oriented. And I think that there's been some effort to provide that, but nothing really has changed in planning from what was presented at the last Planning Commission meeting. We had maybe a building shift, I think it's Unit 8 and maybe around 7. But nothing that really pushed the boundaries to make this more in line with the Town Center ordinance requirements. At least personally and based on what the Ordinance wants to see, a little bit more green space. We've got the area around Unit 4 that's been indicated that we're going to have green space there with potential St. John Providence funding, some activities there, but that Unit 4 has also been reserved as a temporary use and at some point, that can be sold and then something developed there and now we lose the green space.

Basically we have a development that's been broken up into x amount of units, that has buildings on each unit – they may be exciting buildings and a variety of uses, and then parking, but beyond that, there's no greenery going through the parking areas. I understand the concern about not having shared parking but then we just said that we're going to have an association that's going to maintain the entire property, so I don't understand why we can't look at designing the project holistically. It just feels like the developer is putting a road through, is creating the lots, is looking at setting up all the deviations and getting whatever in line for future users, but it doesn't feel like there's a push that makes it any more unique than a typical retail development. And so I think I'd like to see a little bit more push on the project to head more towards what the Town Center requires and what it's looking for.

Member Avdoulos said the deviations – I think we're working to minimize those with the City so I appreciate that. And then, if I'm understanding this correctly Barb and Sri, this is a PRO concept for this piece of property and there's individual units. We're trying to minimize the

amount of deviations for each particular unit, but each one of those units has to come in separate for their own Preliminary Site Plan approval and then Final Site Plan approval. So there may be adjustments based on finality of design. So what we have here are footprints, but we don't have the actual plans articulating exactly what will be going onto these sites.

Planner Komaragiri said yes, that is correct.

Member Avdoulos said so that's where I understand some of the issue and concerns trying to get this out of the way, but it's something that I'm still not comfortable with, especially with making this a little bit more unique and having that Unit 4 be something that is temporary and then can be used as something else and then we lose the green space. And then so what beyond the buildings and beyond the venues and beyond the activities that are going to be there, what will be drawing people to the site.

Mr. Adell said I can make it permanent. So if it has your approval, I won't put a building there. I'll keep it green space. I want to develop this project. The way it looks now, it's not going to look any better. And so to satisfy, fine, I won't put a building there. I'm the owner of the 23 acres, and so I won't put a building there, I'll keep it vacant. I don't mind to put that in the PRO to satisfy that. I thought we complied with the sidewalks since the last time we were here, we did more sidewalks. In fact, after the meeting, I discussed with Dan and I think we did put more sidewalks and more green space.

Member Avdoulos said and I think the plan that was provided and the response with the color plan, with the gazebo and the logo. That was encouraging because that's what I was picturing.

Mr. Adell said sure. So I'll do that now.

Member Avdoulos said in reading the responses, saying that you want to do that to your discretion.

Mr. Adell said I'm changing that now. It's off the table, not for discussion. That's a million five right there, I'm happy to give that back to the City. I mean, I don't think there's anyone walking around with a million five here. So I'm happy to take that off the table to satisfy that, if that meets your approval I won't build on there, I won't put a building on there. I'm going to fund having the DSO. I don't think there's a place in Novi that's going to bring the DSO on Thursdays, like strings and saxophones. I can well afford to bring them here. I can have yoga instructions – I don't see that at Twelve Oaks. I'm happy to forgo that building right now; that will stay a green space area. We'll build a bridge to the wetlands, we'll clean up and work with your landscape architect.

The way it sits now, and I drove here, it's now going to look any better. Time is on our side to move forward. I'm a business person. I own the largest religious network in the world, WADL, a TV station in Detroit, and 910 AM Superstation. And so there's no guarantees in business. You've got people that all flew in on their corporate jets here who are willing to drop twenty to twenty-five million a building and pay a million dollars an acre. And so if this doesn't get approved and they leave, it's not going to get developed. I don't know what better I can do. And so this is a great development, it's going to bring 3.4 million dollars in tax revenue. I sat here watching Berkshire Hathaway, and he's asking for a tax abatement. And I know Warren Buffet, he doesn't need a tax abatement.

Member Avdoulos said well if that's the case, then that would be exactly the amenities we're looking for. And I would like to see them working with the City to enhance that area. I would just work with the City to see what works best.

Mr. Adell said if you give me the zoning approval, which is what I'm requesting today. I'm asking with my hat in my hand to change the zoning from EXPO. I don't think the City needs two Expo centers. I cannot use the property, it's making the property useless. Tom knows. If the property stays as EXPO, you don't need two expo's. And so this is a 125 million dollar development that will bring in 3.4 million dollars in tax revenue. Sidewalks, I'm willing to sit down and work if you give me the zoning.

Member Avdoulos said we're not debating, at least I'm not debating the rezoning piece. I'm just looking at taking that step further in what you're rezoning it to, to enhance that. And I think that's all I'm looking for.

Mr. Adell said do you think it's a good plan, looking at it today? What are your thoughts on this, what would you like to see differently? It's hotel, entertainment, restaurant.

Member Avdoulos said I said that it's a good concept, it's great progress. But I think we just want to make sure that as we move forward and we're doing these PRO's that we're looking at people going from one zoning to another to meet the intent of that particular zoning. And if we open this up and add that extra green space, I think we're in the right direction.

Mr. Adell said it's done. I'm going to give you my word. I have seventeen licenses just with the Word Network. I don't think the FCC would be giving licenses to people with lack of candor or lack of character. If I give you my word, I'm not going to develop that area and I'm going to work with the City and staff.

Chair Pehrson said we have that noted in the record for the time being.

Mr. Adell said any other questions?

Member Avdoulos said no, I think we've got an answer. Thank you.

Mr. Adell said I'll make sure you're satisfied. I promise you.

Member Anthony said I think I'll keep this brief, but the offer for additional green space – I like that offer and would like to see us act on it to be able to work it into the agreement. Other than the traffic study, the other area that when we do go through this and if it does go through as an approval – there is a lot there. So I guess I would either look to staff for how we do this motion, and that has to do with each of the building requirements and that we limit or reduce any deviations from façade or from other areas of our Zoning Ordinance. And I presume that, for instance in 16 the deletions of the red text both in a. and b. do that – removing some of those. So my point is that when we do get to that point, that we look to staff for guidance.

Chair Pehrson said and I think it's also been mentioned that these will all come back to us for site plan approval, so we'll have discretion at that point in time as well. We're looking at the whole, not the individual units, right now. I think we have time on those.

Member Anthony said and that's my intent.

Member Maday said so my biggest concern that you addressed already was green space. I was looking at it and I understand the commitment to other places not have shared parking, but I was looking at Unit 6 and 7 – that could potentially be shared parking, which will allow added green space. But if you're proposing to not develop Unit 4, that's a huge game changer from my point of view of the proposal. But it would be nice if there was some type of cross there because if you're at a restaurant and waiting for a table, you walk across, listen to music, and take a walk while you're waiting for a table. I mean, that's what I envision.

Mr. Adell said Unit 6 would be Texas Roadhouse we're proposing. I think Unit 7 I'm looking at Void, it's by appointment only. I think it's 30 spaces.

Member Maday said if we could do a crosswalk right there so that you could walk right towards that area, that would be really nice.

Mr. Adell said I agree, so we'll put that on the plan. Happy to put crosswalks there. The last unit, I'm just going to wait for a smaller entertainment user that doesn't take a lot of parking. And so we can add more green space. I agree.

Member Lynch said if we're just talking about changing to Town Center, I have no issue with that. The green space thing I think is a smart idea. I think what your engineer said you're going to do with the Rouge and the restoration is great. But moving it to Town Center, I don't see any issue with moving it to that district. If that's what we need to get it going, it's my understanding that each of these plans will be coming in and we'll review them all. And as far as the façade stuff goes, everybody is worried about this façade stuff. As long as it meets the intent of the façade ordinance, I guess I don't have an issue with that. But right now, I would like to recommend that we just go ahead and get this thing going as Town Center.

Member Greco said first, I'd like to thank the staff, our attorney, and the applicant for clearly working together both before our first meeting with the Planning Commission and then since that time to work together to come to something that is, I think, going to be an exciting place right in the gateway up by 96 for Novi. This is essentially a rezoning, which I think we all agree is there. Just like the applicant has indicated and the staff has indicated, is there some information that needs to be provided? Yes. I think we all agree on the rezoning and these things are going to be coming back to us. So with that, I'd like to make a motion.

Motion made by Member Greco and seconded by Member Lynch.

ROLL CALL VOTE TO RECOMMEND APPROVAL OF REZONING WITH PRO MADE BY MEMBER GRECO AND SECONDED BY MEMBER LYNCH.

In the matter of the request of Orville Properties, LLC, for the Adell Center JZ18-24 with Zoning Map Amendment 18.724, motion to recommend approval to the City Council to rezone the subject property from EXPO (Exposition) to TC (Town Center) with a Planned Rezoning Overlay.

The recommendation includes the following ordinance deviations for consideration by the City Council:

1. **Planning deviation from Section 3.1.26.D for exceeding the maximum allowable building height of 65 feet and maximum allowable 5 stories, for the following, provided they conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) construction:**
    a. **Unit 5 Drury Hotel (84'-5", 7 stories proposed),**
    b. **Unit 8 Carvana (75'-10", 8 tiers proposed), and**
    c. **Unit 1 I-fly (70 feet)**

2. **Planning deviation from Section 5.12 to allow lack of required frontage on public road for Units 1 through 8. Frontage is proposed a proposed private drive, built to City standards;**

3. **Planning deviation to allow lack of required frontage on public road as listed in Section 5.12 for Unit 9. Frontage is proposed on a private access/secondary emergency access drive;**

4. **Planning deviation from Section 3.27.1.C to allow for not meeting the minimum requirements for exterior side yard building setback of 50 feet from I-96 Rights-of-way for Unit 1. A minimum setback of 32.5 ft. is requested;**

5. **Traffic deviation from Section 11-194(a)(7)of Design and Constructions Standards Manual to allow exceeding the maximum allowable length of the proposed cul-de-sac street length of 800 feet, from the centerline intersection of Crescent Boulevard to the center of the bulb of the Adell Center Drive cul-de-sac. A maximum of 1,540 feet is proposed;**

6. **Planning deviation from Section 3.1.25.D to allow reduction of minimum required front parking setback of 20 ft., from the proposed access easement. A maximum of 18 feet is requested;**

7. **Planning deviation from Section 3.1.25.D to allow reduction of minimum required interior side parking setback of 20 ft. for the following units as shared access is proposed between parking lots;**
    a. **Unit 1: 14 ft. along West, 0 ft. along South**
    b. **Unit 2: 15 ft. along South**
    c. **Unit 3: 15 ft. along West and 5 ft. along South**
    d. **Unit 4: 5 ft. along East**
    e. **Unit 5: 10 ft. along West**
    f. **Unit 6: 0 ft. along West**
    g. **Unit 7: 0 ft. along East and 10 ft. along West**
    h. **Unit 8: 10 ft. along East**

8. **Planning deviation from Section 3.1.25.B& C to allow the water tower is to remain on its own separate site (Unit 9). This is not a principal permitted use of a site. It is also not considered an accessory use, since its proposed use is not detailed; provided that the creation of a new, separate legal parcel of limited size for the purpose of housing the tower on its own shall be addressed in the PRO Agreement including, but not limited to, the prohibition of future uses in the event the tower is removed and requirements relating to maintenance obligations;**

9. **Planning deviation from Section 4.19.2.F to allow alternate location for dumpsters, instead of required rear yard for units 1, 5, 6, 7 and 8, provided the proposed location does not impact traffic circulation and appropriate screening is provided at the time of preliminary site plan. The applicant requests dumpsters to be allowed in exterior/interior side yards;**

10. **Planning deviation to allow partial rear yards for Units 3, 4 and 5 to be located within the floodplain, as listed in Section 4.03A of Subdivision Ordinance, provided there is no danger to health, life or property are proposed. There appears to be no impacts proposed for Units 3 and 5. A pedestrian bridge is proposed on Unit 4;**

11. **Planning deviation to allow lack of required loading areas, as listed in Section 5.4.2., for unit 9 as requested by the applicant;**

12. **Planning deviation to allow placement of loading areas in alternate locations instead of required rear yard or interior side yard for double frontage lots, as listed below, provided proposed locations do not conflict with traffic circulation and appropriate screening will be provided at the time of Preliminary site plan review**
    a. **Unit 1: exterior side yard**
    b. **Unit 3: interior side yard (no double frontage)**
    c. **Unit 5: exterior side yard or front yard under canopy**

13. **Planning deviation to allow placement of loading areas in alternate locations instead of required rear yard or interior side yard for double frontage lots, as listed below, provided proposed locations do not conflict with traffic circulation and appropriate screening will be provided at the time of Preliminary site plan review:**
    a. **Unit 2: interior side yard (no double frontage)**
    b. **Unit 6: exterior side yard**
    c. **Unit 7: exterior side yard**
    d. **Unit 8: exterior side yard**

14. **The applicant shall provide supporting data to justify the proposed loading area square footages, to be reviewed and approved by Planning Commission at the time of Preliminary site plan approval;**

15. **Planning deviation from standards of Section 5.12 for up to 5 percent reduction in minimum required parking (to be established by staff after reviewing the calculations provided) for each unit within the development subject to the individual users providing satisfactory justification for Planning Commission's approval of the parking reduction at the time of respective site plan approval;**

16. **Façade deviation to allow the following allowable percentages listed in Section 5.15 of Zoning Ordinance for the buildings listed below:**
    a. **Unit 1 I-fly (based on the assumption that no EIFS is being proposed):**
        i. **The applicant shall provide revised elevations addressing comments provided in Façade review letter dated August 14, 2018 for Planning Commission's approval of Section 9 waiver at the time of Site Plan approval;**
    b. **Unit 2 Planet Fitness**
        i. **The applicant shall provide revised elevations addressing comments**

provided in Façade review letter dated August 14, 2018 for Planning Commission's approval of Section 9 waiver at the time of Site Plan approval;

c. Unit 5 Drury Inn:
    i. Underage of Brick and Stone combined (50% minimum required, 46% on right, 46% on left and 36% on rear proposed);
    ii. Overage of EIFS (25% maximum allowed, 43% on front facade, 47% on right, 47% on left facade and 58% on rear facade proposed)
d. Unit 8 Carvana:
    i. Underage of brick (30% minimum required, 7% proposed on front facade)
    ii. Underage of combined brick and stone (50% minimum required, 7% on front, 30% on right facade, 30% on left and 39% on rear facade proposed)
    iii. Overage of display glass (25% maximum allowed, 80% on front facade, 63% on right facade, 63% on left façade and 57% on rear facade proposed)

17. The applicant shall provide necessary information to identify the necessary deviations from Chapter 28, Signs from City Code of Ordinances for I-fly, Drury, Planet Fitness and Carvana prior to the City Council's consideration for tentative approval of PRO Concept plan;

18. The following deviations from Chapter 28, Signs, from City Code of Ordinances for the two development signs proposed for Adell Center as listed below;
    a. Entranceway Sign Area (Section 28-1 & 28-5(b)(2)a) to allow for an increased sign area of 60 square feet. A deviation of 20 square feet is requested.
    b. Entranceway Sign Height (Section 28-5(a) to allow for a 15' high monument sign. A deviation of 9 feet is requested.
    c. Ground Sign Area (Section 28-1 & 28-5(b)(2)a) to allow for an increased sign area of 265 square feet. A deviation of 165 square feet is requested.
    d. Ground Sign Height (Section 28-5(a) to allow for a 15' high monument sign. A deviation of 9 feet is requested.
    e. To allow two ground signs on Unit 6. A maximum of one sign is allowed.

19. Planning deviation to allow Side Lot lines between Units 6 and 7, 4 and 5, 1 and 2 for not being perpendicular or radial to the road, as listed in Section 4.02.B Article IV, Appendix C-Subdivision ordinance of City Code of Ordinances;

20. Planning deviation to allow proposing the minimum required Open Space for each Unit as Common element spread within the development boundaries as shown in the Open Space Plan, provided the applicant restores the wetland/woodland on the southerly portion of the site pursuant to a plan meeting City ordinance requirements is submitted and approved at the time of Wetland permit/preliminary site plan approval, and provides the pedestrian walkway through the open space as proposed. (A minimum of 15% of total site area designed as permanently landscaped open areas and pedestrian plazas is required per Section 3.27.1.F.);

21. Traffic deviation from Section 7.13.1.D.to waive the requirement for required Traffic

Impact Study as the site falls under the study boundaries for the ongoing Comprehensive Traffic study by the City;

22. **Planning deviation from Section 5.7.3.K. to allow exceeding the maximum spillover of 1 foot candle along interior side property lines provided the applicant submits a photometric plan that demonstrates that the average to minimum light level ratio is kept the maximum allowable 4:1;**

23. **Planning deviation to allow exceeding the maximum spillover of 1 foot candle and approvable increase of the average to minimum light level ration from 4:1 within the Adell Drive pavement areas as listed in Section 5.7.3.K. along access easements along Adell Drive, at the time of or Preliminary Site Plan review for the individual units;**

24. **Engineering deviation from Section 4.04, Article IV, Appendix C-Subdivision ordinance of City Code of Ordinances for absence of a stub street required at 1,300 feet interval along the property boundary to provide connection to the adjacent property boundary;**

25. **Engineering deviation from Section 11-194(a)19 of the Design and Construction Standards for allowing gravel surface for the secondary emergency access road within Unit 2 lot boundaries until construction of Unit 2 site improvements or until an agreed upon timeline provided in the PRO agreement; and**

26. **The applicant shall conform to the maximum 15 bay parking requirement at the time of Site plan approval for individual units.**

The following items shall be addressed in the PRO Concept Plan prior to City Council consideration of Planned Rezoning Concept Plan, and/or items listed above based on Planning Commission's determination:

1. **The applicant shall revise and provide the accurate legal description of the subject parcel and the road rights-of-way for the Ring Road prior to PRO Concept plan and PRO Agreement approval;**

2. **A list of end users for each unit as listed in the applicant's response letter dated July 3, 2018 shall be included on Sheet 02;**

3. **The applicant shall consider pedestrian activity and connections across Adell Center Drive and to the various parcels throughout the site on either side of Adell Drive in an effort to provide a more walkable district;**

4. **The applicant shall provide a secondary access point to the parking lot for Unit 5;**

5. **Sheet 2 states that the proposed building and parking lot layouts are conceptual only. This is not consistent with the Concept Plan as submitted. This note shall be removed; Any notes that refer to the Concept Plan as subject to change at the time of Preliminary Site Plan approval shall be removed from all plans;**

6. **Changes to allowable uses listed on Sheet 2 shall be made as listed below**
   a. **Regroup as permitted uses and special land uses as listed in Section 3.1.25.**
   b. **A note shall be added that each of the uses is subject to Use Standards in Article 4 of Zoning Ordinance;**
   c. **Drive-thru is allowed in TC subject to special land use and certain conditions. They shall be located within 300 feet from intersection of two arterials. Units 6 and 7 do not qualify for drive-thru use. All references to drive-thru shall be eliminated.**
   d. **Medical offices and laboratories is a not a permitted use under TC district. This item shall be removed;**
   e. **Last two bullet points on sheet 2 that references to other uses and accessory structures shall be removed;**

7. **The applicant shall remove note number 5 on sheet 12 since pavement markings will be reviewed as part of the individual Units' site plan reviews;**

8. **The applicant shall submit additional information as requested in the Planning review letter to allow staff to verify any additional deviations that may be required to be reviewed at this time; and**

9. **The applicant shall revise the length of the drive aisle in the southeastern parking lot in Unit 5 to be no longer than 150 feet to conform to the fire code requirement.**

If the City Council approves the rezoning, the Planning Commission recommends the following conditions be made part of the PRO Agreement:

1. **The creation of a new, separate legal parcel of limited size for the purpose of housing the water tower on its own is a required deviation that will need to be addressed in the PRO Agreement. No other use than the existing tower shall be permitted, maintenance of this Unit must be addressed in the PRO agreement;**

2. **A irrigation plan and any necessary easements that demonstrates the applicant's intent will be required at the time of the approval of the Roads and Utilities plan;**

3. **The applicant shall indicate the proposed decorative brick wall on Sheet 2, PRO Concept Plan;**

4. **The applicant shall develop the road with a three-lane cross-section to further accommodate left-turning activities and provide a wider "buffer zone" for large vehicles entering/exiting the various facilities without entering into the opposing traffic through lane, at the time of Preliminary Site Plan approval;**

5. **The applicant shall provide a list of restricted uses on the PRO Concept plan, to be included in the agreement to ensure a quality development. Some of the staff recommended uses are as follows:**
   a. **Gas Stations**
   b. **Sexually-oriented businesses**

c. **Medical/Recreational Marijuana Uses**
d. **Hookah bar/lounges or similar uses**
e. **Vape shops or similar uses**
f. **Convenience Stores**
g. **Fast-food restaurants**
h. **Fast food restaurants with a drive-through**
i. **Tattoo parlors**

6. **The applicant shall confirm understanding that they may be subject to certain off-site and/or on-site mitigation measures as a result of the region-wide traffic impact study. Any mitigation measures that are determined as part of the region-wide traffic impact study shall consider existing congestion and network deficiencies absent this project, as well as the proportion of existing versus future traffic, in evaluation and determination of responsibility of such measures;**

7. **The applicant shall provide an approvable wetland/woodland restoration plan for the southerly portion of the site at the time of Wetland permit/Preliminary Site Plan approval for Roads and Utilities;**

8. **The applicant shall stake the trail proposed on the south part of the site prior to construction to allow for the City of Novi's staff and consultants to approve the alignment prior to the applicant's construction of the trail;**

9. **The timeline for paving the temporary gravel secondary access in the event Unit 2 is not completed within a certain period of time shall be addressed in the PRO agreement;**

10. **The applicant shall obtain all necessary off-site easements for connecting secondary emergency access to the west prior to Final Site Plan approval for Roads and Utilities;**

11. **The applicant shall note that the following would possibly require an amendment to the PRO agreement, unless otherwise agreed upon:**
    a. **Any major changes to building and parking layout from the approved PRO plan**
    b. **Any deviations from ordinance requirements that are not requested/approved at this time**
    c. **Any change of use for any of the units that are not listed as part of the allowable uses**
    d. **Reduction of established minimum parking count, below the offered maximum of 5 percent reduction. A shared parking study may be required at that time**
    e. **Any future redevelopment for any of the units, other than what is shown on the Concept Plan**
    f. **Deviations from the Sign Ordinance that are not identified as part of the current review**

12. **Unit 4 remains green space and park area with the applicant to work with staff on the design.**

13. **The applicant should incorporate enhanced pedestrian flow and shared parking elements for Units 6 & 7 with pedestrian crossings.**

This motion is made because the proposed Town Center zoning district is a reasonable alternative to the Master Plan for Land Use, because the development will improve a property that is blighted, and because the likelihood of alternative development is unknown and the potential for less favorable development exists. *Motion carried 6-0.*

Chair Pehrson said Mr. Schultz, is it on the record that we also had talked about Member Avdoulos' concern about enhanced pedestrian flow and Member Maday's shared parking element. Should we include that as part of the investigation for the applicant to work with staff as a friendly amendment?

Member Greco and Member Lynch agreed to the friendly amendment.

City Attorney Schultz said so in the last section that Member Greco read from with the following conditions to be included, Member Greco added number 13, so that makes number 3 of the prepared motion which talks about future uses of Unit 4 able to be struck. And there are, just for clarification purposes, just a couple of other references that you wouldn't have picked up to Unit 4, which would be superseded by your number 13.

Chair Pehrson said the motion will carry with that.

3. **UNLISTED USE DETERMINATION FOR CARVANA AS 'VENDING MACHINE FULFILLMENT CENTER'**

   Consideration of the request of Carvana for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance. The applicant is requesting a determination on the appropriateness of a Vending Machine Fulfillment Center as a Special Land Use in the TC, Town Center District.

Paul Magy from the law firm of Clark Hill said I have the privilege of representing Carvana. We think this is a very exciting development, we're really delighted to see how the Planning Commission approved this change in zoning from EXPO to Town Center. We also are here because we believe that Carvana would be an outstanding use and would fit well within this concept that's been proposed with the Town Center. It seems to be an issue as retail has evolved over the years and as there are new concepts in retail, a question actually arose as to whether or not, or how, a concept like Carvana really fit within retail. And indeed, if you look within the Town Center permitted uses for retail, there are a number of concepts that this could fit in, whether as the general sale of merchandise – however, that's defined. But also, in the B-section as a showroom.

We have this merged concept where people have this new environment of retail are able to do their shopping online and either arrange for delivery at their home or arrange for delivery on site. But it's an exciting use, and it's also a much less intense use than one might ordinarily think of as it relates to acquisition of previously owned vehicles. It's a real nice opportunity for the City of Novi, and it's an opportunity for Carvana to make its entrance into the Michigan

market where we believe it will be very successful and it has been successful in other markets.

We have here this evening Arwa Lulu, who is the project manager who flew in. We're grateful for the time that Sri has spent working with Carvana to be able to obtain additional information, have questions answered. Carvana is very excited about being a part of this concept and would really like to move forward if it can, and indeed Arwa flew in in order to be available to you and answer whatever questions that you may have. We believe it fits well within. I'm not actually clear that this use is what you would consider to be an unlisted use, I think it could fit well within. But if you think it needs to be fit in somehow, we're here to answer the questions that will allow you to feel comfortable with that decision that will allow Carvana to be a very production and meaningful part of the Novi community.

Arwa Lulu from Carvana said as Paul summarized, we are really excited to be here and an emphasis and thank you to staff for working really closely with us. Since we are being determined as an unlisted use, Carvana had some extra work to do with the City and we're more than happy to share that information about Carvana. We're very excited about the way that we're disrupting the car industry. We're not your traditional car dealer, but at the end of the day we're providing the car to customers in just a more innovative approach. As Paul mentioned, as retail emerges and changes, we have to keep up with those times but also make sure we can still deliver the same kind of merchandise that consumers look for on a daily basis.

So I just want to thank you again for making time for us, as you remember we were here last month. So we're excited to understand what our next step here in Michigan will be; we are certainly excited if we can be a part of the City of Novi development. We don't typically go with the multi-use developments, but because Carvana is trying to build up their community it is a sense of community when you purchase a car with Carvana. You become a part of that community. It an entertainment experience, the family comes together and joins in on the process to watch the car being unloaded. We make it a virtual experience for everybody. So it would fit in with that Town Center community vibe that the City of Novi is after. Thank you.

Member Lynch said I tried to figure out when the Ordinance was written about the used cars, and it was written several years ago. And I think at the time, they were thinking of these big used car parks on the side of the road, and that's my impression of when that Ordinance was written. I have no issue with the special use, I think it fits in well to the Town Center district. I think it meets the intent – the intent of the Ordinance when it was written was to stop these big giant lots full of used beat up cars. I don't believe that Carvana does that, so I guess I am in total support of the extended use. With that, I'd like to make a motion.

Motion made by Member Lynch and seconded by Member Avdoulos.

ROLL CALL VOTE TO RECOMMEND APPROVAL OF UNLISTED USE MADE BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS.

In the matter of Unlisted Use Determination, motion to recommend approval to City Council to allow Carvana, 'Vending Machine Fulfillment Center' as the described unlisted use, as an appropriate use subject to Special Land Use Conditions in Town Center District based on the following motion:

a. **Carvana is not expressly authorized or contemplated in City of Novi Zoning Ordinance as a as a principal permitted use or a principal permitted use subject to special conditions;**
b. **The proposed use is an appropriate use in the TC District but only in the location and as part of the development proposed at 43700 Expo Center Drive, and not in other locations in the TC District, and therefore this determination is subject to and contingent upon the City Council's final approval of the proposed PRO rezoning for the property as a whole;**
c. **A trip generation report or any additional information as required by our City Traffic Consultant, will be submitted at the time of Special Land Use Consideration.**

This motion is made because the plan is otherwise in compliance with Article 4, Section 4.87 the Zoning Ordinance and all other applicable provisions of the Ordinance. ***Motion carried 6-0.***

City Attorney Schultz said I just wanted to confirm that Member Lynch was reading from the slightly revised version that was at your table. The revised item B, with the additional specification that the use is appropriate on this particular site.

Member Avdoulos said I, too, think it's an appropriate use for the site. I think what was interesting and I appreciate you being here last time and showing us the video and walking us through it, but I guess one of the questions from the Planning staff was taking a look at the building itself and what it looks like, the structure of the building. And god forbid in 50 years, there's a use change, and can that building be repurposed into something. And as I was thinking about it for the last couple days, I think it can. There's enough people out there that could come up with some really good ideas to repurpose buildings. Our office is in an old Ford valve plant that went silent in the late 70's, and now it's repurposed into an office building with 40-foot tall ceilings.

On this same property, we have this big giant building that's going to come in that people are going to skydive in, and so that's a big hollow building. And if that ever gets repurposed, I'm sure someone will find something to use that building for. So I became a little more comfortable with the concept of the building so I think, with that and it's not a big giant car lot – it's actually sustainable in the way that it's vertical rather than spread out. It's unique. So I think it has a lot of attributes as to what Mr. Adell is looking to bring to the site and it actually adds to it. So I'm in favor and I think it's a good use.

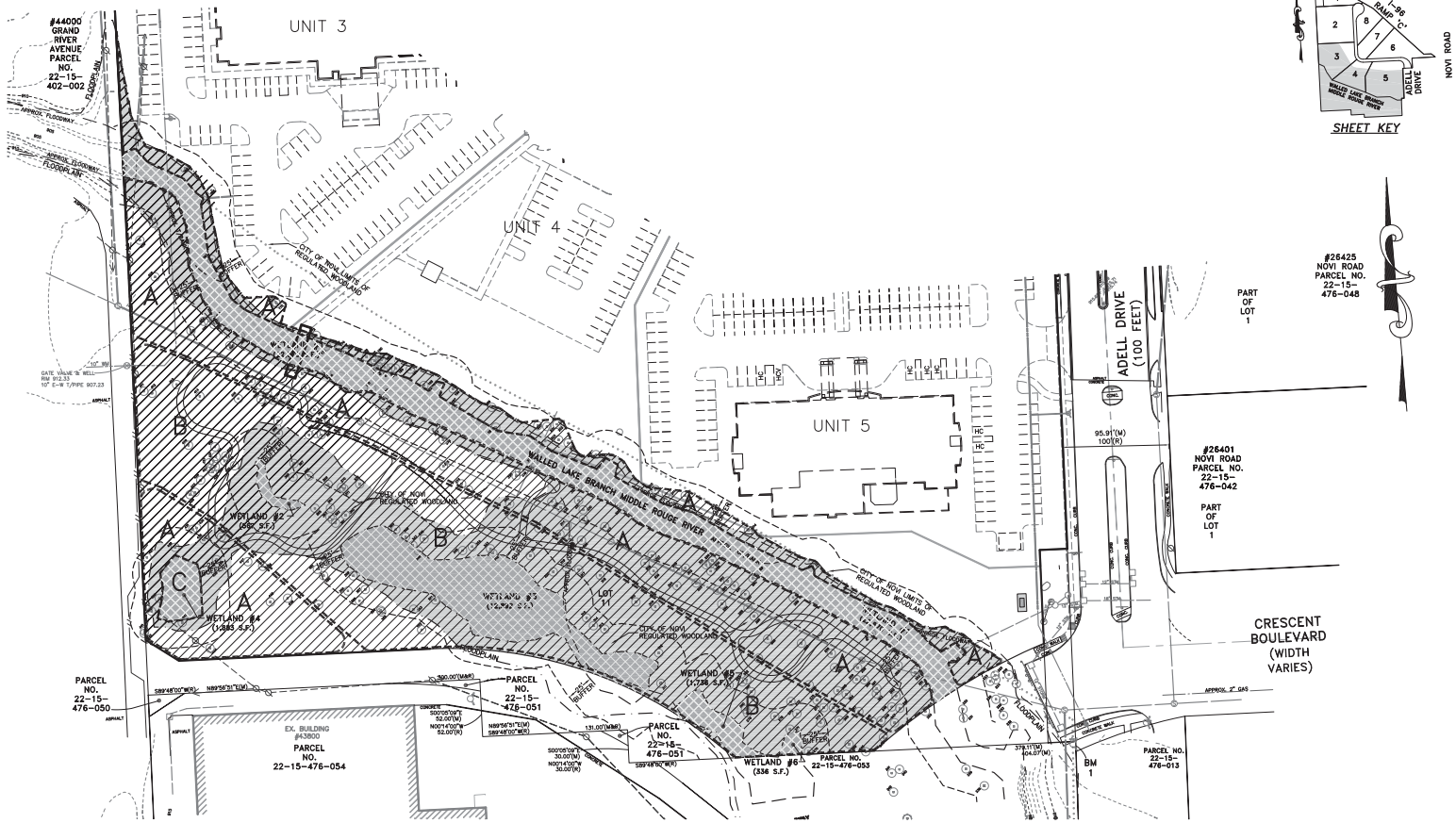
Member Maday said I just want to say I was worried about the reuse of the building, but given how amazing to me this concept is and how innovative it is, to me it's worth the potential risk of having trouble filling it. To me, it's worth it and I'm excited.

4. <u>ELECTION OF OFFICRES AND APPOINTMENTS TO COMMITTEES</u>

City Planner McBeth said as you know, each July the Planning Commission typically elects its officers – that's the Chairperson, the Vice Chairperson, and the Secretary. And also the Planning Commission makes assignments for the various Planning Commission committees. We mailed the selection form out and we got a little bit of feedback from one of the members. So it has been updated with what we have so far.

Member Anthony said I'd like to make a motion for our current Chairman if he is willing to

RESTORATION/ENHANCEMTENT PLAN
Submitted along with Roads and Utilities Site Plan



HATCH LEGEND

- WETLAND
- FLOODPLAIN
- AREA OF WETLAND ENHANCEMENT
- AREA OF SELECTED CLEARING

WETLAND NOTE:

WETLAND DELINEATION WAS PERFORMED ON SEPTEMBER 22, 2017. ECT CONFIRMED ON-SITE WETLANDS WERE DELINEATED ACCURATELY VIA LETTER DATED MAY 16, 2018. SIX (6) WETLAND AREAS WERE DELINEATED AND CONSIDERED ESSENTIAL/REGULATED WETLANDS.

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

NOTE:

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AS DISCLOSED BY AVAILABLE UTILITY COMPANY RECORDS AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE COMPANY. NO GUARANTEE IS EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY IF A CONFLICT IS APPARENT.

RESTORATION NOTE:

THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.

SEQUENCE OF REMOVAL FOR WOODY INVASIVE SPECIES

1. THE LANDSCAPE ARCHITECT WILL FIELD VISIT THE SITE AND FIELD MARK ALL PRESERVATION AREAS. ONCE THIS IS COMPLETED, THE LANDSCAPE ARCHITECT WILL CONDUCT AN ON-SITE MEETING WITH CITY OF NOVI STAFF AND CONTRACTOR TO VERIFY PRESERVATION/CLEARING LIMITS AND REMOVAL PROCESS.
2. MARKED PLANT MATERIAL SHALL BE CUT BY HAND OR AS APPROVED BY THE LANDSCAPE ARCHITECT AND CITY OF NOVI STAFF. LIMBS AND BRANCHES SHALL BE REMOVED FROM THE PRESERVATION AREAS AND CHIPPED.
3. VEHICLES SHALL REMAIN SHALL REMAIN OUTSIDE OF THE 25' WETLAND SETBACK. STUMPS SHALL REMAIN IN PLACE AND BE TREATED WITHIN 15 MINUTES OF CUTTING WITH DYE COLORED TRICLOPYR.
4. NO STUMP OR ROOT REMOVAL SHALL OCCUR WITHIN THE WETLAND AREA OR THE 25' WETLAND SETBACK.
5. ALL DEAD STANDING TREES THAT ARE TO BE REMOVED.
6. AFTER 20 DAYS FROM CLEARING, THE LANDSCAPE ARCHITECT AND CONTRACTOR SHALL CONDUCT A VISUAL INVENTORY OF INVASIVE SPECIES. ANY PLANTS THAT HAVE RE-SPROUTED SHALL BE SPRAYED WITH A GLYPHOSATE BASED HERBICIDE (I.E. ROUNDUP) TAKING CARE NOT TO SPRAY NATIVE VEGETATION. SPRAYING TO BE COMPLETED ON A WINDLESS DAY TO ENSURE NO DRIFT OF THE HERBICIDE ONTO SURROUNDING NATIVE VEGETATION. THE GLYPHOSATE-BASED HERBICIDE USED TO TREAT THE VEGETATION WITHIN 15' OF THE WALLED LAKE BRANCH OF THE MIDDLE ROUGE RIVER SHALL BE AQUATIC APPROVED PRODUCT (I.E., RODEO OR AQUANEAT).
7. AFTER A DURATION OF 20 DAYS FROM THE FIRST APPLICATION, THE LANDSCAPE ARCHITECT AND CONTRACTOR SHALL VISIT THE SITE AGAIN TO ASSESS THE EFFECTIVENESS OF THE FIRST HERBICIDE APPLICATION. APPLY ADDITIONAL GLYPHOSATE BASED HERBICIDE ON ANY PLANTS EXHIBITING LIFE. THIS PROCESS SHALL BE REPEATED UNTIL ALL OF THE INVASIVE SPECIES ARE DEAD.

SECOND YEAR MAINTENANCE

1. IN MID TO LATE SPRING THE LANDSCAPE ARCHITECT SHALL CONDUCT A VISUAL SURVEY OF INVASIVE SPECIES AND SUBMIT A REPORT TO THE CITY OF NOVI. THE REPORT WILL CONTAIN WRITTEN, GRAPHIC AND PHOTOGRAPHIC DOCUMENTATION OF SITE CONDITIONS. IF INVASIVE SPECIES REMAIN, THE LANDSCAPE ARCHITECT WILL NOTIFY THE CONTRACTOR TO REPEAT STEPS 6 AND 7 AS OUTLINED ABOVE.
2. THE INVASIVE SPECIES REMOVAL PROGRAM WILL BE DEEMED COMPLETE WHEN 90% OF THE SITE IS FREE FROM INVASIVE PLANTS. A FINAL REPORT SHALL BE SUBMITTED TO THE CITY WHEN THE PROGRAM IS COMPLETE.

SEQUENCE OF REMOVAL FOR PHRAGMITES

1. PHRAGMITES SHOULD BE TREATED IN EARLY TO LATE SUMMER (JUNE-SETPEMBER) USING GLYPHOSATE, OR LATE SUMMER (AUGUST-SEPTEMBER) USING GLYPHOSATE TO ACHIEVE EFFECTIVE CONTROL.
2. APPLICATION OF HERBICIDES SHOULD BE HAND SWIPING FOR SCATTERED PLANTS AND HAND SPRAYING ON DENSER STANDS. THE USE OF A LICENSED OR CERTIFIED APPLICATOR IS REQUIRED TO MINIMIZE DAMAGE TO NATIVE PLANT MATERIAL.
3. AFTER TWO WEEKS OF HERBICIDE APPLICATION, THE DEAD STALKS SHOULD BE CUT AND REMOVED TO ENCOURAGE NATIVE PLANT MATERIAL GROWTH. IF A MECHANICAL METHOD IS USED, EQUIPMENT SHOULD BE CLEANED TO PREVENT THE SPREAD OF SEED.

SECOND YEAR MAINTENANCE

1. A VISUAL INSPECTION WILL BE MADE DURING JUNE - JULY. IF PHRAGMITES IS PRESENT, STEPS 1-3 ABOVE WILL BE REPEATED.

SEQUENCE OF TRIMMING REGULATED TREES

1. EXISTING REGULATED TREES ARE PROPOSED TO REMAIN BUT MAY BE TRIMMED AFTER INVASIVE SPECIES REMOVAL. ANY TREES PROPOSED TO BE TRIMMED WILL BE MARKED AND REQUIRE CITY STAFF INSPECTION PRIOR TO TRIMMING.

UNDERSTORY:

A. BUCKTHORN AND HONEYSUCKLE
B. BUCKTHORN
C. PHRAGMITES

GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 W. Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig. 811

CLIENT: ADELL CENTER

SITE ENHANCEMENT PLAN

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-8-31 PER REVIEW

DATE: 7-19-2018
DRAWN BY: RMS/MW
CHECKED BY: DJL/JMF

0 25 50

FBK: --
CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

35
17-334

RESTORATION PLAN REVIEW

ECT Environmental Consulting & Technology, Inc.

ECT Project No. 180481

September 5, 2018

Ms. Barbara McBeth, AICP
City Planner
Community Development Department
City of Novi
45175 W. Ten Mile Road
Novi, Michigan 48375

Re: Adell Center Roads & Utilities (JSP18-0027)
Review of the Site Enhancement Plan

Dear Ms. McBeth:

Environmental Consulting & Technology, Inc. (ECT) has completed a review of the Site Enhancement Plan (Sheet 35) for the proposed Adell Center Roads & Utilities project prepared by Greentech Engineering, Inc. dated August 31, 2018 (Plan) ahead of the proposed site development project. The project is located at 43700 Expo Center Drive (Parcel ID 50-22-15-476-045), south of I-96 and north of Grand River Avenue, west of Novi Road in Section 15. The site development plan includes the construction of a mixed-use district with several proposed building sites, associated parking, utilities and underground stormwater detention systems. The current Plan indicates a total of nine (9) building units, with Unit 4 being a parking lot and gazebo.

The Site Enhancement Plan includes proposed activity within areas mapped City-Regulated Wetlands/Watercourses and City-Regulated Woodlands on the City's Wetlands and Woodlands Maps (see Figure 1). Six (6) wetland areas and a section of the Walled Lake Branch of the Middle Rouge River as well as City-Regulated woodland are located on the southern section of the subject site. The wetlands appear to be regulated by the City of Novi as well as by the Michigan Department of Environmental Quality (MDEQ).

The work associated with this Site Enhancement Plan consists of the following activity:

- Removal of invasive species of woody vegetation, including:
  - Buckthorn
  - Honeysuckle
- Removal of invasive common reed (*Phragmites australis*)
- Trimming of City of Novi Regulated Trees

Wetland Evaluation

ECT previously met on-site on May 15, 2018 with the applicant's current wetland consultant, King & MacGregor Environmental, Inc. for a wetland boundary verification. ECT also reviewed the *Old Novi Expo: Wetland Delineation and Determination of Jurisdiction* report prepared by BWA Consulting dated October 5, 2017 (i.e., Report). This Report was received by the City by the applicant on May 1, 2018 as part of a wetland boundary verification request for the property.

2200 Commonwealth Blvd., Suite 300
Ann Arbor, MI 48105

(734) 769-3004

FAX (734) 769-3164

The site is the former home of the Novi Expo Center which closed and the building was demolished in 2012. Currently, the only structure on the property is the existing water tower in the northwest corner of the site. Remnants of the former Novi Expo Center remain including the concrete building slab and the asphalt parking lot. The southern portion of the site (south of the existing asphalt parking lot) contains the Walled Lake Branch of the Middle Rouge River, wetlands, floodplains and trees. This area (approximately 7 acres), contains areas of City-regulated and MDEQ-regulated wetlands.

The focus of the previous site inspection was to review site conditions in order to determine whether City-regulated wetlands have been accurately located/indicated on-site. BWA completed a wetland delineation on the site on September 22, 2017. Pink wetland boundary flagging was in place at the time of this site inspection. ECT reviewed the flagging and agrees that the wetland boundaries were accurately flagged in the field. Based on the existing vegetation and topography, it is ECT's assessment that the on-site wetlands have been accurately delineated at this time. The BWA Report notes that a total of six (6) wetlands were identified. The following is a brief description of the on-site wetland features.

Wetland 1 – Forested, scrub shrub, and emergent wetland contiguous to the Creek (Walled Lake Branch of the Middle Rouge River). BWA notes that the dominant wetland vegetation includes reed canary grass (*Phalaris arundinancea*), American elm (*Ulmus americana*), and orange jewelweed (*Impatiens capensis*). Wetland hydrology is indicated by saturated soils adjacent to the stream. Hydric (i.e., wetland) soils were identified within the wetland boundaries. This wetland area is essentially confined to the upper banks of the Creek.

Wetlands 2, 3, and 5 – These are isolated emergent depressions within the floodplain (according to FEMA FIRM Panel #0626) of the Walled Lake Branch of the Middle Rouge River. Dominant wetland vegetation includes reed canary grass, orange jewelweed, and wood nettle (*Laportea canadensis*). Wetland hydrology is indicated by water stained leaves and drift lines. Hydric soils were identified within the wetland boundaries. These wetland areas are located south of Wetland 1.

Wetland 4 – This is an area of isolated, forested and emergent depression. Dominant wetland vegetation includes common reed (*Phragmites australis*), American elm, and wood nettle. Wetland hydrology is indicated by water stained leaves. Hydric soils were identified within the wetland boundaries. This wetland area is located in the southwest corner of the site.

Wetland 6 – This area is an emergent swale associated with the Walled Lake Branch of the Middle Rouge River. Dominant vegetation includes reed canary grass, wood nettle, and orange jewelweed. Wetland hydrology is indicated by saturated soils near the surface. Hydric soils were identified within the wetland boundaries. This wetland is located in the southeast corner of the site.

BWA noted in the Report that in their opinion all six (6) on-site wetlands are subject to regulation by the City of Novi as well as MDEQ and that permits would be required for any work proposed within these wetlands.

City of Novi Wetland/Watercourse Ordinance Requirements

The City of Novi Wetland and Watercourse Protection Ordinance (City of Novi Code of Ordinances, Part II, Chapter 12, Article V.; Division 2.) describes the regulatory criteria for wetlands and review standards for wetland permit applications. The City of Novi regulates wetlands that are: (1) contiguous to a lake, pond, river or stream, as defined in Administrative Rule 281.921; (2) two (2) acres in size or greater; or (3) less than two (2) acres in size but deemed essential to the preservation of the natural resources of the city

under the criteria set forth in subsection 12-174(b). Wetlands deemed regulated by the City of Novi require the approval of a use permit for any proposed impacts to the wetland.

Any proposed use of on-site wetlands (if applicable) will require a permit from MDEQ, a City of Novi *Wetland and Watercourse Permit* as well as an *Authorization to Encroach the 25-Foot Natural Features Setback* for any proposed impacts to the 25-foot wetland/watercourse buffers. **The Plan does not currently appear to propose direct impacts (i.e., cut, fill, etc.) to wetlands or 25-foot natural features setback buffers and no wetland permits or buffer authorization appears to be necessary.**

Woodland Evaluation

ECT has reviewed the City of Novi Official Woodlands Map and completed an onsite Woodland Evaluation on June 19, 2018. ECT's in-office review of available materials included the City of Novi Regulated Woodland map and other available mapping. As noted above, a portion of the southern end of the subject property is mapped as City of Novi Regulated Woodlands on the official City of Novi Regulated Wetland and Watercourse Map (see Figure 1). The proposed limits of disturbance for the main portion of the proposed project do not include areas mapped as City-Regulated Woodlands. Some proposed site improvements and the proposed Site Enhancement Plan are however proposed within the area of City-Regulated Woodlands. A compacted limestone pedestrian path has been proposed to be located south of the Walled Lake Branch of the Middle Rouge River.

Previously submitted site plans included an existing tree list (*Tree Inventory Plan*, Sheet 29). This Plan identifies tree tag numbers, diameter-at-breast-height (DBH), common name, condition, and removal status. The tree survey for the area designated as City-Regulated Woodland was included on Sheet 28 (*Woodland Plan*). The surveyed trees have been marked with aluminum tree tags allowing ECT to compare the tree diameters reported on the Plan with the existing trees in the field. ECT found that the Plan appears to accurately depict the location, species composition and the size of the existing trees. ECT took a sample of diameter-at-breast-height (DBH) measurements and found that the data provided on the Plan was consistent with the field measurements.

As noted above, the area north of the Walled Lake Branch of the Middle Rouge River is not mapped as City of Novi Regulated Woodland. In general, the majority of the on-site trees are box elder (*Acer negundo*) and eastern cottonwood (*Populus deltoides*). The site also includes Austrian pine (*Pinus nigra*), green spruce (*Picea pungens*), sugar maple (*Acer saccharum*), black walnut (*Juglans nigra*), American elm (*Ulmus americana*), and several other species. In terms of habitat quality and diversity of tree species, the overall subject site consists of fair to good quality trees. In terms of a scenic asset, wildlife habitat, windblock, noise buffer or other environmental asset, the forested area located on the subject site is considered to be of fair quality.

Woodland Requirements

As noted above, the site does contain City of Novi Regulated Woodlands. This mapped regulated woodland area is located south of the Walled Lake Branch of the Middle Rouge River. **The *Site Enhancement Plan* does not propose impacts to any of the on-site, surveyed trees, only the removal of invasive woody vegetation**. It should be noted that the existing understory consists mainly of undesirable, invasive plant species such as buckthorn and honeysuckle. The proposed site enhancement work would not be significantly disturbing any existing desirable vegetation that provides beneficial wildlife habitat.

It should be noted that the purpose of the City of Novi Woodland Protection Ordinance (Chapter 37) is to:

- *Provide for the protection, preservation, replacement, proper maintenance and use of trees and woodlands located in the city in order to minimize disturbance to them and to prevent damage from erosion and siltation, a loss of wildlife and vegetation, and/or from the destruction of the natural habitat. In this regard, it is the intent of this chapter to protect the integrity of woodland areas as a whole, in recognition that woodlands serve as part of an ecosystem, and to place priority on the preservation of woodlands, trees, similar woody vegetation, and related natural resources over development when there are no location alternatives;*

- *Protect the woodlands, including trees and other forms of vegetation, of the city for their economic support of local property values when allowed to remain uncleared and/or unharvested and for their natural beauty, wilderness character of geological, ecological, or historical significance; and*

- *Provide for the paramount public concern for these natural resources in the interest of health, safety and general welfare of the residents of the city.*

Site Enhancement Plan Comments

ECT recommends that the Applicant address the items noted below prior to approval of the Final Site Enhancement Plan:

1. In the ***Sequence of Removal of Woody Invasive Species*** section of the Plan, ECT recommends:

    a. The Plan shall include information related to the proposed site access locations to be used for getting tools and equipment to the Site Enhancement Area. Crossing the Walled Lake Branch of the Middle Rouge River with a bridge may require a permit from the MDEQ. Perhaps site access authorization from an adjacent property can be obtained.

    b. The Plan shall include a list of all mechanical equipment that is proposed to be used in order to implement the Site Enhancement Plan. Disturbance of the ground surface shall be minimized and avoided through the use of small, rubber tracked equipment. ECT recommends that all work be done with hand-held equipment where possible and that any vehicles be kept out of the wetland and 25-foot wetland buffer thereby avoiding unauthorized soil disturbance.

    c. No clearing or cutting of existing vegetation shall commence without the City of Novi Landscape Architect or City Environmental Consultant being present on-site. 48-hour notification shall be given by the applicant prior to the start of such work.

    d. Treating with chemicals in areas where water is visibly-present requires an Aquatic Nuisance Control Permit from the Michigan Department of Environmental Quality (MDEQ). This permit should not be required in order to complete the treatment of the invasive woody vegetation as proposed.

    e. Item No. 1: All preservation areas, or plants to be preserved, shall be marked in the field with survey flagging and/or stakes.

f. Item No. 3: Vehicles shall remain outside of the delineated wetland boundaries and the 25-foot wetland setbacks.

g. Item No. 5: Any dead standing trees that are 14" diameter-at-breast height (DBH) or larger shall be preserved and left standing as wildlife habitat. If desired, these trees can be cut 12-feet or higher off of the ground and left as habitat for bats and or birds, etc.

h. Items No. 6: All herbicide chemicals shall be applied by a licensed, certified herbicide applicator.

2. In the ***Sequence of Removal of Woody Invasive Species (Second Year Maintenance)*** section of the Plan, ECT recommends:
   a. Item No. 1: In mid to late spring the Landscape Architect shall conduct a visual survey of invasive species and submit a report to the City of Novi. The report will contain written, graphic and photographic documentation of site conditions. All invasive species that have re-sprouted shall be re-treated (as outlined in No. 6 and No. 7 of the *Sequence of Removal for Woody Invasive Species*) – i.e., a 2nd year of invasive species treatment for woody plant species shall be required.

3. In the ***Sequence of Removal for Phragmites*** section of the Plan, ECT recommends:

   a. Item No. 1: Phragmites shall be treated in late summer (August to September) using Glyphosate-based herbicide applied by a licensed, certified herbicide applicator to achieve effective control.

4. In the ***Sequence of Removal for Phragmites (Second Year Maintenance)*** section of the Plan, ECT recommends:

   a. Add Item No. 2:
      The Phragmites removal program will be deemed complete when the site is free from the invasive Phragmites plants (i.e., Phragmites is eradicated from the site).

5. The Site Enhancement Plan does not currently include a proposal to re-plant/landscape the area of site enhancement after the removal of invasive species has been accomplished. A plan (landscape plan) for restoration planting of appropriate native forbs (plants or seed mixes), shrubs and/or trees shall be provided as part of the Adell Center Roads and Utilities Final Site Plan.

Recommendation

ECT recommends that the Applicant address the items noted in the *Site Enhancement Plan Comments* section of this letter prior to approval of the Final Site Enhancement Plan and provide a restoration planting plan as part of the Adell Center Roads and Utilities Final Site Plan.

If you have any questions regarding the contents of this letter, please contact us.

Sincerely,
ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC.

cc: Lindsay Bell, City of Novi Planner (lbell@cityofnovi.org)
Sri Komaragiri, City of Novi Planner (skomaragiri@cityofnovi.org)
Rick Meader, City of Novi Landscape Architect (rmeader@cityofnovi.org)
Hannah Smith, City of Novi Planning Assistant (hsmith@cityofnovi.org)

Attachments: Figure 1 – City of Novi Regulated Wetland & Woodland Map

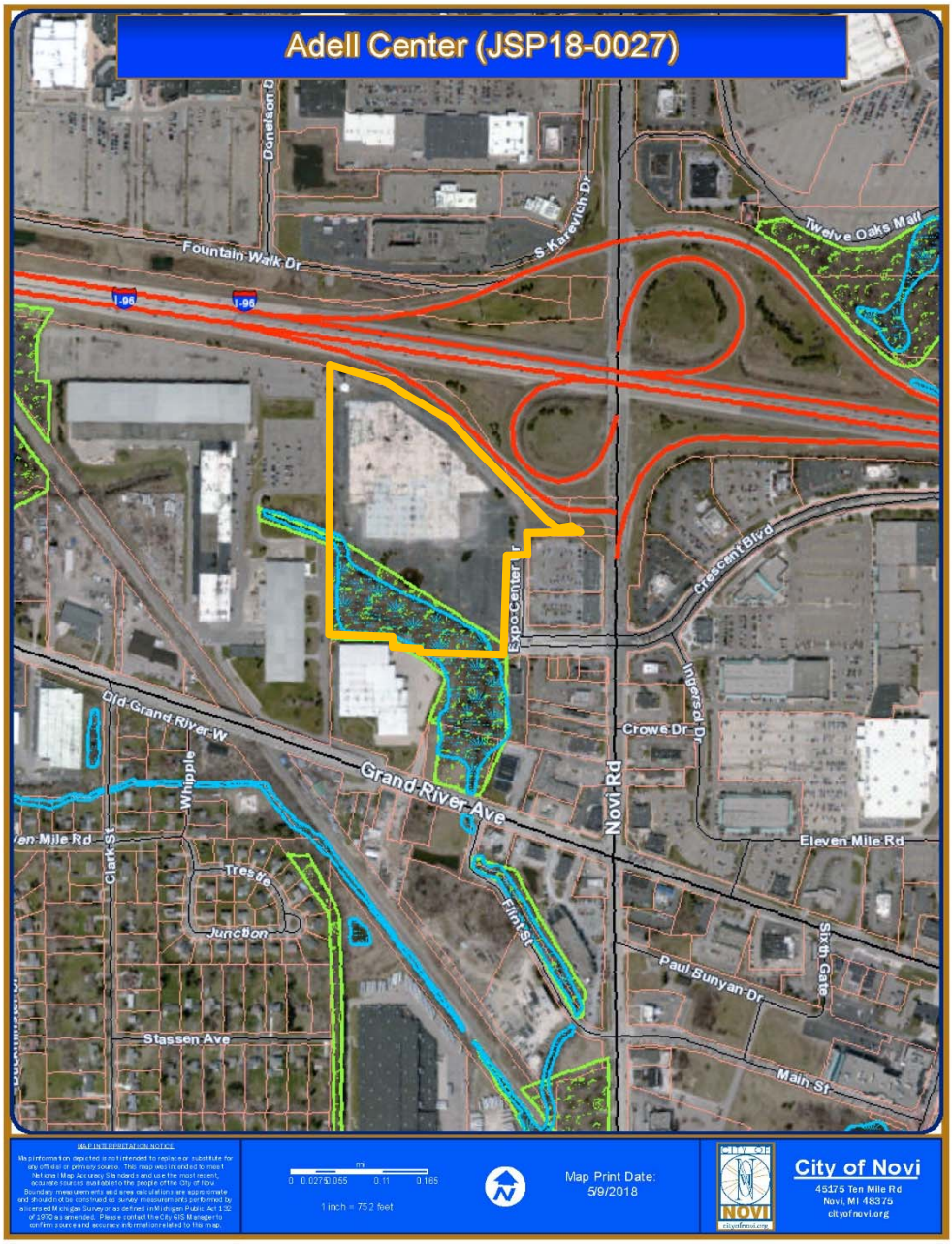
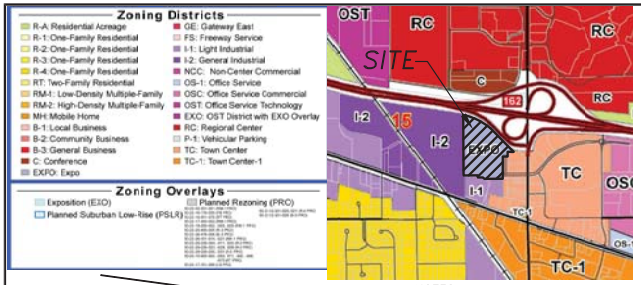


Figure 1. City of Novi Regulated Wetland & Woodland Map (approximate property boundary shown in red). Regulated Woodland areas are shown in green and Regulated Wetland areas are shown in blue.

REVISED PRO CONCEPT PLAN
Dated: July 19, 2018
(Full plan set available for viewing at the Community Development Department.)



LOT COVERAGES

UNIT	APPROX. BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47731	13
2	20000	137034	15
3	14100	100807	14
4	0 *	67383	0 *
5	18500	132912	14
6	7000	94744	7
7	8000	61593	13
8	5800	56534	10
9	400	20246	2

*UNIT 4 NOTE:
THE PARKING LOT AND GAZEBO AS SHOWN ON THE PROPOSED UNIT 4 IS PLANNED TO BE A TEMPORARY USE BY THE DEVELOPER AND IS SUBJECT TO FUTURE DEVELOPMENT IN ACCORDANCE WITH PRO AGREEMENT FOR THE ADELL CENTER.

FUTURE BUILDING: MAXIMUM 7,000 SF
FUTURE PERCENT LOT COVERAGE: 11%

PROPOSED UNIT LINE BETWEEN UNITS 6 AND 7 MAY MOVE SUBJECT TO THE FINAL LAYOUT CONFIGURATION FOR UNITS 6 AND 7

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

NOTES:

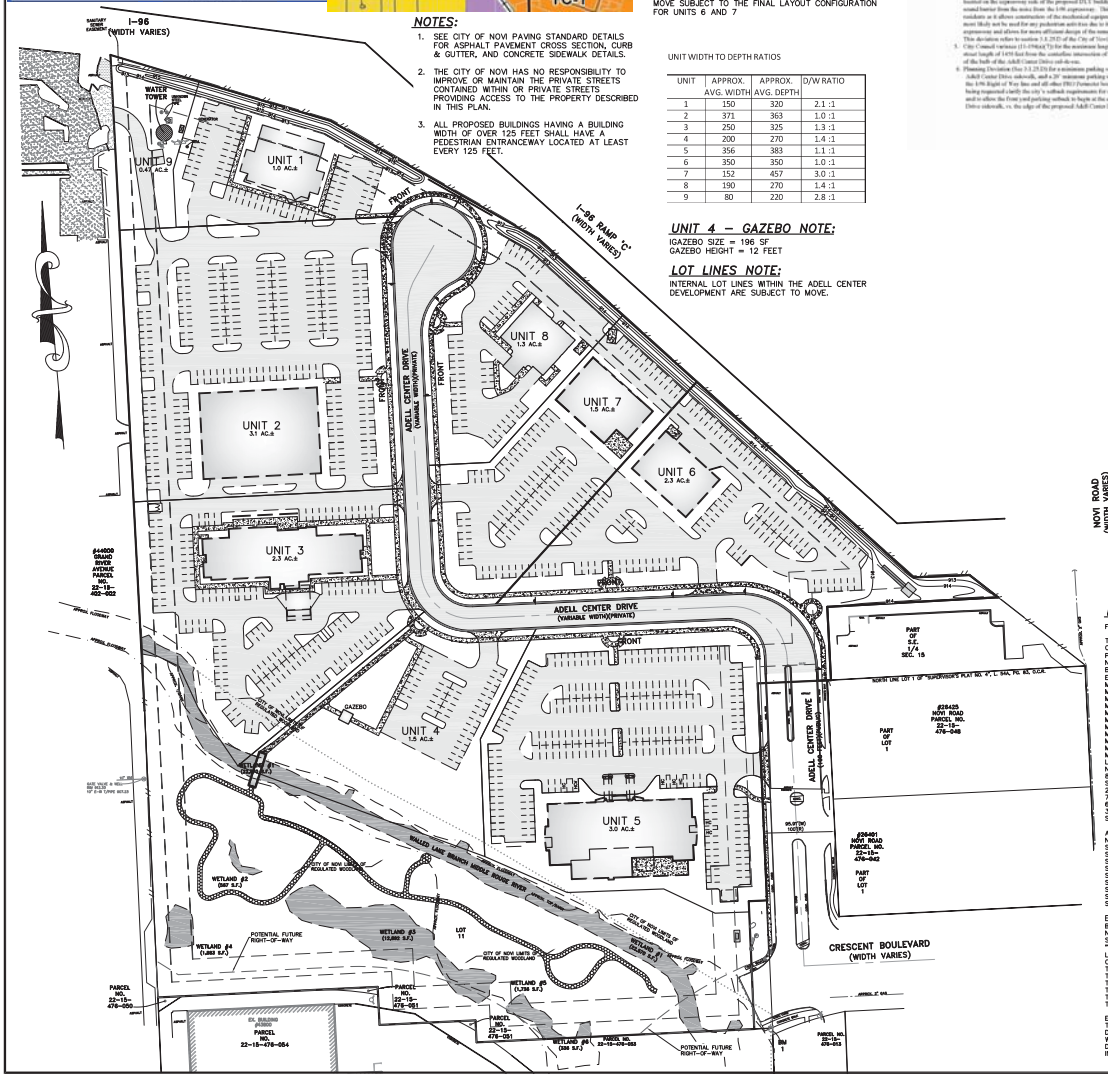
1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.

UNIT 4 – GAZEBO NOTE:

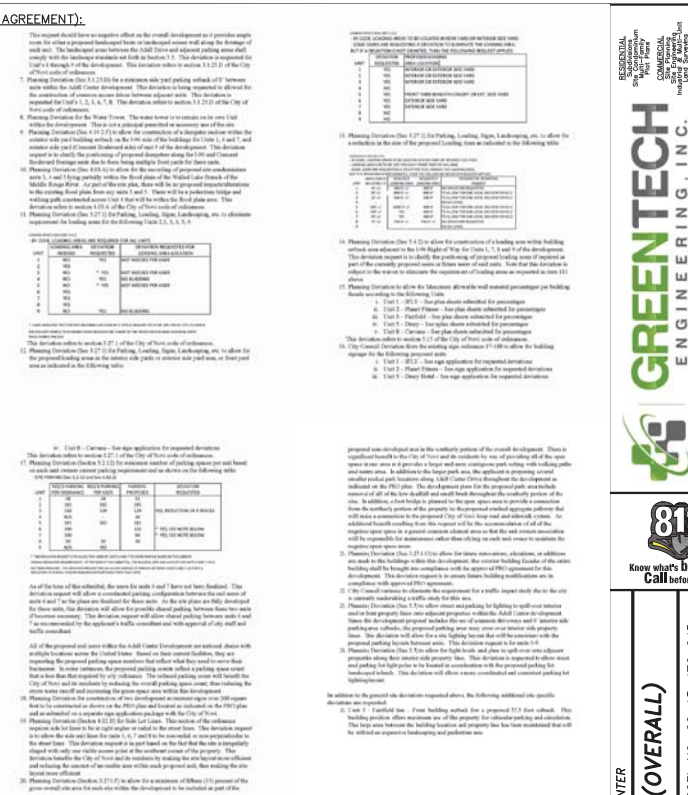
IGAZEBO SIZE = 196 SF
GAZEBO HEIGHT = 12 FEET

LOT LINES NOTE:

INTERNAL LOT LINES WITHIN THE ADELL CENTER DEVELOPMENT ARE SUBJECT TO MOVE.



REQUESTED DEVIATIONS (EXCERPTS FROM PRO AGREEMENT):



LEGAL DESCRIPTION:

FILE NO.: 717659

THE LAND REFERRED TO IN THIS COMMITMENT, SITUATED IN THE COUNTY OF OAKLAND, CITY OF NOVI, STATE OF MICHIGAN, IS DESCRIBED AS FOLLOWS: PART OF THE NORTHEAST 1/4 OF SOUTHEAST 1/4 OF SECTION 15, TOWN 1 NORTH, RANGE 8 EAST, CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, BEGINNING AT POINT DISTANT SOUTH 00 DEGREES 00 MINUTES 42 SECONDS EAST 1179.04 FEET FROM EAST 1/4 CORNER; THENCE NORTH 87 DEGREES 44 MINUTES 26 SECONDS WEST 220.04 FEET; THENCE NORTH 00 DEGREES 04 MINUTES 09 SECONDS WEST 131.04 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 51 SECONDS WEST 224.83 FEET; THENCE NORTH 31 DEGREES 30 MINUTES 20 SECONDS WEST 499.91 FEET; THENCE NORTH 48 DEGREES 20 MINUTES 51 SECONDS WEST 166.65 FEET; THENCE NORTH 81 DEGREES 21 MINUTES 39 SECONDS WEST, 524.04 FEET; THENCE SOUTH 00 DEGREES 16 MINUTES 56 SECONDS EAST, 895.81 FEET; THENCE NORTH 89 DEGREES 59 MINUTES 36 SECONDS EAST 937.39 FEET; THENCE NORTH 00 DEGREES 16 MINUTES 10 SECONDS WEST 100 FEET; THENCE NORTH 89 DEGREES 35 MINUTES 39 SECONDS EAST 407.41 FEET; THENCE NORTH 00 DEGREES 00 MINUTES 42 SECONDS WEST 37.67 FEET TO BEGINNING, EXCEPT THAT PART LYING NORTHERLY OF A LINE DESCRIBED AS BEGINNING AT POINT DISTANT NORTH 02 DEGREES 07 MINUTES 02 SECONDS WEST 1321.42 FEET AND SOUTH 87 DEGREES 15 MINUTES 42 SECONDS WEST 60.00 FEET FROM SOUTHEAST SECTION CORNER; THENCE NORTH 51 DEGREES 28 MINUTES 13 SECONDS WEST 200.14 FEET; THENCE SOUTH 88 DEGREES 10 MINUTES 42 SECONDS WEST 76.45 FEET; THENCE NORTH 47 DEGREES 20 MINUTES 28 SECONDS WEST 688.09 FEET; THENCE NORTH 59 DEGREES 47 MINUTES 08 SECONDS WEST 326.71 FEET; THENCE NORTH 72 DEGREES 46 MINUTES 18 SECONDS WEST, 313.38 FEET TO POINT OF ENDING.

ALSO PART OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4" BEGINNING AT NORTHWEST LOT CORNER; THENCE NORTH 89 DEGREES 48 MINUTES 00 SECONDS EAST 837.48 FEET; THENCE SOUTH 00 DEGREES 02 MINUTES 00 SECONDS WEST 448.20 FEET; THENCE SOUTH 00 DEGREES 13 MINUTES 40 SECONDS WEST 25.00 FEET; THENCE SOUTH 89 DEGREES 48 MINUTES 00 SECONDS WEST 404.19 FEET; THENCE NORTH 00 DEGREES 14 MINUTES 00 SECONDS WEST 30.00 FEET; THENCE SOUTH 89 DEGREES 48 MINUTES 00 SECONDS WEST 131.00 FEET; THENCE NORTH 00 DEGREES 14 MINUTES 00 SECONDS WEST 52.00 FEET; THENCE SOUTH 89 DEGREES 48 MINUTES 00 SECONDS WEST 300.00 FEET; THENCE NORTH 00 DEGREES 14 MINUTES 00 SECONDS WEST 391.20 FEET TO BEGINNING.

EXCEPT THAT PART TAKEN FOR EXPO CENTER DRIVE DESCRIBED AS: BEGINNING NORTH 89 DEGREES 48 MINUTES 00 SECONDS EAST ALONG THE NORTH LINE OF LOT 11 837.48 FEET AND SOUTH 00 DEGREES 02 MINUTES 00 SECONDS WEST 298.85 FEET FROM THE NORTHWEST CORNER OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4," AS RECORDED IN LIBER 54 A OF PLATS, PAGE 83, OAKLAND COUNTY RECORDS, THENCE CONTINUING SOUTH 00 DEGREES 02 MINUTES 00 SECONDS WEST 149.35 FEET; THENCE SOUTH 00 DEGREES 13 MINUTES 40 SECONDS WEST 25.0 FEET; THENCE SOUTH 89 DEGREES 48 MINUTES 00 SECONDS WEST 25.0 FEET; THENCE NORTH 00 DEGREES 13 MINUTES 40 SECONDS EAST 25.14 FEET; THENCE NORTH 00 DEGREES 02 MINUTES 00 SECONDS EAST 149.31 FEET; THENCE SOUTH 89 DEGREES 58 MINUTES 00 SECONDS EAST 25.0 FEET TO THE POINT OF BEGINNING.

EASEMENT PARCELS
TOGETHER WITH RIGHTS OF INGRESS AND EGRESS AS CREATED, LIMITED, DEFINED IN INSTRUMENT RECORDED IN LIBER 7245, PAGE 86, AND TOGETHER WITH NON-EXCLUSIVE FOR RAILROAD SIDETRACK AS CREATED, LIMITED AND DEFINED IN INSTRUMENT RECORDED IN LIBER 8286, PAGE 38.

3.27.1.C SETBACK WAIVER FOR DISTANCE FROM I-96 CENTERLINE

AS PART OF THIS PRO APPROVAL, WE REQUEST A WAIVER FROM THE ABOVE REQUIREMENT THAT BUILDINGS BE SET BACK NO LESS THAN 80 FEET, AND NO GREATER THAN 137 FEET, AS MEASURED FROM THE CENTERLINE OF THE ARTERIAL. SINCE THIS SITE IS LOCATED ADJACENT TO THE I-96/NOVI ROAD RAMP, THIS STANDARD IS NOT APPLICABLE TO THIS PROJECT SINCE THIS SITE LACKS DIRECT FRONTAGE ON I-96.

BUILDING SETBACKS	
PERIMETER	50 FT
ADELL DRIVE	30 FT
INTERIOR SIDE	0 FT
INTERIOR REAR	15 FT

PARKING SETBACKS	
PERIMETER	20 FT
ADELL DRIVE	20 FT
INTERIOR SIDE	0 FT
INTERIOR REAR	0 FT

ALLOWABLE USES:

ALLOWABLE USES WITHIN THE ADELL CENTER DEVELOPMENT.

- RETAIL BUSINESSES
- PROFESSIONAL AND MEDICAL OFFICE INCLUDING LABORATORIES
- SALE OF PRODUCTS AND SEASONAL GOODS (INDOOR AND OUTDOOR)
- AUTOMOBILE VEHICLE VENDING FULFILLMENT CENTER
- PUBLIC OR PRIVATE INDOOR OR OUTDOOR PARKS, PARKWAYS AND RECREATION FACILITIES
- PUBLIC OR PRIVATE INDOOR RECREATION FACILITIES
- PUBLIC OR PRIVATE HEALTH AND FITNESS FACILITIES AND CLUBS
- MICROBREWERIES, WINERIES AND BREW PUBS
- HOTELS & MOTELS
- SIT DOWN RESTAURANTS, BANQUET FACILITIES OR OTHER PLACES SERVING FOOD OR BEVERAGES (DRIVE THRU ALLOWED ONLY ON UNITS 6 AND 7)
- DAY CARE CENTER
- OFF-STREET PARKING LOTS
- OTHER USES OF A SIMILAR AND NO MORE OBJECTIONABLE CHARACTER TO THE ABOVE USES
- ACCESSORY STRUCTURES AND USES CUSTOMARILY INCIDENT TO THE ABOVE PERMITTED USES

NOTE:

THE BUILDING AND PARKING LOT LAYOUTS ON EACH OF THE PROPOSED UNITS ARE CONCEPTUAL ONLY. UPON APPROVAL OF THE REZONING AND SITE PLAN FOR THE ADELL DRIVE EASEMENT, THE PURCHASERS OF EACH UNIT WITHIN THIS PROPOSED DEVELOPMENT WILL BE RESPONSIBLE FOR SUBMITTING SITE PLANS TO THE CITY OF NOVI FOR REVIEW AND APPROVAL.

UNIT 4 NOTE:

THE PARKING LOT AND GAZEBO AS SHOWN ON THE PROPOSED UNIT 4 IS PLANNED TO BE A TEMPORARY USE BY THE DEVELOPER AND IS SUBJECT TO FUTURE DEVELOPMENT IN ACCORDANCE WITH PRO AGREEMENT FOR THE ADELL CENTER.

RESIDENTIAL
Subdivision Site Plan
Multi-Family
Site Condominium
COMMERCIAL
Site Planning
Industrial & Multi-Use
SURVEYING
Topographic
Boundary & Survey
Tree Survey
Right-of-Way
Construction Staking
GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig.

CLIENT: ADELL CENTER

P.R.O. PLAN (OVERALL)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

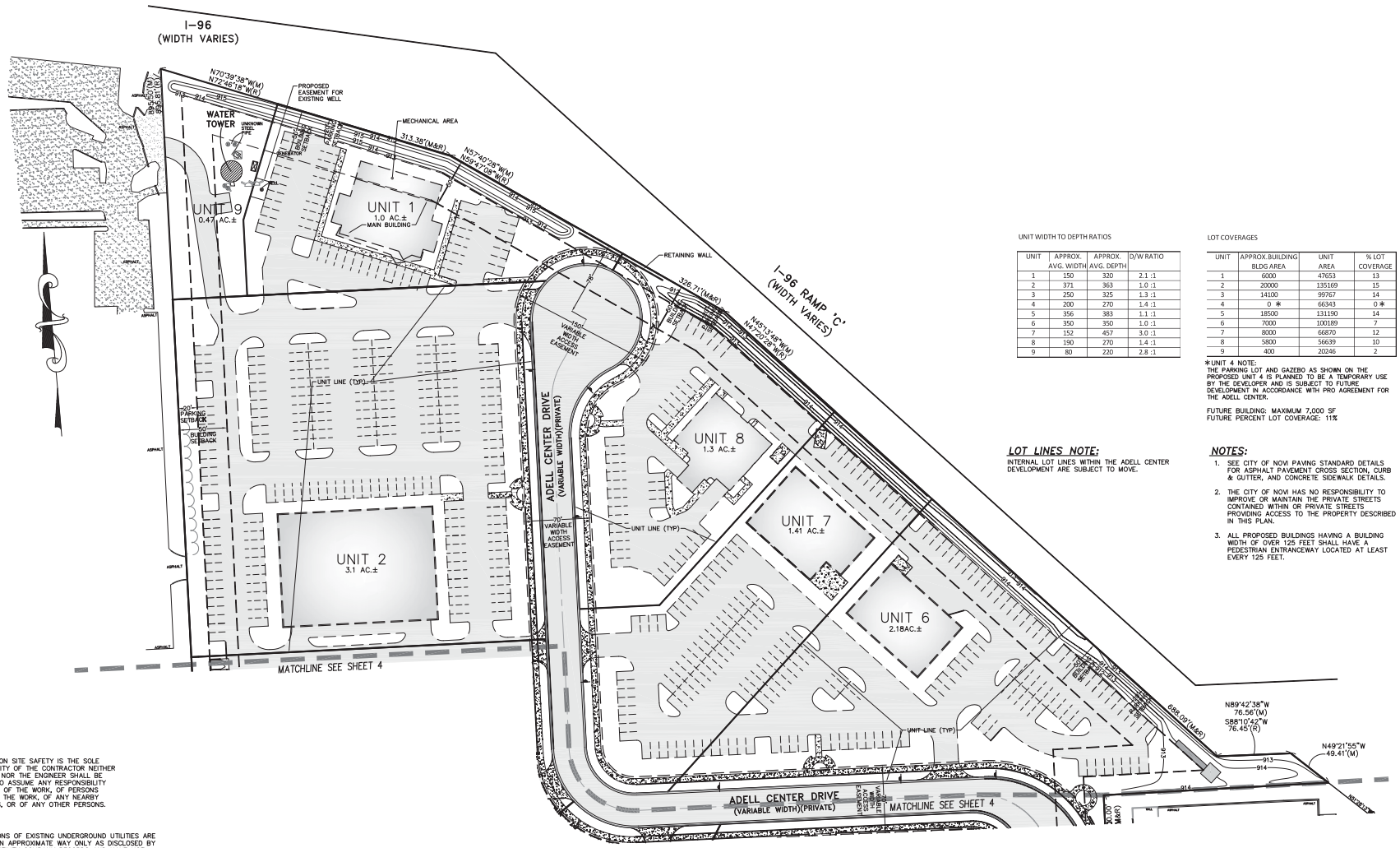
REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW

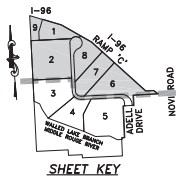
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0 40 80

FBK: --
CHF:
SCALE HOR 1"= 80 FT.
VER 1"= FT.

2
17-334





SHEET KEY

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

LOT COVERAGES

UNIT	APPROX. BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47653	13
2	20000	135169	15
3	14100	99767	14
4	0 *	66343	0 *
5	18500	131190	14
6	7000	100189	7
7	8000	66870	12
8	5800	56639	10
9	400	20246	2

*UNIT 4 NOTE:
THE PARKING LOT AND GAZEBO AS SHOWN ON THE PROPOSED UNIT 4 IS PLANNED TO BE A TEMPORARY USE BY THE DEVELOPER AND IS SUBJECT TO FUTURE DEVELOPMENT IN ACCORDANCE WITH PRO AGREEMENT FOR THE ADELL CENTER.

FUTURE BUILDING: MAXIMUM 7,000 SF
FUTURE PERCENT LOT COVERAGE: 11%

LOT LINES NOTE:
INTERNAL LOT LINES WITHIN THE ADELL CENTER DEVELOPMENT ARE SUBJECT TO MOVE.

NOTES:

1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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RESIDENTIAL
Subdivision Site Condominium Multi-Family Mixed Use
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ALTA Surveys Boundary Surveys Topographic Surveys Route Surveys Construction Staking

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5147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig.

CLIENT:
ADELL CENTER

P.R.O. PLAN (NORTH)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW

DATE: 4-30-2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 25 50
FBK: --
CHF:
SCALE HOR 1"= 50 FT.
VER 1"= FT.

3
17-334

UNIT WIDTH TO DEPTH RATIOS

UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
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9	80	220	2.8 :1

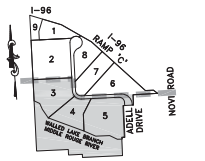
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UNIT	APPROX.BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47653	13
2	20000	135169	15
3	14100	99767	14
4	0 *	66343	0 *
5	18500	131190	14
6	7000	100189	7
7	8000	66870	12
8	5800	56639	10
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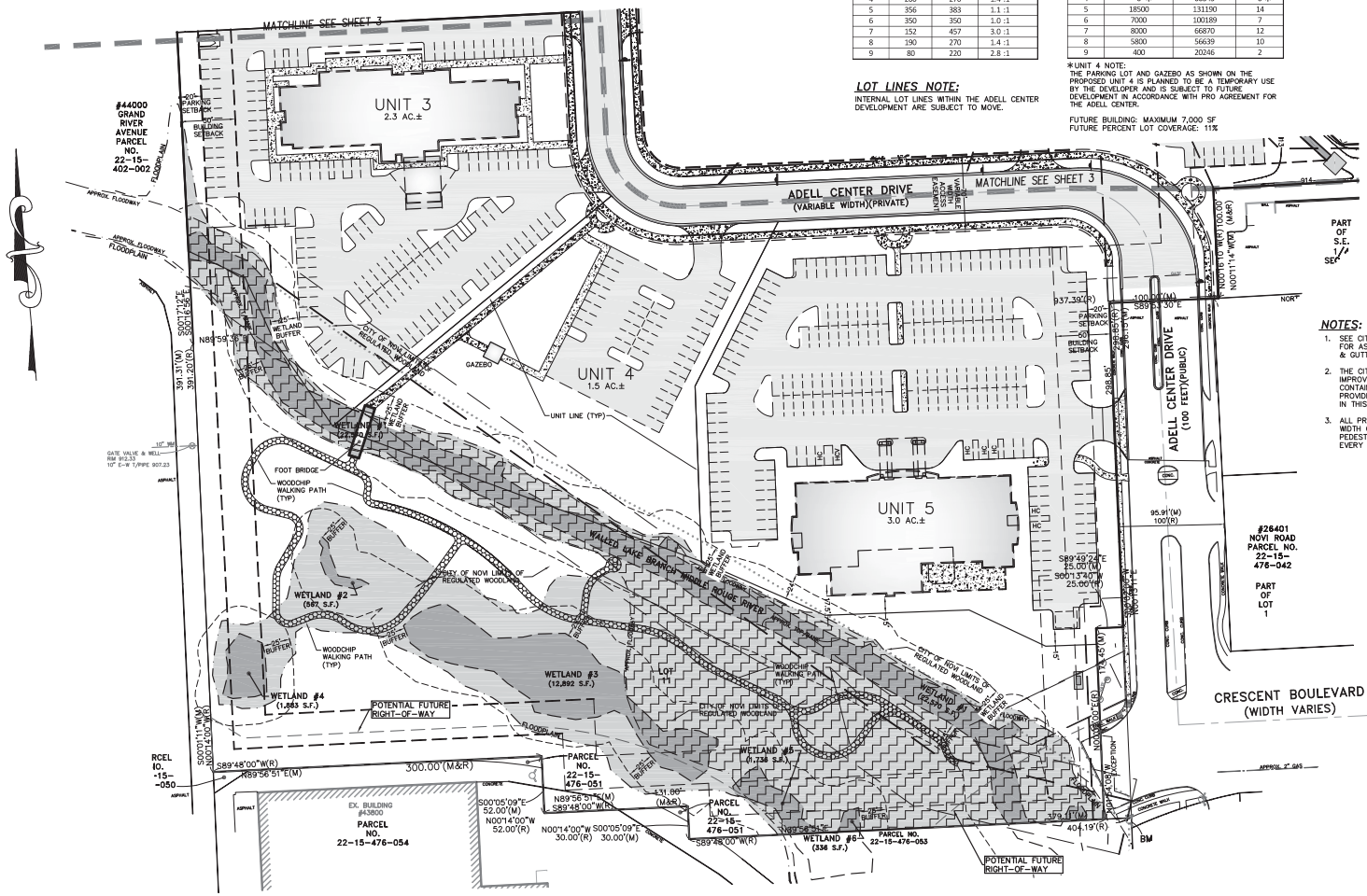
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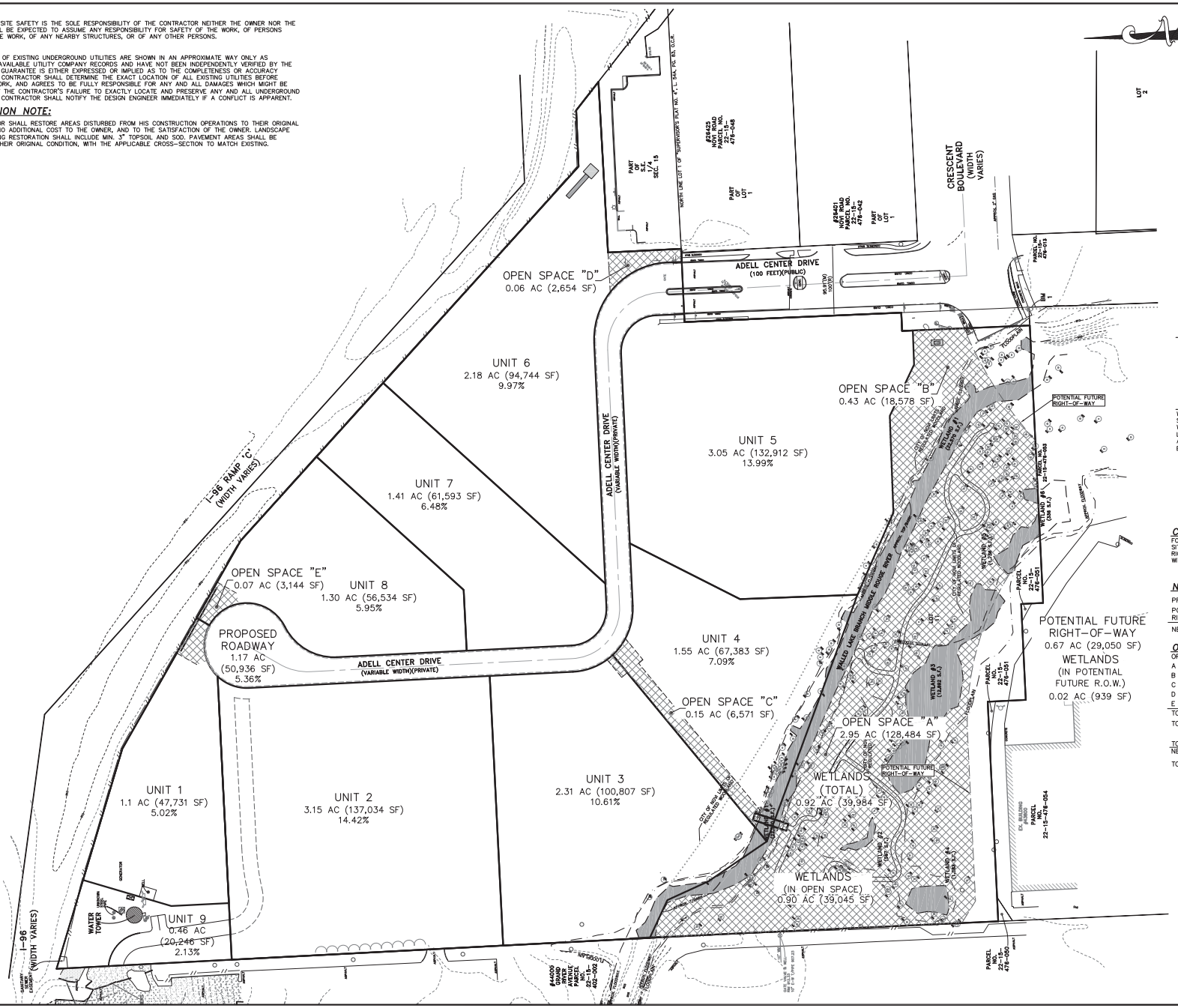
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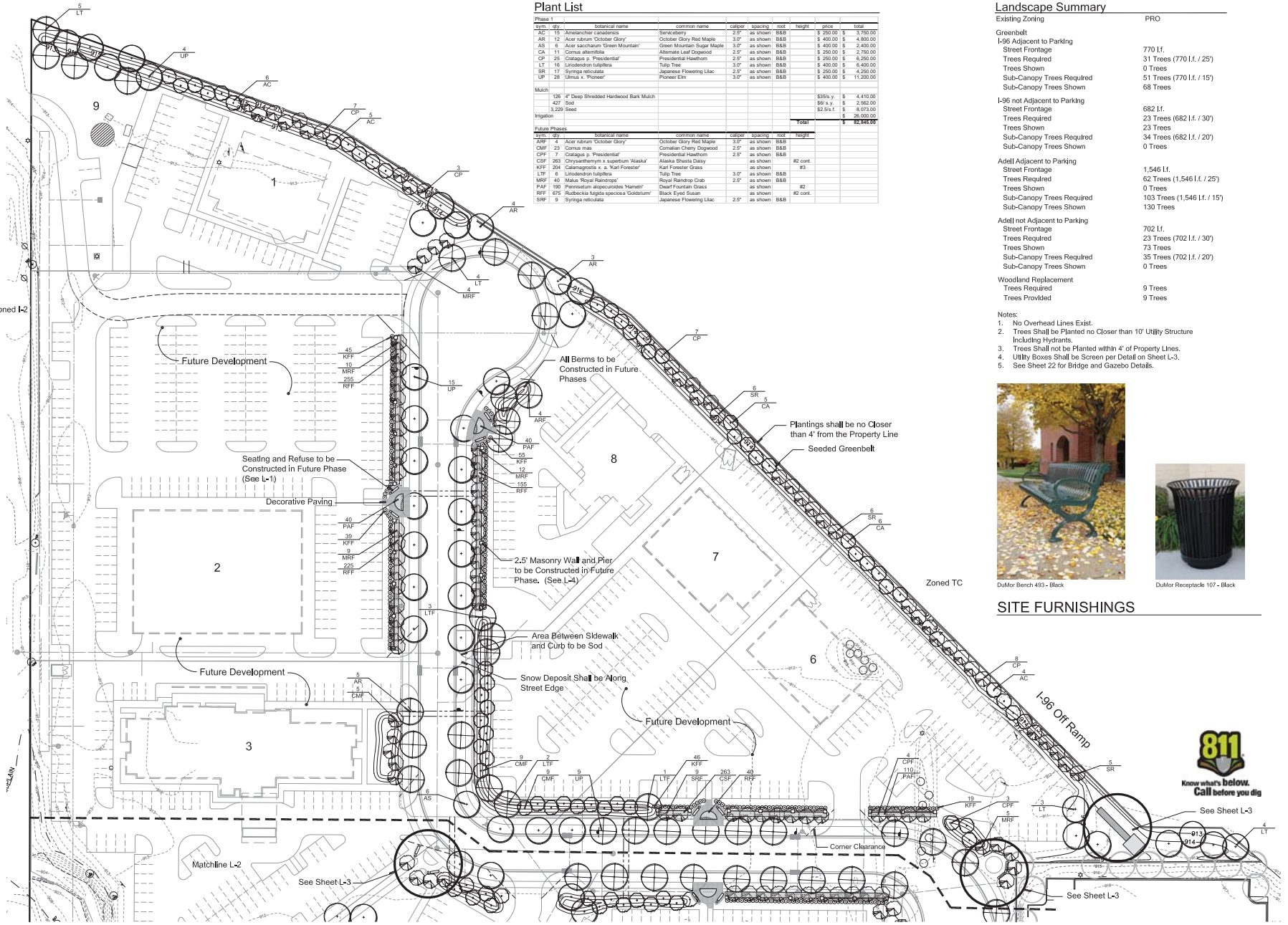
4
17-334

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RESTORATION NOTE:
THE CONTRACTOR SHALL RESTORE AREAS DISTURBED FROM HIS CONSTRUCTION OPERATIONS TO THEIR ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE OWNER, AND TO THE SATISFACTION OF THE OWNER. LANDSCAPE AREAS REQUIRING RESTORATION SHALL INCLUDE MIN. 3" TOPSOIL AND SOD. PAVEMENT AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION, WITH THE APPLICABLE CROSS-SECTION TO MATCH EXISTING.


OPEN SPACE "D"
0.06 AC (2,654 SF)
ADELL CENTER DRIVE
(100 FEET)(PUBLIC)
CRESCENT BOULEVARD (WIDTH VARIES)
UNIT 6
2.18 AC (94,744 SF)
9.97%
OPEN SPACE "B"
0.43 AC (18,578 SF)
UNIT 5
3.05 AC (132,912 SF)
13.99%
ADELL CENTER DRIVE
(VARIABLE WIDTH)(PRIVATE)
I-96 RAMP "C"
(WIDTH VARIES)
UNIT 7
1.41 AC (61,593 SF)
6.48%
OPEN SPACE "E"
0.07 AC (3,144 SF)
UNIT 8
1.30 AC (56,534 SF)
5.95%
PROPOSED ROADWAY
1.17 AC
(50,936 SF)
5.36%
ADELL CENTER DRIVE
(VARIABLE WIDTH)(PRIVATE)
UNIT 4
1.55 AC (67,383 SF)
7.09%
OPEN SPACE "C"
0.15 AC (6,571 SF)
POTENTIAL FUTURE RIGHT-OF-WAY
0.67 AC (29,050 SF)
WETLANDS
(IN POTENTIAL
FUTURE R.O.W.)
0.02 AC (939 SF)
OPEN SPACE "A"
2.95 AC (128,484 SF)
WETLANDS
(TOTAL)
0.92 AC (39,984 SF)
WETLANDS
(IN OPEN SPACE)
0.90 AC (39,045 SF)
UNIT 1
1.1 AC (47,731 SF)
5.02%
UNIT 2
3.15 AC (137,034 SF)
14.42%
UNIT 3
2.31 AC (100,807 SF)
10.61%
UNIT 9
0.46 AC
(20,246 SF)
2.13%
I-96
(WIDTH VARIES)
WATER TOWER
WALLED LAKE BRANCH MIDDLE ROUGE RIVER
PARCEL NO. 22-15-476-051
PARCEL NO. 22-15-476-054
PARCEL NO. 22-15-476-050
PARCEL NO. 22-15-476-013
PARCEL NO. 22-15-476-003
#24425 NOVI ROAD PARCEL NO. 22-15-476-048
#24401 NOVI ROAD PARCEL NO. 22-15-476-042
#44000 GRAND RIVER PARCEL NO. 22-15-402-002
PART OF S.E. 1/4 SEC. 15
PART OF LOT 1
PART OF LOT 1
LOT 2
NORTH LINE LOT 1 OF SUPERVISOR'S PLAT NO. 4, L. 54A, PR. 63, O.C.R.
POTENTIAL FUTURE RIGHT-OF-WAY
WETLAND #1 (0.539 AC.)
WETLAND #2 (.041 AC.)
WETLAND #3 (0.242 AC.)
WETLAND #4 (0.369 AC.)
WETLAND #5 (0.158 AC.)
WETLAND #6 (0.139 AC.)
WETLAND #7 (0.139 AC.)
WETLAND #8 (0.139 AC.)
WETLAND #9 (0.139 AC.)
WETLAND #10 (0.139 AC.)
WETLAND #11 (0.139 AC.)
WETLAND #12 (0.139 AC.)
WETLAND #13 (0.139 AC.)
WETLAND #14 (0.139 AC.)
WETLAND #15 (0.139 AC.)
WETLAND



Plant List

Phase 1

sym.	qty	botanical name	common name	caliper	spacing	root	height	price	total
AC	15	Amelanchier canadensis	Serviceberry	2.5"	as shown	B&B		$ 250.00	$ 3,750.00
AR	12	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B		$ 400.00	$ 4,800.00
AS	6	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B		$ 400.00	$ 2,400.00
CA	11	Cornus alternifolia	Alternate Leaf Dogwood	2.5"	as shown	B&B		$ 250.00	$ 2,750.00
CP	25	Crataegus p. 'Presidential'	Presidential Hawthorn	2.5"	as shown	B&B		$ 250.00	$ 6,250.00
LT	16	Liriodendron tulipifera	Tulip Tree	3.0"	as shown	B&B		$ 400.00	$ 6,400.00
SR	17	Syringa reticulata	Japanese Flowering Lilac	2.5"	as shown	B&B		$ 250.00	$ 4,250.00
UP	28	Ulmus x. 'Pioneer'	Pioneer Elm	3.0"	as shown	B&B		$ 400.00	$ 11,200.00
Mulch									
	126	4" Deep Shredded Hardwood Bark Mulch						$35/s. y.	$ 4,410.00
	427	Sod						$6/ s. y.	$ 2,562.00
	3,229	Seed						$2.5/s.f.	$ 8,073.00
Irrigation									$ 26,000.00
							Total		$ 82,545.00

Future Phases

sym.	qty	botanical name	common name	caliper	spacing	root	height
ARF	4	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B	
CMF	23	Cornus mas	Cornalian Cherry Dogwood	2.5"	as shown	B&B	
CPF	7	Crataegus p. 'Presidential'	Presidential Hawthorn	2.5"	as shown	B&B	
CSF	263	Chrysanthemym x superbum 'Alaska'	Alaska Shasta Daisy		as shown		#2 cont.
KFF	204	Calamagrostis x. a. 'Karl Foerster'	Karl Forester Grass		as shown		#3
LTF	6	Liriodendron tulipifera	Tulip Tree	3.0"	as shown	B&B	
MRF	40	Malus 'Royal Raindrops'	Royal Raindrop Crab	2.5"	as shown	B&B	
PAF	190	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass		as shown		#2
RFF	675	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown		#2 cont.
SRF	9	Syringa reticulata	Japanese Flowering Lilac	2.5"	as shown	B&B	

Landscape Summary

Existing Zoning	PRO
Greenbelt	
I-96 Adjacent to Parking	
Street Frontage	770 l.f.
Trees Required	31 Trees (770 l.f. / 25')
Trees Shown	0 Trees
Sub-Canopy Trees Required	51 Trees (770 l.f. / 15')
Sub-Canopy Trees Shown	68 Trees
I-96 not Adjacent to Parking	
Street Frontage	682 l.f.
Trees Required	23 Trees (682 l.f. / 30')
Trees Shown	23 Trees
Sub-Canopy Trees Required	34 Trees (682 l.f. / 20')
Sub-Canopy Trees Shown	0 Trees
Adell Adjacent to Parking	
Street Frontage	1,546 l.f.
Trees Required	62 Trees (1,546 l.f. / 25')
Trees Shown	0 Trees
Sub-Canopy Trees Required	103 Trees (1,546 l.f. / 15')
Sub-Canopy Trees Shown	130 Trees
Adell not Adjacent to Parking	
Street Frontage	702 l.f.
Trees Required	23 Trees (702 l.f. / 30')
Trees Shown	73 Trees
Sub-Canopy Trees Required	35 Trees (702 l.f. / 20')
Sub-Canopy Trees Shown	0 Trees
Woodland Replacement	
Trees Required	9 Trees
Trees Provided	9 Trees

Notes:
1. No Overhead Lines Exist.
2. Trees Shall be Planted no Closer than 10' Utility Structure Including Hydrants.
3. Trees Shall not be Planted within 4' of Property Lines.
4. Utility Boxes Shall be Screen per Detail on Sheet L-3.
5. See Sheet 22 for Bridge and Gazebo Details.

DuMor Bench 493 - Black

DuMor Receptacle 107 - Black

SITE FURNISHINGS

ALLEN DESIGN
LAND PLANNING / LANDSCAPE ARCHITECTURE
557 CARPENTER • NORTHVILLE, MI 48167
248.467.4668 • Fax 248.349.0559
Email: jca@wideopenwest.com

Seal:

Title:
Landscape Plan
Phase 1

Project:
Adell Center
Novi, Michigan

Prepared for:
Orville Properties, LLC
20733 West Ten Mile
Southfield, Michigan 48075

Revision:	Issued:
Submission	April 16, 2018
Revised	April 30, 2018
Revised	May 30, 2018
Revised	June 5, 2018
Revised	June 29, 2018
Revised	July 19, 2018

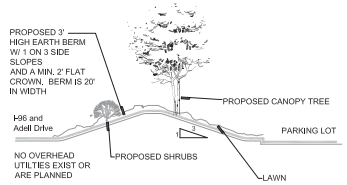
Job Number:
17-058

Drawn By: jca
Checked By: jca

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NORTH
1"=40'

Sheet No.
L-1



BERM CROSS SECTION

Horizontal Scale: 1"=10'



WETLAND SIGNAGE



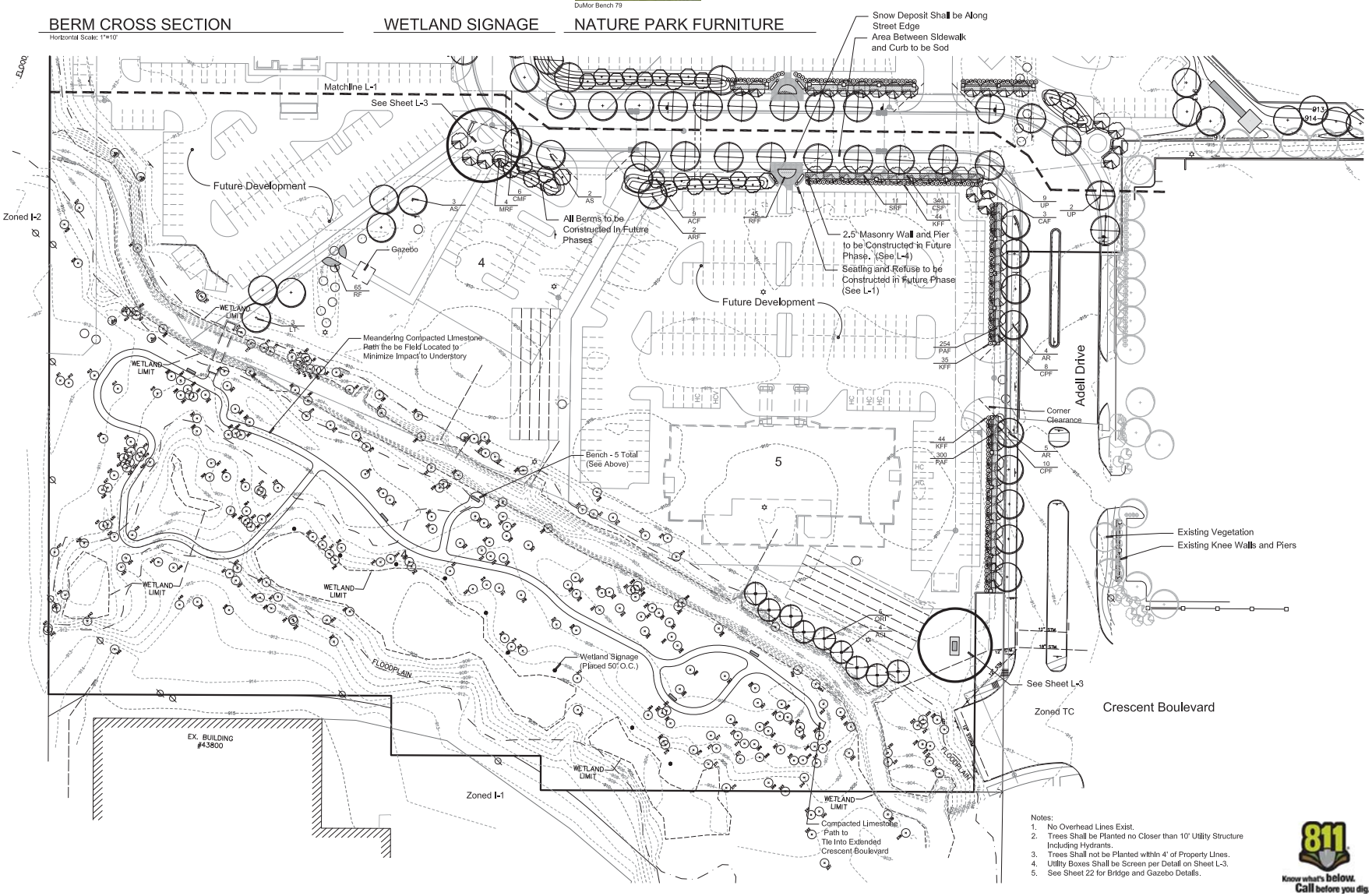
DuMor Bench 79

NATURE PARK FURNITURE

Plant List

Symbol	Qty	botanical name	common name	caliber	spacing	root	height
Greenbelt							
AR	9	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B	
AS	5	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B	
LT	3	Liriodendron tulipifera	Tulip Tree	3.0"	as shown	B&B	
RF	65	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown	#2 cont.	
UP	11	Ulmus x 'Pioneer'	Pioneer Elm	3.0"	as shown	B&B	
Woodland Replacement							
ASI	4	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	3.0"	as shown	B&B	
QRI	5	Quercus rubra	Red Oak	3.0"	as shown	B&B	
Mulch							
	16	4" Deep Shredded Hardwood Bark Mulch					
	2,156	Sod					
Irrigation							

symb.	qty.	botanical name	common name	caliber	spacing	root	height
ACF	9	Acrelanchier canadensis	Serviceberry	2.5"	as shown	B&B	
ARF	2	Acer rubrum 'October Glory'	October Glory Red Maple	3.0"	as shown	B&B	
CAF	3	Cornus alternifolia	Alternate Leaf Dogwood	2.5"	as shown	B&B	
CMF	6	Cornus mas	Cornelian Cherry Dogwood	2.5"	as shown	B&B	
CPF	18	Crataegus p. 'Presidential'	Presidential Hawthorn	2.5"	as shown	B&B	
CSF	340	Chrysanthemym x superbum 'Alaska'	Alaska Shasta Daisy		as shown		#2 cont.
KFF	123	Calamagrostis x. a. 'Karl Foerster'	Karl Foerster Grass		as shown		#3
MR	4	Malus 'Royal Raindrops'	Royal Raindrop Crab	2.5"	as shown	B&B	
PAF	554	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass		as shown		#2
RFF	65	Rudbeckia fulgida speciosa 'Goldsturm'	Black Eyed Susan		as shown		#2 cont.
SRF	11	Syringa reticulata	Japanese Flowering Lilac	2.5"	as shown	B&B	



Notes:
1. No Overhead Lines Exist.
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3. Trees Shall not be Planted wlthln 4' of Property Lines.
4. Utility Boxes Shall be Screen per Detail on Sheet L-3.
5. See Sheet 22 for Bridge and Gazebo Details.

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Revised	June 5, 2018
Revised	June 29, 2018
Revised	July 19, 2018

Job Number:
17-058

Drawn By: jca
Checked By: jca

0' 10' 20' 40'
NORTH
1"=40'

Sheet No.
L-2



Prepared by:
ViBE
Stantec
1112 Pearl Street. Boulder CO, 80302
TEL 303 447 8202 FAX 303 440 7096
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100% DESIGN INTENT

Original: 2018 JULY 11	
Revisions:	
1	
2	
3	
4	
5	

iFLY Prototype
PROJECT

SkyGroup Investments, LLC
OWNER

LW, CC, SE, JB, JW, KH
TEAM

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FRONT ELEVATION RENDERING

08.01.14

SCALE: NTS



2 EXTERIOR ELEVATION - NORTH
3/32" = 1'-0"



1 EXTERIOR ELEVATION - SOUTH
3/32" = 1'-0"

EXTERIOR FINISH RATIO

38%	EIFS
22%	GLAZING
17%	BRICK
21%	CEMENT BOARD
2%	CULTURED STONE

EXTERIOR FINISH KEY

EF1	PEARLESCENT ACCENT EIFS FINISH
EF2	DARK EIFS FINISH COLOR
EF2a	ACCENT EIFS COLOR
BR1	ACCENT BRICK FINISH COLOR
BR2	BRICK FINISH COLOR
ST1	CULTURED STONE
ST2	COPING
SP1	EXTERIOR ACCENT FINISH AT RAINSCREEN - SOLID PHENOLIC BOARD SIDING - CEMENT BOARD SIDING (OPTION)
PT1	PAINT COLOR - ALUM. ROOF SHADE CANOPY & OTHER METAL COPINGS, FASCIAS, ETC.

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OWNER: Asmar Holding, Inc.
32275 Northwestern Highway
Farmington Hills, MI 48334

PROJECT: Fairfield Inn & Suites
Adell Center - 437701 Expo Center Drive
Novi, Oakland County, Michigan 48375

DRAWING: Exterior Elevations

ISSUED FOR | DATE:
SITE PLAN REVIEW 08.24.18

JOB #: proj_2018_05

SHEET #: A-201



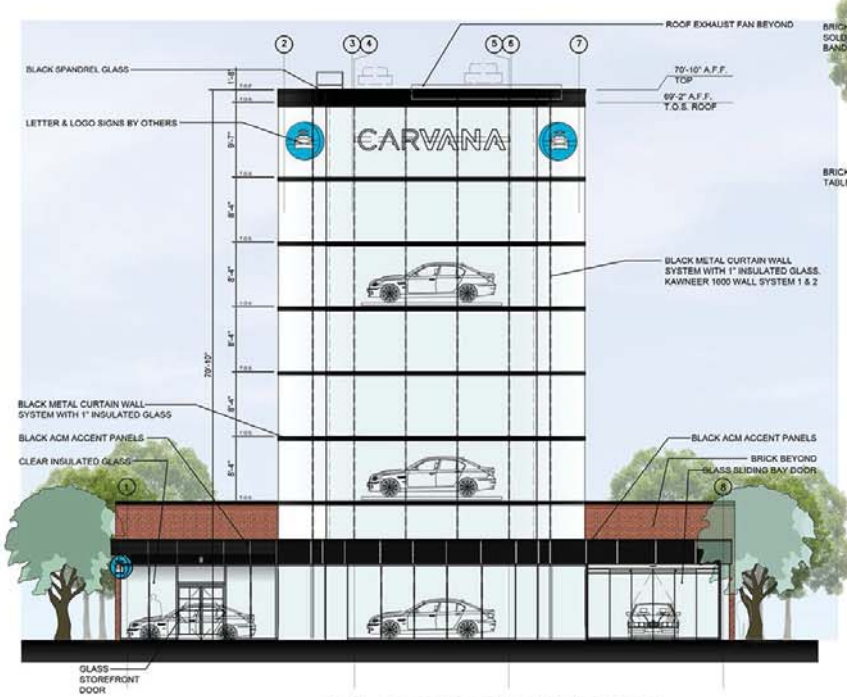
PERSPECTIVE VIEW

Drury Inn & Suites - Novi, MI
Facade Skin Areas

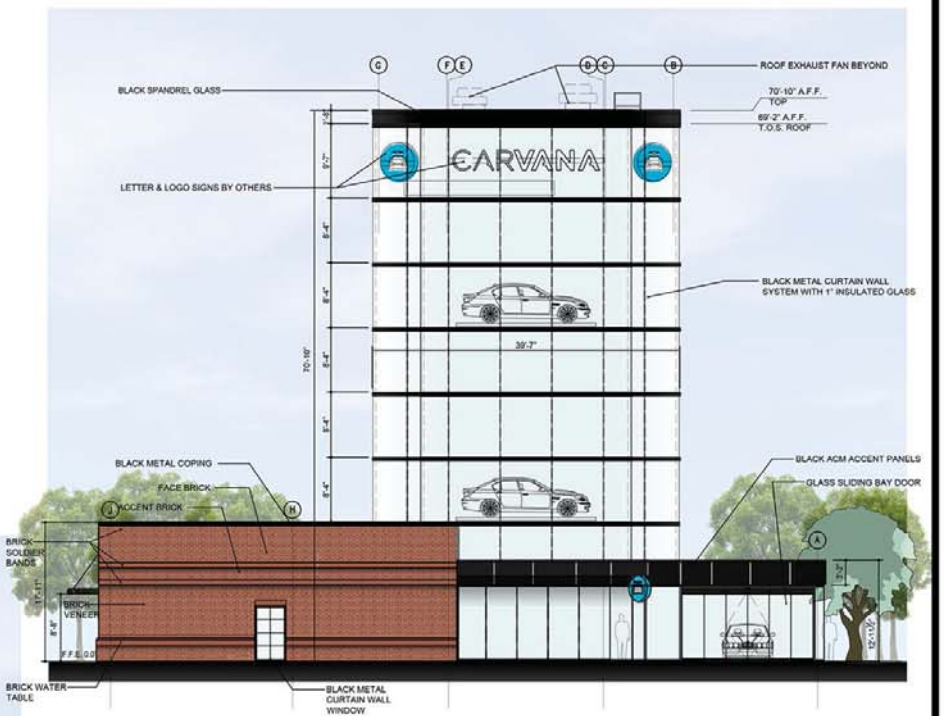
Elevation	Total SF	Windows	Net SF	Masonry	EIFS	EIFS % of Total SF
Front	16792	4942	11850	6817	5033	30%
Right Side	7275	371	6904	3558	3346	46%
Left Side	7275	371	6904	3558	3346	46%
Rear	16775	3783	12992	5348	7644	46%
TOTAL	**48117**	**9467**	**38650**	**19281**	**19369**	**40%**

DRURY DEVELOPMENT CORPORATION
721 EMERSON ROAD, SUITE 200 - ST. LOUIS, MISSOURI, 63141

OCCUPIED SPACES	
CARVANA	FRONT
Brick	30%
Clear Glass	53%
Spandrel Glass	0%
ACM Panels	17%
HM Doors	0%



① FRONT ELEVATION
SCALE: 1/16" = 1'-0"



② LEFT ELEVATION
SCALE: 1/16" = 1'-0"

OCCUPIED SPACES	
CARVANA	LEFT
Brick	70%
Clear Glass	26%
Spandrel Glass	0%
ACM Panels	4%
HM Doors	0%

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Date Issued: MAY 25, 2018

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SD-2

DETROIT, MI (NOVI)

PLANNING REVIEW

August 13, 2018

PLAN REVIEW CENTER REPORT

August 13, 2018

Planning Review

Adell Center PRO

JZ 18-24 with Rezoning 18.724

PETITIONER

Orville Properties, LLC

REVIEW TYPE

1st Revision: Rezoning Request from EXPO (Expo) to TC (Town Center) with a Planned Rezoning Overlay (PRO)

PROPERTY CHARACTERISTICS

Section	15	
Site Location	Address: 43700 Expo Center Drive; Parcel Id: 50-22-15-476-045 north of Grand River Avenue and south of I-96 in Section 15	
Site School	Novi Community School District	
Current Site	Expo: Expo	
Proposed Site	TC: Town Center	
Adjoining Zoning	North	C: Conference (across I-96)
	East	TC: Town Center
	West	I-2: General Industrial
	South	I-1: Light Industrial
Current Site Use	Vacant; Existing unused parking lot	
Adjoining Uses	North	Novi Oaks Hotels
	East	Retail/Restaurants
	West	Industrial Office
	South	Industrial Office
Site Size	Approximately 21.8 Acres (950,073 SF)	
Plan Date	Revised: July 19, 2018 (Original: June 6, 2018)	

PROJECT SUMMARY

The applicant is proposing to develop the property as a multi-unit commercial development consisting of nine units accessed by a proposed private drive. The development proposes a mix of two hotels, one fitness center, two restaurants, one indoor recreational facility, off-street parking lot for seasonal events and an unlisted use similar to automobile sales facility. The existing water tower on site is proposed remain on a separate unit. The current PRO Concept Plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance.

The table below lists the prospective users for each unit based on the information provided by the applicant at the time of Pre-application meeting.

Unit No.	End Users	Proposed Height	Proposed Use Category
Unit 1	**I-Fly**	70 ft.	Indoor Commercial Recreation Facilities
Unit 2	**Planet Fitness**	40 ft. to 50 ft. (2 stories)	Indoor Commercial Recreation Facilities

Unit 3	**Fairfield Inn & Suites**	63 ft. (5 stories)	Hotels
Unit 4	**Temporary parking lot**	Not provided	Off-street Parking Lot
Unit 5	**Drury Inn & Suites**	84.5 ft.. (7 stories)	Hotels
Unit 6	**Restaurant**	20 ft. -30ft. (1 story)	End user to be determined
Unit 7	**Restaurant**	20 ft. -30ft. (1 story)	End user to be determined
Unit 8	**Carvana**	75'-10" (8 tiers)	Unlisted Use
Unit 9	**Water Tower**	120 ft. Existing tower	Existing Structure

Note, however, that the current revised Concept plan does not appear to clearly identify the same end users as are set forth in the Table above. The applicant's response letter prior to Planning Commission meeting dated July 3, 2018 requested to include the end users in the PRO agreement. References to the specific users that are still identified may appear throughout this review.

The applicant is not proposing a phased construction; however, the applicant is proposing to build the roads and the utilities first. Individual users will build within the respective unit boundaries shown on the plan. The applicant submitted a narrative and a Community Impact Statement.

CHANGES WITH THE CURRENT SUBMITTAL

The applicant has provided a revised concept plan submittal following the last Planning Commission public hearing. The revised submittal addressed some of the issues raised in the last round of reviews and some of the comments discussed by the Planning Commission. Staff's summary of changes is listed below. Except for the change to road width and associated changes, other revisions are minor. Staff comments in detail are provided throughout the report:

1. Increased the proposed private road width from 30 feet to 36 feet
2. Unit 2 and 3 are sited closer to each other with the current layout
3. Unit 1, 6, 7 and 8 are reduced in size to accommodate road expansion
4. Internal parking lot layout for Unit 6, 7, Unit 2 (Fairfield) and Unit 8(Carvana) is changed
5. Provided a revised list of deviations
6. Provided updated Open space calculations. Staff comments provided later in the review.
7. Indicated pedestrian trail in the southern area on the revised PRO Concept plan
8. Proposed additional pedestrian nodes and connections to individual buildings
9. Indicated Future Right Of Way lines on the PRO Concept plan
10. Provided additional signage details for Adell property signs
11. Revised elevations for I-Fly building (supplemented via e-mail after hard copy submittal)
12. Revised narrative for Carvana
13. Provided parking calculations on the plans
14. Proposed parking spaces reduced from 911 to 811 (reduction of 100 spaces), most likely due to roadway expansion
15. Required parking spaces are reduced by 38 spaces from last submittal, because the applicant has eliminated Unit 4 parking from required calculations.
16. Dumpster locations are indicated for some of the units
17. Unit 4 is now referred to as temporary use and a reference to seasonal events is removed from the plans.
18. A list of revised allowable uses within Town Center district is provided.

PROJECT REVIEW HISTORY

The applicant submitted for a Pre-Application Meeting, which was held on May 14, 2018. Staff indicated that the proposed zoning conflicts the future land use designation and requested

additional information to make an informed recommendation to the Planning Commission and the City Council.

The proposed rezoning category requested by the applicant is currently not supported by the Future Land Use Map. The applicant has requested to waive the requirement to attend Master Planning and Zoning Committee with a letter dated June 11, 2018

Planning Commission held a public hearing on July 11, 2018 and postponed their recommendation to Council based on the following motion: Staff Comments based on the current submittal are provided in **bold.**

In the matter request of Orville Properties, L.L.C. for the Adell Center, JZ18-24 with Zoning Map Amendment 18.724, a motion to postpone making a recommendation on the proposed PRO and Concept Plan to allow the applicant time to provide additional information and to allow the City staff and consultants, and the Planning Commission, to evaluate all aspects of the Concept Plan as proposed. This recommendation is made for the following reasons:

1. *Additional information is required regarding parking. The applicant's materials refer to a shared parking study, but no such study has been provided for review by the staff and consultants or the Planning Commission. In addition, at this time, the materials provided by the applicant do not include information regarding the minimum number of spaces that are required by ordinance to be provided, and the number provided per each proposed use or site, so that the City staff and consultants and Planning Commission can determine the nature and extent of the variance or deviation requested as part of the PRO. Information that the City normally would have includes things such as parking counts per use or site based, for example, on the number of hotel rooms and amount of banquet space (for the hotel uses) and/or the number of seats or employees for the restaurants proposed. The materials and documentation provided so far is insufficient for the review required.* **Parking calculations are provided as a separate table. The applicant has provided total number of parking spaces required per ordinance, spaces required per user and spaces proposed. There is no supporting data that shows that how the applicant has arrived at those numbers. Staff is not able to confirm the numbers provided as required due to missing information. Please refer to the Parking memo attached to the review letter for more details.**

2. *The staff and the Planning Commission require more information regarding the effect of widening the pavement for the roadway, as recently proposed by the applicant (such as a revised concept plan with updated lot lines, setbacks, greenbelt, conceptual parking lot layout, etc.), from 30 feet to 36 feet, which may result in different/additional variances or deviations as described in the planning staff's memo. The current revised concept plan indicates* **Current revised plan proposes a 36 foot wide road as recommended by the Engineering review. Lot layout is adjusted accordingly. Units 6, 7 and 8 appear to be made smaller to allow for the expansion. The revisions eliminate the three major deviations listed by the Engineering review. However, the Planning deviations from previous layout are similar to the ones with the current layout.**

3. *If the road is not widened from 30 feet to 36 feet, the City staff and consultants have asked for additional information as described in the planning staff's memo.* **This item is not applicable anymore as the road has been revised to 36 feet wide. However, staff recommends the applicant consider striping it for a 3-lane roadway for better traffic flow throughout the development.**

4. *Information regarding the use of the water tower, if any, as part of the development has not been provided.* **The applicant did not explicitly provide additional information with regard to a use for the water tower, as part of development, in the response letter. A note on sheet 10-**

Demolition Plan refers to revising water lines to and from the water tower for future connection to irrigation system. A reference to irrigation plans is made, but those plans are not included in the submittal.

5. *Additional information is required with regard to the proposed uses for Unit 4; more specifically, if the uses are more intense than simply parking they may require additional improvements (e.g., a turn lane), and additional trip generation information may be required.* **Additional information with regard to possible uses for Unit 4 is not listed on the plans or in a response letter.**

6. *The City's facade consultant has requested additional information regarding certain of the uses as described in the façade review letter.* **Additional information requested by Façade with regard to Fairfield and Planet Fitness elevations which have not been provided. The submittal packet included older version of the I-Fly elevations. However, I-Fly's representatives requested staff to review a PDF version of updated elevations. The applicant is asked to insure that the requested elevations be included with subsequent submittals.**

7. *Additional information is required regarding sign packages for certain of the uses, in particular Carvana and I Fly, which have not been completed and submitted in the required format with all required information.* **Additional information is required regarding sign packages for certain of the uses, in particular Carvana and I-Fly, which have not been completed and submitted in the required format with all required information. This issue is not addressed with the current submittal. Additional dimensions for the Adell development signage have been provided.**

8. *The City's Traffic Consultant and City Engineer have not resolved the speed limit on the roadway, which may affect the driveway spacing between Units 3 and 4, and between Units 2 and 3.* **The City's Traffic Consultant is in agreement with the 25 mph speed limit proposed by the applicant for Adell Drive**.

9. *The location and exact description of the 15% open space needs to be clarified; the trails referred to need to be shown, and the effects on woodlands as described in the woodland consultant's letter must also be clarified.* **Applicant has identified 15 percent open space in various locations within the site, the majority of it being located along the southern part. This area contains about an acre of wetlands that account for about 25 percent of the open space area in the southerly portion. Wetlands are not considered usable open space. Staff would support a deviation for not meeting the minimum requirements for open space, provided the applicant considers restoration efforts to existing wetlands and woodlands are in order to make it more usable and aesthetically pleasing as recommended in Wetlands review letter. The proposed trail is shown on the PRO Concept plan. It appears that there are no impacts to any regulated woodlands. The plan notes that path will be field located. Staff recommends that field location is inspected by staff prior to installation. Ideally, the applicant should attempt to locate the trail outside of regulated wetlands and 25-foot wetland buffers while preserving existing trees.**

10. *The applicant is encouraged to address and/or reduce the number of deviations required and provide information showing how each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and would be consistent with the Master Plan and the surrounding area.* **The applicant has provided a revised list of deviations. Please refer to Page 15 for detailed comments on this item.**

11. *The applicant should have the opportunity to clarify if any PRO conditions are being offered under the PRO provisions of the Zoning Ordinance.* **The applicant did not provide any information addressing this item.**

12. *The applicant should incorporate more elements of the Town Center (TC) District relative to pedestrian walkability and shared parking in order to comply more with the TC District requirements and guidelines.* **With the current revised submittal, the applicant added little pocket parks at regular intervals and provided pedestrian connections to individual buildings. The plan also proposes a decorative brick wall along Adell Drive. These requirements are however required by the Town Center Ordinance. Some additional elements like small pocket parks, a promenade in Unit 4 and a trail in the open space area are proposed. The applicant should still consider providing connectivity between northern and southern developments and providing larger pocket parks.**

PRO OPTION

The PRO option creates a "floating district" with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from EXPO to TC) and the applicant enters into a PRO agreement with the City, whereby the applicant submits a conceptual plan for development of the site. The City Council reviews the Concept Plan, and if the plan may be acceptable, it directs for preparation of an agreement between the City and the applicant, which also requires City Council approval. Following final approval of the PRO concept plan and PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires and the agreement becomes void.

RECOMMENDATION

Planning Commission will be provided with a motion for postponement, approval and denial in the Planning Commission packets to be shared prior to the meeting. The Commission should consider **postponing** the decision to a later date to allow the applicant additional time to address the additional information/clarification as discussed in the Parking Memo attached and other comments discussed in this review.

COMMENTS

It is staff's opinion that the proposed rezoning district of TC, Town Center may be a reasonable alternative for the subject property, even though it is not supported by future land use map. However, the application is missing information and there are too many deviations from the ordinance standards for Planning Staff to be able to support the request at this time. Some of the concerns are as follows;

1. As the applicant stated in the submitted narrative dated June 05, 2018, staff agrees that it is highly unlikely that another exposition center will be built on this property since Suburban Collection showplace is well established in City of Novi. **However, as the current EXPO zoning district allows, alternative uses to an exposition facility are currently permitted, and the intent indicates the EXPO district is also designed to promote research, office and light industrial development, and help meet the needs of the City's expected future economy for all types of research, office, light industrial and related uses. In addition to the permitted Exposition facilities uses, the EXPO District also allows professional office buildings, offices and offices sales and service activities, public or private health and fitness facilities and clubs, medical offices, research and development, technical training and design of pilot or experimental products, data processing centers, warehousing, and many other uses as listed in the ordinance. As noted, many of the uses permitted in the I-1 Light Industrial District**

in Section 3.1.18, except greenhouses and pet boarding facilities are currently permitted as the property is zoned.

2. The last operating building on the subject property was the Novi Exposition facility which was demolished in 2012. The site has been vacant since then. The subject property is an ideal candidate for redevelopment either under the current zoning, or another zoning district.
3. The subject property is the only undeveloped property located near the edge of the existing Town Center District boundary.
4. The City's Future Land Use map indicates Office Service Technology (OST) which allows most of the uses previously identified such as hotels and motels (when designed to be an integral part of the office development), sit-down restaurants, indoor recreational facilities and Off-street parking lots as permitted uses. One exception to this is Carvana, which requires City Council approval for unlisted use determination. The submitted development plan is not currently proposing any office related uses; therefore the hotel and restaurant uses would currently not fit within the OST District. (Staff does not agree with applicant's interpretation that the OST retail overlay services are applicable to the subject property)

The proposed uses (except Carvana which is subject to separate City Council approval) and the rezoning category could therefore be acceptable alternative to the current zoning, or to the Town Center zoning district, but the proposed Concept Plan does not meet the design intent of Town Center district Ordinance for multiple reasons and is also not conforming to multiple requirements of the Ordinance. Staff believes that the applicant has ample opportunity to modify the plan to meet the intent of TC district and note the following for applicant's consideration:

1. **TOWN CENTER AREA STUDY:** The property's proximity to the surrounding retail, restaurants and hotels could make the proposed rezoning category appropriate; the applicant should be able to achieve greater compliance with the design guidelines from Town Center Area Study and redesign the site layout to more closely meet the intent of Town Center district. Town Center area study offers the following recommendations for northwest area which is immediately abutting the subject property.
    a. Use Middle Rouge in site design
    b. Pedestrian-oriented with small front/side setbacks.
    c. Shared parking located at rear or side of building.

2. **DESIGN AND LAYOUT CONCERNS: The current layout is more consistent with a traditional industrial park layout we typically see in Light Industrial districts. The applicant has stated that the current unit boundaries have been mutually agreed upon with purchasers and the applicant has confirmed our understanding that the applicant is reluctant to make major layout changes in their response letter dated July 3, 2018.** The applicant can still consider:
    a. Providing additional amenities within the site such as benches, safety paths, decorative lighting etc., **which the applicant has indicated that the end users will provide with individual site plan applications.**
    b. Enhancing the site design to use the existing branch of the Middle Rouge River as an amenity or focal point. **A restoration plan suggested by our Wetland review would address this concern.**
    c. Creating safe and attractive pedestrian connections between the units by creating breaks in the sea of parking. **A couple of pedestrian nodes and sidewalks are added, but no changes to parking lot are proposed.**
    d. Expanding and enhancing the proposed pocket parks.
    e. Better defining the potential uses and layout for Unit 4. **It is not referred to as temporary uses. A reference to seasonal events is removed.**
    f. Proposing shared parking among the various proposed uses; and thereby providing additional green spaces by reducing the parking spaces. **A formal Shared parking agreement is currently not proposed.**

g. Considering revisions to site plan to minimize the number of deviations requested. **Road layout is modified thereby eliminating all Engineering deviations.**

3. **PEDESTRIAN ORIENTED DEVELOPMENT:** As stated in Sec. 3.1.25.A., *'The TC, Town Center district is designed and intended to promote the development of a pedestrian accessible, commercial service district in which a variety of retail, commercial, office, civic and residential uses are permitted'. The p*roposed uses (with the exception of Carvana) can be classified as commercial/entertainment uses which align with the intent of TC, Town Center district. The current revised submittal proposed some pedestrian nodes and pedestrian connections to buildings. **There appears to be a disconnect between northern and southern parts of development along Adell Drive. The applicant can consider crosswalk as recommended in Traffic review to allow for better pedestrian connectivity and use this opportunity to create larger pocket parks in those areas.**

4. **ALLOWABLE USES FOR FUTURE DEVELOPMENT: List of suggested allowable uses provided by the applicant on sheet 2, should be revised to address the following:**
   a. Regroup as permitted uses and special land uses as listed in Section 3.1.25.
   b. Add a note that each of the uses is subject to Use Standards in Article 4 of Zoning Ordinance
   c. Drive-thru is allowed in TC subject to special land use and certain conditions. They should be located within 300 feet from intersection of two arterials. Units 6 and 7, proposed for a drive-thru do not qualify. A reference to drive-thru should be eliminated.
   d. Medical offices and laboratories is a not a permitted use under TC district. This item should be removed
   e. Last two bullet points on sheet 2 that references to other uses and accessory structures should be removed.
   f. The applicant should also provide a list of restricted uses on the PRO Concept plan, to be included in the agreement to ensure a quality development. Some of the staff recommended uses are as follows
      - Gas Stations
      - Tattoo Parlors
      - Medical/Recreational Marijuana Uses
      - Adult uses
      - Pawn shops
      - Hookah bar/lounges or similar uses
      - Vape Shops or similar uses
      - 24-hour Convenience Stores
      - Fast-food or fast-food with drive-through restaurants

5. **POSSIBLE USES FOR UNIT 4:** Sheet 2 notes that "The parking lot and gazebo shown on the proposed unit is planned to be a temporary use by the developer and is subject to future developer in accordance with PRO agreement for the Adell center." The future building is estimated to be 7,000 square feet. There are 38 spaces proposed at this time. The applicant should note that the future use and size for the proposed building is limited by the parking available. For example, a 7,000 sq. feet restaurant could not be allowed because it would require 100 spaces and a loading zone. Due to unknown factor of future use, location and size of the building, any future changes to use and/or layout would require an amendment to the PRO agreement. It is staff's opinion that a 7,000 square feet building is not feasible and large for this Unit size. The PRO agreement will need to address future changes to the use, if any.

6. **OFF-STREET PARKING LOTS FOR SEPARATE USES:** *'The TC Town Center district is further designed and intended to discourage the development of separate off-street parking*

facilities for each individual use, and to encourage the development of off-street parking facilities designed to accommodate the needs of several individual uses'. The proposed concept plan depicts each unit as having related parking within their respective unit boundaries, with the exception of the both the restaurants. All the parking lots are mostly connected to each other with shared access drives with the exception of Unit 5 (Drury Hotel). **It is staff's opinion that this development provides an opportunity to reduce parking by proposing shared parking arrangement, supported by a shared parking study, thus leaving additional space for public gathering or usable open space or to reduce deviations. Carvana noted in their narrative that they have reduced their minimum parking from 40 to 30 in order to address this comment. Data to support such as a reduction is recommended to be provided (i.e. shared parking study etc.).**

19. **PARKING CALCULATIONS:** With the current revised submittal, proposed parking spaces are reduced from 911 to 811 (reduction of 100 spaces), most likely due to roadway expansion. Required parking spaces are reduced by 36 spaces from last submittal, because the applicant has eliminated Unit 4 parking from required calculations. Based on the calculations, the applicant has provided, which the staff is unable to confirm at this time, it appears that additional 42 spaces are proposed within the development. Of those, 38 are proposed on Unit 4. If Unit 4 is considered overflow parking for the development, then its possible future development would eliminate the parking overage. **The applicant should provide information requested by staff in planning memo on establishing the minimum parking requirement so that staff can establish the minimum parking requirement, i.e. verify applicant's counts. The applicant should note that any further reduction to established minimum parking requirement would warrant a shared parking study or an amendment to PRO agreement for reduction in parking requirement at that time**, by the individual user who makes the request. The scope of work for a shared parking will be determined based on the units affected by the request at that time and would need to be agreed to by all affected units.

7. **UNLISTED USE DETERMINATION:** The intent of the Town Center District recognizes that uses such as new and used motor vehicle sales can have a disruptive effect on the intended pedestrian orientation of the districts. One of the proposed uses, Carvana, is a non-traditional model used for used vehicle sales. It does not have traditional style of larger horizontal parking lots for sale vehicles display**. It is an experimental concept. However there is no guarantee for the long-term viability of the use.** Please refer to Unlisted Use Determination memo provided under a separate packet for more comments on unlisted use determination. **Staff is currently unable to make a full determination on the nature of the use because of the lack of information such as alternate use for the building, identified use category in other communities and date to support the proposed parking counts. The applicant is asked to refer to the attached memo and address the staff's concerns.**

8. **ADELL DRIVE:** Traffic review recommends that the developer develop the road with a three-lane cross-section to further accommodate left-turning activities and provide a wider "buffer zone" for large vehicles entering/exiting the various facilities without entering into the opposing traffic through lane.

5. **OPEN SPACE AND RESTORATION PLAN:** The Open Space Plan (Sheet 19) proposes the required open spaces on Unit 6, Unit 4, end of the cul-de-sac and south side of the Middle Rouge River. The southerly area contains about an acre of wetlands that account for about 25 percent of the open area**.** The southern area of the site contains a large quantity of undesirable, invasive plant and shrub species located in the wetlands and woodland areas as well as refuse and debris generally located along the banks of the Walled Lake Branch. The applicant should consider providing a proposed restoration/site enhancement plan that addresses these items in order to provide for a more usable and aesthetic Open Space area for the development.

6. **RING ROAD/PROPERTY LEGAL DESCRIPTION:** The Revised Concept Plan indicates the City-owned Right-of-Way for the Ring Road improvements. However, the ALTA survey (sheet 06) and legal description are not updated. **The applicant should provide the accurate legal description to PRO Concept Plan approval.** Sheet 19 indicates the following square footages for the site
    - Property Area: 979,123 SF
    - Potential Future Right-of-way Area: 29,050 SF (0.67 Acres)
    - Net property Area: 950,073 SF
    - Total wetlands: 0.92 Acres

7. **DEVIATIONS:** The applicant has provided a revised list of deviations with the current submittal. The widening of the proposed private drive eliminated three Engineering deviations and minor change to layout eliminated another parking lot design deviation. The current list provided some clarity to some concerns discussed by staff, but does not propose to reduce the number of deviations. Please refer to Page xxx for detailed comments from staff. Staff continues to believe that there is some opportunity to reduce a few deviations or at least provide additional date to support the request such as reduction of parking and side parking setbacks etc.

8. **PRO CONCEPT PLAN**: Sheet 2 states that the proposed building and parking lot layouts are conceptual only. This does not meet the intent of PRO Concept plan. **This note must be removed.** Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan. The applicant should note that the following would possibly require an amendment to the PRO Agreement, unless otherwise agreed upon:

    a. Any major changes to building and parking layout from the approved PRO Plan would possibly require an amendment to the PRO plan.
    b. Any deviations that are not requested/approved at this time
    c. Change of use for any of the units that are not listed as part of the allowable uses
    d. Reduction of established minimum parking count. A shared parking study may be required at that time.
    e. Future development for Unit 4
    f. Deviations from Sign Ordinance

9. **FUTURE SITE PLAN REVIEWS:** The proposed development is an ambitious project that would require a carefully laid out implementation plan. The applicant, who is also the current land owner, is proposing to build the roads and the utilities and divide the land into individual condominium units. Each future buyer will then be responsible for getting necessary site plan and other permit approvals, and be responsible for each unit's construction. There is no tentative timeline indicated for completion of all units. Until all units are completed, the impacts of construction traffic to the surrounding areas/businesses are hard to contemplate.

    Since the development will be tied to PRO plan, when individual site plans are submitted for review, they are expected to conform to the code requirements for all items that are not are regulated by the approved deviations and conditions as part of the PRO Agreement. For these reasons, it **is vital staff to have a clear understanding of what is being proposed at this time in order to provide clarity for future reviews. The applicant should provide the intent to address possible or anticipated future deviations if they are not requested at this time. This information is provided with the current submittal.**

COMPARISON OF ZONING DISTRICTS

The following table provides a comparison of the current (EXPO) and proposed (TC) zoning classifications.

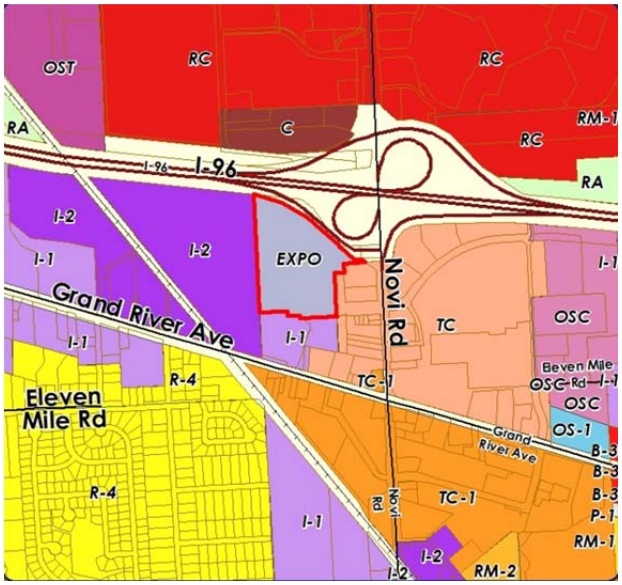
	EXPO Zoning (Existing)	TC (Proposed)
Intent	The EXPO Exposition Overlay district is designed to accommodate the development of a planned exposition facility. The EXPO district is also designed to promote research, office and light industrial development, and help meet the needs of the City's expected future economy for all types of research, office, light industrial and related uses	The TC, Town Center district is designed and intended to promote the development of a pedestrian accessible, commercial service district in which a variety of retail, commercial, office, civic and residential uses are permitted.
Principal Permitted Uses	See attached copy of Section 3.1.14.B for EXPO uses Uses permitted in the I-1 Light Industrial District in Section 3.1.18, except greenhouses and pet boarding facilities. See attached copy Section 3.1.18.B and Sec. 4.77 I-1 uses in EXPO	See attached copy of Section 3.1.25.B Most of the proposed uses are permitted; Carvana is considered an unlisted use and subject to City Councils approval. More comments are provided in this letter
Special Land Uses	See attached copy of Section 3.1.14.C	See attached copy of Section 3.1.25.C
Minimum Lot Size	Section 3.24	Sec. 3.6.2.D determined by lot layout
Maximum Lot Coverage		
Building Height	65 feet or 5 stories	65 feet or 5 stories whichever is less
Building Setbacks	50 ft. or height of building (See section 3.24 for more regulations)	Sec. 3.27.1.C Depends on type of road frontage; Unlike EXPO, buildings are expected to be closer to the street. Proposed street for the current PRO is considered a non-residential collector; Front: 0 ft. minimum; 10 feet maximum Side and rear: 0 feet minimum; no maximum
Usable Open Space	Not Applicable	200 sq. ft. Minimum usable open space per dwelling unit 15% gross open space
Minimum Square Footage	Not Applicable Minimum FAR 0,5	Not applicable

COMPATIBILITY WITH SURROUNDING LAND USE

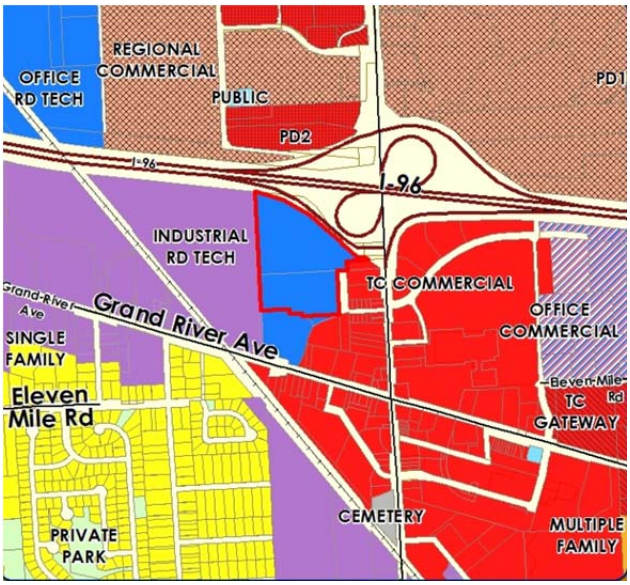
The surrounding land uses are shown in the chart below. The compatibility of the proposed rezoning with the zoning and uses on the adjacent properties should be considered by the Planning Commission in making the recommendation to City Council on the rezoning request. The following table summarizes the zoning and land use status for the subject property and surrounding properties.

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	Current: EXPO	Vacant/unused parking lot	Office Research Development Technology (uses consistent with OST Zoning District)
Eastern Parcels	TC: Town Center	Retail/Restaurants	TC Commercial (uses consistent with TC Zoning District)
Western Parcels	I-2 General Industrial	Industrial Office	Industrial Research Development Technology (uses consistent with I-1 Zoning Districts)

Northern Parcels	C: Conference (across I-96)	Novi Oaks Hotels	PD2 and Regional Commercial (uses consistent with RC Zoning District)
Southern Parcels	I-1 Light Industrial	Industrial Office	Office Research Development Technology (uses consistent with OST Zoning Districts)



Zoning



Future Land Use

The subject property is tucked in a dead-end corner abutted by interstate to the north and heavily wooded area to the South and strip retail to the east. The site location provides limited to zero connectivity to adjoining properties to north, west and south. The nearest property boundary is approximately 400 feet from Novi Road to the east.

Comau Industries, located to the **west**, is the only property between the subject property and rail road tracks. It is a well-established industrial automation company. The only connection between **the subject property and the Comau site is the secondary emergency access proposed by the applicant. There is no other vehicular or pedestrian connection proposed. <u>It is highly unlikely that Comau property will be redeveloped for a different land use.</u>**

There is an existing water tower which is proposed to remain in its own unit as a non-conforming structure and/or use. The purpose of the tower as a part of the new development is not defined at this time. <u>It appears that no changes are proposed to the tower itself.</u>

Existing land use patterns indicate a concentration of retail and



Existing Land Uses in the Vicinity

restaurants on all sides with some residential to the south of Grand River Avenue and railroad tracks as shown in the image to the right. **The subject property is an ideal candidate for redevelopment.** It is currently zoned as Expo (Expo) and has been vacant since 2012. Suburban Showplace is a successful exposition facility in Novi. The last operating building on the subject property was the Novi Exposition facility which was demolished in 2012. **It is highly unlikely that another exposition facility will be developed in close proximity. Although significant opportunities exist both as zoned (EXPO uses including I-1 uses except greenhouses and pet boarding facilities) and as master planned (OST uses). It is staff's opinion that the proposed rezoning to Town Center district may be appropriate reasonable alternative to the recommendations of the Master Plan recommendation.**



Approximate Building Heights in the Vicinity

It is evident that the proposed development that includes taller buildings up to 85 feet tall with unique uses and unique architectural styles is going to change the existing streetscape (see image below) dramatically along I-96 frontage. Other buildings along the I-96 frontage range in height from approximately 25 feet to 50 feet in height. The applicant is proposing a unified landscape and hardscape design along the proposed Adell drive to unify the development. The concept plan proposes a 3 feet tall berm with landscaping along I-96 frontage. The image above indicates the approximate heights of existing buildings in the vicinity.



Existing Streetscape along I-96 frontage

Refer to Review Summary on Page 13 for potential traffic impacts created by this property.

DEVELOPMENT POTENTIAL

The Novi Expo Center was located on the subject property from 1992 till the building was demolished in 2012. The site has been vacant since then. Currently, the only structure on the property is the existing water tower in the northwest corner of the site, the previous building concrete slab and the unused parking lot. Previously, the owner proposed a couple of conceptual ideas for redevelopment, but none of those concepts moved forward.

The current zoning of EXPO District allows hotels, restaurants and recreational facilities as permitted uses, when part of a development that includes an exposition facility, I-1 uses except greenhouses and pet boarding facilities). The site measures approximately 23 acres of which approximately only 4 acres are covered by regulated wetlands and woodlands. This leaves about 19 acres of contiguous land for development. **The redevelopment potential for the site using the current zoning is entirely possible, given the flexibility that the EXPO District affords.**

The Future Land Use map recommends Office Service Technology (OST) uses of the site. The OST District allows most of the uses such as hotels and motels (when designed to be an integral part of the overall OST Office development), sit-down restaurants (when part of an office building) and indoor recreational facilities, as well as Off-street parking lots, as permitted uses. The primary exception to that appears to be Carvana. The current development is not proposing any office related uses. The recommended rezoning category of TC may not allow all the proposed uses. **Due to its proximity to the surrounding retail, restaurants and hotels, the proposed rezoning to TC, Town Center may be appropriate.**

With the current revised submittal, the applicant added little pocket parks at regular intervals and provided pedestrian connections to individual buildings. The plan also proposes a decorative brick wall along Adell drive. These requirements are required by the Town Center Ordinance. However, as previously discussed, the applicant should be able to achieve greater compliance with the design guidelines from similar areas within the Town Center Area Study, and redesign the site layout to more closely meet the intent of Town Center district. The current layout is more consistent with a traditional industrial park layout we typically see in Light Industrial districts.

REVIEW CONCERNS

ENGINEERING: The requested rezoning to Town Center will result in utility demands that are approximately equal to the utility demand if the property were to be redeveloped under the current EXPO zoning. The conceptual storm water management plan indicates underground storage in three locations sized for bankfull volume. The PRO plan is now revised to meet the general requirements of Chapter 11 of the Code of Ordinances, the Storm Water Management Ordinance and/or the Engineering Design Manual. **Please refer to Engineering review letter for more details.**

TRAFFIC: Based on the initial results of a preliminary analysis that was done to assess roadway capacity impacts of the proposed Adell Center development, the City's consultants identified that the intersection of Novi Road and Crescent Boulevard is expected to be able to accommodate the additional traffic during the AM and PM peak periods. The intersection of Novi Road and Grand River currently operates under congested conditions which may worsen with the added traffic demand. It should be noted that the construction of Crescent Boulevard from Adell Drive to Grand River Avenue is could alleviate some of the pressure of the Novi Road and Grand River intersection. **Please refer to Traffic review letter for more details.**

WOODLANDS: Based on the Woodland Summary information on the Tree Inventory Plan (Sheet 17), there appear to be a total of 312 surveyed trees on the subject property. Of these, 32 of the trees are not located within the Regulated Woodland Boundary leaving a total of 280 Regulated Woodland Trees. Two trees are proposed to be removed for proposed utility installation. The Plan proposes a compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River. The Landscape Plan Phase 1 (Sheet L-2) notes that the limestone path is to be field located in order to minimize the impact to the existing understory. The applicant in his deviation # 20 listed in the cover letter indicated all low deadfall and small brush throughout the southerly portion of the site will be removed. A proposer restoration plan is required to be reviewed and approved by the City staff and consultants.

WETLANDS: The southern portion of the site (south of the existing asphalt parking lot) contains the Walled Lake Branch of the Middle Rouge River, wetlands, floodplains and trees. This area (approximately 7 acres), contains the areas of City-regulated wetlands. Our wetland consultant is unable to identify the impacts to wetlands or buffers accurately. It appears some buffer impacts may be required for proposed parking lot improvements for Units 3, 4 and 5. The site plan proposes a pedestrian connection over the Middle Rouge River. A limestone path is also proposed within some of the wetland buffers. A wetland restoration plan is also recommended. **Additional comments and concerns are detailed in wetland review letter.**



Regulated Woodlands and Wetlands

FIRE SECONDARY EMERGENCY ACCESS: Unit 5 would require a secondary emergency access as it is not connected to rest of the parking lot. The applicant is proposing a temporary gravel surface for secondary access within Unit 2. The applicant indicated that the access will be paved with the construction for Unit 2. The deviation can be supported if the gravel surface is temporary and short-term. The timeline for paving the access in the event Unit 2 is not completed within a certain period of time should be addressed in the PRO agreement.

2016 MASTER PLAN FOR LAND USE: GOALS AND OBJECTIVES

The proposed development could be said to follow some of the objectives listed in the 2016 Master Plan for Land Use update (adopted by Planning Commission on July 26, 2017) as listed below. Staff comments are in **bold.**

1. **COMMUNITY IDENTITY**
   a. Maintain quality architecture and design throughout the City. **The development proposes various buildings with different architectural styles. However, the applicant is proposing a consistent entryway wall and landscape along the proposed private drive that may serve to unify the development, as required by the Town Center Ordinance.**

2. **ECONOMIC DEVELOPMENT**
   a. Retain and support the growth of existing businesses and attract new businesses to the City of Novi. **The property is positioned to accomplish this goal with any appropriate development.**

3. **ECONOMIC DEVELOPMENT / COMMUNITY IDENTITY**
   a. I-96/Novi Road Study Area. Develop the I-96/Novi Road Study Area in a manner that reflects the importance of this important gateway to the City in terms of its location, visibility, and economic generation. Mitigate impacts to the City's infrastructure. **The subject property falls in that study area and is located at an important gateway to the City. Impacts to city's infrastructure and mitigation required are yet to be determined.**

4. **ENVIRONMENTAL STEWARDSHIP**
   a. *Protect and maintain the City's woodlands, wetlands, water features and open space.* **The proposed concept plan is not proposing to impact regulated wetlands. It is unclear whether**

the applicant is proposing to preserve the site's remaining wetlands and woodlands by way of a conservation easement.

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

The Planned Rezoning Overlay process involves a PRO concept plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Section 7.13.2). Within the process, which is initiated by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval which must be reflected in the Concept Plan and or the PRO agreement.

The PRO conditions must be in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district. *Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan, and/or in the PRO Conditions imposed, and/or in other conditions and provisions set forth in the PRO Agreement.* **The applicant should submit a list of conditions that they are seeking to include with the PRO agreement. The applicant's narrative does not specifically list any such PRO conditions at this time. <u>The current submittal did not include a response letter or a revised narrative that would have addressed this issue.</u>**

Sheet 2 states that the proposed building and parking lot layouts are conceptual only. This does not meet the intent of PRO Concept plan. **<u>This note should be removed.</u>** As stated above, development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan. The applicant should note, any major deviations from the approved PRO plan would possibly require an amendment to the PRO plan.

ORDINANCE DEVIATIONS

Section 7.13.2.D.i.c(2) permits deviations from the strict interpretation of the Zoning Ordinance within a PRO agreement. These deviations must be accompanied by a finding by City Council that "*each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas*." Such deviations must be considered by City Council, who will make a finding of whether to include those deviations in a proposed PRO agreement. A proposed PRO agreement would be considered by City Council only after tentative approval of the proposed concept plan and rezoning.

The Concept Plan submitted with an application for a rezoning with a PRO is not required to contain the same level of detail as a preliminary site plan. Staff has reviewed the applicant's Concept Plan in as much detail as possible to determine what deviations from the Zoning Ordinance are currently shown. The applicant may choose to revise the concept plan to better comply with the standards of the Zoning Ordinance, or may proceed with the plan as submitted with the understanding that those deviations would have to be approved by City Council in a proposed PRO agreement. The following are deviations from the Zoning Ordinance and other applicable ordinances shown on the concept plan. The applicant has submitted a narrative describing the requested deviations.

The applicant has provided a list of deviations in the cover letter that is not complete or accurate. The applicant is asked to revise the list based on staff's comments provided in this letter and the other review letters. The applicant is asked to be specific about the deviations requested and provide a justification to explain how if each deviation "…were not granted, [it would] prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas."

Following is the list of deviations is in the same order listed in the applicants cover letter dated July 19, 2018 and the Sheet 2.

1. **Exceeding building height** *(Sec.3.1.26.D):* TC allows a maximum building height of 65 ft. or 5 stories whichever is less. Unit 5 Drury Hotel (84'-5", 7 stories), Unit 8 Carvana (75'-10", 8 tiers) and Unit 1 I-fly (70 feet) exceed the maximum height and number of stories allowed. **The applicant has requested the deviation for all three buildings. Buildings in excess of 55' may need to conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) construction.**

2. **Lack of frontage on a Public Street for Units 1 through 8** *(Sec. 5.12):* Each of the proposed lots (units 1 through 8) has access from the proposed private drive. **The applicant has requested this deviation for Units 1 though 8. Staff supports the deviation as the proposed private drive is built to City standards.**

3. **Lack of frontage on a Public/Private Street for Unit 9** *(Sec. 5.12):* Unit 9 does not have any frontage on any drive. It is considered a landlocked parcel with no frontage. Access is proposed to be provided by a private access easement. This access easement also allows a secondary emergency access for the entire development. **The applicant has requested this deviation.**

4. **Exterior Side Yard Building Setbacks** *(Sec 3.1.25 D):* Unit 1 does not meet the minimum required building setback for the exterior side yard fronting I-96. A minimum of 50 ft. is required, approximately 35 ft. is proposed. **The applicant has now requested a deviation, but did not specify the distance. The applicant states it is mechanical equipment compound. Generation 9 elevations include the mechanical equipment inside the building. The deviation appears to be for entire height of the building within the required yard. Staff requests clarification/update for the impact of this deviation.**

5. **Exceeding Cul-de-sac street distance (**11-194(a)(7))**:** Adell Drive exceeds the maximum allowable length of the proposed cul-de-sac street length of 800 (proposed 1,450 feet) from the centerline intersection of Crescent Boulevard to the center of the bulb of the Adell Center Drive cul-de-sac. **The applicant has requested this deviation and is supported by staff.**

6. **Front Parking Setback** *(Sec 3.1.25.D): TC requires a minimum front yard parking setback of* 20 ft. from the access easement. A deviation is required from all parking adjacent to Adell drive. There appears to a proposed reduction of 2 ft. Instead of asking for a reduction in setback deviations, the applicant is requesting to allow measuring the setback from edge of sidewalk. The Concept plan proposes a 20 ft. setback from edge of sidewalk. **Staff supports the request if the request is revised for a reduction of setback as opposed changing the way to measure the setback.**

   The applicant is also requesting a deviation for front parking setbacks from Crescent Boulevard, I-96 ROW and all other PRO perimeter boundaries. This is not applicable as the Concept plan proposes minimum front setback from I-96 ROW and Crescent Boulevard.

7. **Side Parking Setback** (Sec. 3.1.25.D):20 ft. minimum is required from all side lot lines. Proposed setbacks are listed below :
   a. **Unit 1:** 14 ft. approximately along West, 0 ft. along South
   b. **Unit 2:** 15 ft. approximately along South
   c. **Unit 3:** 5 ft. approximately along South
   d. **Unit 4:** 5 ft. approximately along East
   e. **Unit 5:** 5 ft. approximately along East

f. **Unit 6:** 0 ft. approximately along West
g. **Unit 7:** 0 ft. approximately along East and 10 ft. along West
h. **Unit 8:** 10 ft. approximately along East

The applicant requests a deviation to allow 0 ft. setback for all side yards for Units 1, 2, 3, 6, 7 and 8. A deviation is required for Unit 4 and 5 as well which is not required at this moment. Staff does not support the request and recommends identifying the approximate minimums for each unit instead of 0 setbacks for overall site. Allowing a possibility for 0 side setbacks allows a possibility of lesser green space.

Unit 1-I-fly: Trip generation study provided. Parking for upto 46 spaces is justified. The applicant can consider reducing the parking and comply with the parking setback requirement.

Note: The applicant is also asked to clarify the actual setback distance for each of these lots. The above provided numbers are just approximations.

8. **Water Tower (unit 9) (Sec. 3.1.25.B& C):** The applicant is proposing that the water tower is to remain where it is currently located, but on its own separate site (Unit 9). This is not a principal permitted use of a site. It is also not considered an accessory use, since its proposed use is not detailed. The creation of a new, separate legal parcel of limited size for the purpose of housing the tower on its own is therefore a required deviation that will need to be addressed in the PRO Agreement (e.g., what happens to the property if the owner determines to remove it, access, etc). The future and current use and maintenance of this Unit must be addressed in the PRO agreement, at a minimum.

9. **Dumpsters in Exterior side yard (Sec. 4.19.2.F.):** Dumpsters are required to be in rear yard only. Dumpsters are shown in exterior/interior side yards for Units 5, 6, 7 and 8 on the Concept plan. Dumpster locations are not indicated for other units. The applicant is requesting to allow dumpster in exterior side yard for Units 1, 5, 6, and 7. The request should be amended to allow interior side yard and Unit 1. Staff supports the request if it does not impact traffic circulation and appropriate screening is provided.

10. **Lots in floodplain (Sec. 4.03A):** Lots cannot be created within floodplain that increases danger to health, life or property. Units 3, 4, and 5 lie partially within the floodplain. There appears to be no impacts proposed for Units 3 and 5. A pedestrian bridge is proposed on Unit 5. The applicant has made this request. Staff supports the request noting additional permits may be required for pedestrian bridge.

11. **Lack of Loading Areas (Sec. 5.4.2.):** loading space is required for uses in TC district. The applicant requests a deviation for lack of loading zone for Unit 1, 3, 4, 5 and 9. Loading areas are not indicated for the remaining units and a deviation is also not requested at this time. **Staff does not support this request except for Unit 9 for reasons detailed in Plan Review Chart and Traffic review letter**

12. **Location of loading space in exterior/interior side yard:** Loading zones are to be located in rear yard or interior side yard for double frontage lots. **The applicant has requested a deviation for alternate location for Unit 1, 2, 3, 5, 6 and 7. This request is made in the event Item 11 is not approved for units 1, 3 and 5.** Staff supports this request provided the applicant demonstrates that proposed locations do not conflict with traffic circulation and appropriate screening will be provided at the time of Preliminary Site Plan review. **It appears that loading space for Unit 8 is also located in the exterior side yard, but a deviation is not requested.**

13. **Reduction of Loading Area (Sec. 5.4.2.):** A minimum of 10 square feet per each front foot of

building is required. The applicant has requested a deviation for reduction of minimum required loading space for all units except 4 and 9. **This request is made in the event Item 11 is not approved for units 1, 3, 5 and 9.** Staff can support the deviation if the applicant can provide additional data to support the area requested. For example, we believe Unit 8 may require a larger space than 750 square feet due to the nature of vehicle delivery.

14. **Loading area in building setback**: The applicant has requested a deviation to allow loading areas within building setback. This is **not applicable**, as loading areas subject to parking setbacks, not building.

15. **Section 9 Waivers**: The applicant has provided building elevations for I-Fly, Carvana, Planet Fitness, Fairfield Inn and Suites and Drury Inn.
    a. **Unit 1 I-Fly:** Elevations provided. Section 9 waiver supported contingent on some revisions made as suggested in Façade review letter.
        i. Underage of brick (30% minimum required, 7% on front, 10% on right, 10% on left, 18% on rear)
        ii. Underage of combined brick and stone (50% minimum required, 7% on front, 10% on right, 10% on left, 18% on rear)
        iii. This review assumes no EIFS.
    b. **Unit 2 Planet Fitness:** Elevations provided. Incomplete submittal. Deviations identified. Section 9 waiver not supported.
    c. **Unit 3 Fairfield Inn:** Elevations provided. Incomplete submittal. Deviations identified. Section 9 waiver not supported. With the current submittal, Fairfield's representative has provided a letter dated 07-18-18 stating that the elevations will conform to the Ordinance requirements at the time of Site Plan review. We interpret this to mean that all façade materials will be brought into full compliance with the Façade Chart and that no Section 9 Waiver(as listed below) will be required after said revisions are made.
        i. Under of brick (30% minimum required, 14% on front, 16% on right, 16% on left and 23% on Rear proposed)
        ii. Underage of combined brick and stone (50% minimum required, 15% on front, 19% on right, 19% on left and 25% on Rear proposed)
        iii. Overage of EIFS (25% maximum allowed, 67% on front, 34% on right, 34% on left and 55% on Rear proposed)
        iv. Overage of Phenolic simulated wood (25% maximum allowed, 44% on right and 44% on left proposed)
    d. **Unit 5 Drury Inn:** Elevations provided. Section 9 waiver supported.
        i. Overage of EIFS (25% maximum allowed, 43% on front, 47% on right, 47% on left and 58% on Rear proposed)
    e. **Unit 8 Carvana:** Elevations provided. Section 9 waiver supported.
        ii. Underage of brick (30% minimum required, 7% proposed on front side)
        iii. Underage of combined brick and stone (50% minimum required, 7% on front, 30% on right, 30% on left and 39% on Rear proposed)
        iv. Overage of display glass (25% maximum allowed, 80% on front, 63% on right, 63% on left and 57% on Rear proposed)

16. **Sign Deviations for individual units:** The application has provided information about signage for I-Fly, Drury and Carvana as part of the original PRO Concept plan submittal. However, formal sign permit applications were provided for Drury, Adell Center and Carvana. Our permit reviewers have identified multiple deviations for the proposed signage. At the same time, they have requested additional information to further verify conformance to other sign permit requirements. Please refer to their comments provided under separate cover for more details. As mentioned earlier, staff do not recommend a blanket approval for deviations without reviewing the complete submittal or without knowing the extent of

deviations sought**. The current submittal included updated information for Adell Center development signage only. The applicant has requested a deviation to allow for building signage for I fly, Drury, Planet Fitness, Carvana and Adell Center Development Signs (see item 18). All monument signs for individual units are subject to sign ordinance requirements. Any signage, wherein the deviations are not approved as part of the current PRO plan approval, should conform to the code requirements at a later time.** It is unclear whether signage deviations (City Code) are appropriate as part of the PRO process (Zoning Ordinance), also staff is unable to identify all the deviations that are required at this time.

17. **Minimum required parking:** The applicant should provide information requested by staff in Plan review chart so that staff can establish the minimum parking requirement, i.e. verify Parking Counts. The applicant should note that any further reduction to established minimum parking requirement would warrant a shared parking study or an amendment to PRO agreement for reduction in parking requirement at that time. Staff is not able to make a determination as the minimum listed by the applicant is not verified.

18. **Sign deviations for Adell Center development signs:** Refer to sign review letter attached for more information.

19. **Side Lot lines:** The current unit layout does not conform to the Section 4.02.B of Subdivision Ordinance. Side lot lines between Units 6 and 7, 4 and 5, 1 and 2 do not meet the requirement. **The applicant is requesting the deviation for lot lines for 1, 6, 7, and 8.** It should be revised as listed above.

20. **Open Space:** 15 percent of the total site area is required to be planned Open Space. It should include permanently landscaped open areas and pedestrian plazas. The applicant is proposing to meet the requirement by proposing it as part of common elements as opposed to individual units. The applicant has identified 15 percent open space in various locations within the site, the majority of it being located along the southern part. This area contains about an acre of wetlands that account for about 25 percent of the open space area in the southerly portion. Wetlands are not considered usable open space. **Approximately 13 percent open space is proposed when wetlands are deducted from the Open Space calculations. Staff would support a deviation for not meeting the minimum requirements for open space, provided the applicant considers restoration efforts to existing wetlands and woodlands are in order to make it more usable and aesthetically pleasing as recommended in Wetlands review letter.**

21. The applicant requested a deviation to allow all future renovations, alterations or additions shall be brought into compliance with the approved PRO agreement. This is not considered a deviation. This is a condition of approval. **Any elevations which are not part of current request are expected to conform to City's Façade Ordinance. This should be removed from list of deviations.**

22. **Lack of Traffic Impact Study (Sec. 7.13.1.D.):** Lack of traffic study as the site falls under the study boundaries for Comprehensive Traffic study, which is ongoing. The applicant has provided trip generation information for the development that will be incorporated into the region-wide traffic impact study. AECOM supports the variance for lack of a full Traffic Impact Study as part of the plan review process such that the applicant understands that they may be requested to provide additional traffic-related data and information during the review of the Prelminary Site Plan. The applicant should also confirm the understanding that they may be subject to certain off-site and/or on-site mitigation measures as a result of the region-wide traffic impact study.

23. **Lighting spillover front property lines (Sec. 5.7.3.K.):** Maximum illumination at the property

line shall not exceed 1 foot candle. The intent of this requested deviation is unclear. The proposed access easement acts as a Right-of-way for the subject property**. Staff can support a deviation to exceed 1 foot candle along access easements along Adell Drive, within reason, upon review of a Conceptual photometric plan.**

24. **Lighting spillover along interior property lines (Sec. 5.7.3.K.):** Maximum illumination at the property line shall not exceed 1 foot candle. The applicant requested a deviation to allow illumination to exceed 1 foot candle along interior side parking lot lines between units. Staff supports the deviation as parking is either spread along the Unit lines or is closer than the minimum parking setback. However, this deviation can be supported is the average to minimum light level ratio is kept the maximum allowable 4:1. The applicant has not demonstrated if this can be achieved. This can be demonstrated by providing a lighting plan with assumed light pole locations for an estimated calculation.

25. The deviation request to allow 53.5 foot front building setback for Unit 3. This is not applicable as the minimum required front building setback for interior front lot lines is 15 feet, which Unit 3 appears to comply.

Other deviations that may be required

Following is the list of deviations that may or may not be required. The applicant is asked to provide clarification whether it is their intent to meet the Ordinance requirements at the time of Preliminary site plan submittal or whether any of those deviations are requested at this time. If any deviations are requested at this time, the applicant is asked to submit additional information for review. Staff does not recommend blanket deviations with many unknown factors.

1. **Minimum Bike Parking Required Per Use** *(Sec. 5.16):* Refer to Planning chart for requirements
2. **Side Building Setbacks** *(Sec 3.1.25 D)*: Units 6 and 7 do not appear to meet the minimum 15 ft. side yard building setback. **The applicant is asked to clarify the distance in order to determine whether this deviation is required.**
3. **End Islands** *(Sec. 5.3.12):* **A landscape island is required every 15 spaces.** Units 2, 4, 7 have parking bays greater than 15 contiguous space. **This deviation is not supported by staff as revisions can be made so that the deviations can be avoided.**
4. **Please refer to Façade review for additional comments and revisions recommended. Any monument signs, accessory structures over 200 square feet, rooftop appurtenances and dumpster enclosures are subject to Façade Ordinance requirements and are required to conform to the Ordinance requirements if deviations are not sought prior to PRO concept plan approval.**
5. Should the minimum same side driveway spacing requirements not be met, the applicant may be required to seek a deviation.
6. Should the proposed number of drive approaches and/or the drive approach system not comply with the guidance in the ordinance, the applicant may be requested/required to provide justification and/or apply for deviations.
7. A waiver is required if the applicant moves forward with painted islands.
8. On Unit 8, the applicant shall provide a landscaped end island on the east end of the northern parking bay, or may seek a variance for lack of an end island.
9. The applicant is proposing a gravel emergency access driveway, per sheet 12. The use of gravel would require a variance. The timeline for paving the access in the event Unit 2 is not completed within a certain period of time should be addressed in the PRO agreement.
10. **Please note that this review is just based on the plans submitted for the overall development, as no landscape plans for the individual units were provided except for the greenbelt plantings. As such, it is assumed that each unit's other landscaping (parking lot interior and perimeter), building foundation, and loading zone screening) will meet all landscaping requirements. If any landscape waivers are requested for a unit, that unit's site plans will**

need to be submitted for consideration by the Planning Commission prior to PRO Concept plan approval.

11. A stub street to the property boundary at intervals not to exceed 1,300 feet along the perimeter is required by ordinance. Refer to Engineering review for more details.

APPLICANT'S BURDEN UNDER PRO ORDINANCE

The Planned Rezoning Overlay ordinance (PRO) requires the applicant to demonstrate that certain requirements and standards are met. The applicant should be prepared to discuss these items, especially in number 1 below, where the ordinance suggests that the enhancement under the PRO request would be unlikely to be achieved or would not be assured without utilizing the Planned Rezoning Overlay. Section 7.13.2.D.ii states the following:

1. *(Sec. 7.13.2.D.ii.a) Approval of the application shall accomplish, among other things, and as determined in the discretion of the City Council, the integration of the proposed land development project with the characteristics of the project area, and result in an enhancement of the project area as compared to the existing zoning, and such enhancement would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay.*
2. *(Sec. 7.13.2.D.ii.b) Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement on the basis of which the City Council concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land use proposed by the applicant, it would be in the public interest to grant the Rezoning with Planned Rezoning Overlay; provided, in determining whether approval of a proposed application would be in the public interest, the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.*

PUBLIC INTEREST/ BENEFITS TO PUBLIC UNDER PRO ORDINANCE

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and the benefits to public of the proposed PRO rezoning would clearly outweigh the detriments. The following are being suggested by the applicant (as listed in their narrative dated June 05, 2018 as benefits resulting from the project. The applicant has not provided an update since then. Our comments from previous remain because staff is still indicating that additional information about aspects of the project is needed:

1. *The proposed development will convert a vacant parcel of property at a major intersection and entryway into the City of Novi.*
2. *The development of this property will reduce any chances of crime associated with a vacant parcel by providing new development with continuous movement of people and vehicles throughout the property.*
3. *This development will convert a property that is currently zoned EXPO center into a zoning district that will allow a use that is beneficial to neighborhood businesses and the community in general.*
4. *This development will help produce a more positive image of the City of Novi by the 100,000 plus motorists travelling along Interstate on a weekly basis.*
5. *The approval of this development will bring additional entertainment, overnight stay and dining opportunities to the City that will benefit the City of Novi residents as well as bring in residents and visitors from neighboring communities.*

6. *This development is centrally located to several communities that will serve as a weekend long youth sporting tournaments and weekly events held at the Suburban showplace. These events typically bring in people from all over southeast Michigan and the United states.*
7. *The approval of this development will trigger a sale of proposed units within Adell Center thereby generating an increase in property values in addition to the value of neighboring properties.*
8. *The approval of this development will create 200-300 temporary construction jobs and permanent jobs.*
9. *The approval of this development will increase the tax base within the City of Novi. As reported by the Mayor at a recent City Council meeting, the city desires to increase the tax base to fund additional services such as police, fire and parks departments.* **Items 1 through 9 may be accurate statements, but the applicant might want to address whether it requires a PRO rezoning process (as opposed, for example, to a "straight" rezoning to a district like TC) to accomplish them.**
10. *It is estimated that this development will increase the tax base by over $3 million annually, plus an additional personal property tax generated from the new businesses.* **Staff cannot comment on the accuracy of this figure.**
11. *The approval of the proposed development will include the improvement of over three acres of existing city regulated woodlands/wetland areas to allow for better access by the public.* **This may be accurate, but the City would need more detail to understand the extent of benefits to the public.**
12. T*he approval of this development will include a consistent and cohesive streetscape and signage package throughout.* **This is a determination for the Planning Commission and Council to make.**
13. *The proposed development includes new public art (pocket parks) locations for placement of community art.* **More information on the art being referred to is required to evaluate this.**

SUMMARY OF OTHER REVIEWS

1. Engineering Review (dated 08-09-18): It meets the general requirements on Chapter 11, Storm water management ordinance or Engineering design manual. Engineering recommends approval.
2. Landscape Review (dated 08-08-18): Landscape review has identified deviations that may be required. Staff supports only a few. Refer to review letter for more comments. Landscape recommends approval provided individual site plan conform to the code at the time of site plan approval.
3. Wetland Review (dated 08-0618): An authorization to encroach into 25 foot buffer setback is required for this site plan at the time of Preliminary Site Plan review. Wetlands recommend approval. A wetland restoration plan is recommended for the southerly portion.
4. Woodland Review (dated 08-07-18): A City of Novi woodland permit is not required for the proposed plan. Additional comments to be addressed at the time of Preliminary Site Plan review. A woodland restoration plan is recommended for the southerly portion.
5. Traffic Review (dated 08-13-18): Traffic requested additional information to verify conformance and identify additional deviations. Additional Comments to be addressed with the revised concept submittal. Traffic is currently **not** recommending approval.
6. Facade Review (dated 08-14-18): There appear to be significant deviations on the proposed elevations. Façade review was unable to make a determination as to the degree of compliance with the Façade Ordinance due to a lack of information for a few. Façade is currently **not r**ecommending approval for some of the building elevations. Refer to Façade review for more details.
7. Fire Review (dated 07-30-18): Fire has provided additional comments and questions that would require clarification. Revisions to plan are required to conform to secondary access and maximum length of fire access drives without a turn around.

NEXT STEP: PLANNING COMMISSION

Some of the reviews are currently not recommending approval at this time. While the applicant addressed the roadway width issue and other minor design changes, staff does not believe that some aspects of the plans are fully completed as requested at the last Planning Commission meeting. There are a number of items that still need to be clarified and further information is requested for additional review. However, the PRO Concept Plan is scheduled to go before Planning Commission for consideration on August 22, 2018 based on applicant's request. Please provide the following by 10 am on **August 16, 2018**. **Staff reserves the right to make additional comments as this expedited review continues.**

1. Concept Plan submittal in PDF format. Staff has received this item with the initial submittal
2. A response letter addressing ALL the comments from ALL the review letters and primarily **a request for waivers as you see fit based on the reviews.**
3. A color rendering of the Site Plan, if any to be used for presentation purposes.
4. Façade boards as requested by Façade review letter. If you want to bring the board to the meeting, please send a picture of the façade board by August 16th to include in the PC packet.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or skomaragiri@cityofnovi.org



Sri Ravali Komaragiri – Planner

Attachments: Planning Review Chart
Section 3.1.14.B – EXPO Permitted Uses
Section 3.1.14.C - EXPO Special Land Uses
Section 3.1.18.B – I-1 permitted uses
Section 3.1.25.B – TC Permitted Uses
Section 3.1.25C – TC Special Land Uses
Sec. 4.77. I-1 uses in EXPO district

PLANNING REVIEW CHART: TC - Town Center District with a Planned Rezoning Overlay(PRO)

Review Date: August 3, 2018
Review Type: Revised PRO Concept Plan (1st Revision)
Project Name: **18-27 ADELL CENTER**
Plan Date: July 19, 2018
Prepared by: Sri Ravali Komaragiri, Planner
E-mail: skomaragiri@cityofnovi.org **Phone:** 248.735.5607

- **Bold**: Items that need to be addressed by the applicant prior to the approval of the PRO Concept Plan
- Underlined: Items that need to be addressed prior to the approval of the Preliminary Site Plan
- **Blue and underline:** Items in are items that do not currently conform to the Zoning Ordinance and may be considered as a deviation

Item	Required Code	Proposed	Meets Code	Comments
Zoning and Use Requirements				
Master Plan *(adopted July 26, 2017)*	Office Research Development Technology	Restaurants, recreational facilities, hotels, off-street parking and a unlisted use	No	**The applicant has requested that the subject property be rezoned to TC, to permit most of the uses proposed**
Town Center Area Study	This site is in close proximity to study area boundary for Town Center Area study adopted in 2014	The applicant is requesting to rezone to TC.	No?	**Given that the proposed rezoning would be an extension of existing TC boundary, the applicant should further consider recommended design guidelines with regards to pedestrian circulation, amenities and plazas, etc and try to incorporate them into the current design**
Zoning *(Effective Dec. 25, 2013)*	EXPO	TC: Town Center	No	**See note below for 'Uses'**
USES				

Please include the corresponding end user information for each unit on the PRO Concept plan (Sheet 2) as a separate table as provided at the time of Pre-application plan. References to some of the end users are found in noted for requested deviations.

List of suggested allowable uses provided by the applicant on sheet 2, should be revised to address the following:

1. Regroup as permitted uses and special land uses as listed in Section 3.1.25.
2. Add a note that each of the uses is subject to Use Standards in Article 4 of Zoning Ordinance
3. Drive-thru is allowed in TC subject to special land use and certain conditions. They should be located within 300 feet from intersection of two arterials. Units 6 and 7, proposed for a drive-thru do not qualify. A reference to drive-thru should be eliminated.
4. Medical offices and laboratories is a not a permitted use under TC district. This item should be removed

Item	Required Code	Proposed	Meets Code	Comments
5. Last two bullet points on sheet 2 that references to other uses and accessory structures should be removed. **6.** The applicant should also provide a list of restricted uses on the PRO Concept plan, to be included in the agreement to ensure a quality development. Refer to Planning review letter for more details. 7. Uses proposed should specifically exclude the following: gas station, tattoo parlors, marijuana-related uses, adult uses, vape shops, hookah facilities, pawn shops, 24-hour convenience stores and fast food drive-thru restaurants;				
Uses Permitted (Sec 3.1.26.B & C) Sec. 3.1.25.B. - Principal Uses Permitted. Sec. 3.1.25.C. – Special Land Uses Permitted. **Sec. 4.87 Unlisted Use Determinations:** Where a proposed use of land or use of a building is not contemplated or specified by this Ordinance, or where the Planning Division has a question as to the appropriateness of a use that involves other features that were not contemplated or specified by this Ordinance, the Planning Division shall request a determination from the City Council, after review and recommendation from the Planning Commission, as to what district or districts, if any, in which the proposed use may be appropriate as a special land use. In acting upon the request, the City Council shall take into consideration the spirit, purpose and intent of the Ordinance and the Master Plan for Land Use. If the City Council determines that: 1. Such use does not appear to be expressly authorized in the zoning ordinance as a principal permitted use or a principal use permitted subject to special conditions, 2. Such use does not appear to have been contemplated by this Ordinance as a principal permitted use or a principal permitted use subject to special conditions, or 3. Such use involves features which do not appear to have been contemplated by the zoning ordinance as features of a principal permitted use or a principal permitted use subject to special conditions, the City Council shall specify what district or districts, if any, in which the proposed use may be appropriate as a special land use. Following such a determination, a party		**Unit 1: I-Fly** Indoor Commercial Recreation Facilities	Yes	*Permitted Use*
		Unit 2: Planet Fitness Indoor Commercial Recreation Facilities	Yes	*Permitted Use*
		Unit 3: Fairfield Inn & Suites Hotels	Yes	*Permitted Use*
		Unit 4: Off-street Parking Lot- Temporary Use Future building of up to 7,000 sq. ft.	No?	*Permitted Use* **Additional information is required with regards to type of events, frequency of events and estimated attendance** **A note on sheet 2 indicates that a future building of up to 7,000 sq. ft. will be built at a later time. Use is not specified. Any future development for this development which is different from the current PRO concept plan would require an amendment to the PRO approval.** **<u>Size of the building will limit any future use; actual size of the building would likely to be less than 7,000 square feet</u>**
		Unit 5: Drury Inn & Suites Hotels	Yes	*Permitted Use*
		Unit 6: Restaurant End user to be determined	Yes?	*Permitted Use if a sit-down restaurant. More information is requested.*
		Unit 7: Restaurant End user to be	Yes?	*Permitted Use if a sit-down restaurant. More*

Item	Required Code	Proposed	Meets Code	Comments
authorized to do so may file an application pursuant to Section 6.2 for approval of the use as a special land use in a district in which the City Council has determined the use may be appropriate as a special land use.		determined		*information is requested.*
		Unit 8: Carvana Unlisted Use	No?	**<u>This appears to be an unlisted use and is subject to conditions of Section 4.87</u> Unlisted use determination.** **Refer to revised Planning Review letter for more comments and review of unlisted use determination request.**
		Unit 9: Water Tower	Yes?	**The existing water tower which is proposed to remain in its own unit as a non-conforming structure and/or use. A note on sheet 10 demolition plan refers to revising water lines to and from water tower for future connection to irrigation system. A reference to irrigation plans is made, but those plans are not included in the submittal.** **It appears that no changes are proposed to the tower itself.** **One of the requested deviations indicates that the water tower will not be the condominium association's responsibility; however the responsible party is not defined. <u>These items would need to be addressed, at a minimum, in the PRO agreement.</u>**
Density *Future Land Use Map(adopted July 26, 2017)*	Not Applicable	Residential development not proposed	NA	
Phasing	Show proposed phasing lines on site plan. Describe scope of work for each phase. Each phase should be able to stand on its own	Phasing is not proposed. However, the applicant proposes to complete improvements for roads and utilities, Unit 1 and	NA?	

Item	Required Code	Proposed	Meets Code	Comments
	with regards to utilities and parking	Unit 4, public trails along middle Rouge River and develop a site condominium in one phase. Individual users are responsible for improvements within their lot boundaries.		
6.3 SITE CONDOMINIUMS				
The applicant proposes to complete improvements for roads and utilities, Unit 1 and Unit 4, public trails along middle rouge river and develop a site condominium in one phase as indicated on the PRO concept plan. Each individual user is responsible for site plan review and approvals and construction of each unit at respective schedules. There is no tentative timeline indicated for completion of all the units. **Please refer to Section 6.3 Site Condominiums and Section 6.1.E. for requirements for Roads and Utilities plan.**				
Lot Depth to Width Ratio	A depth-to-width ratio of 3 to 1 shall normally be considered a maximum.	All units meet the requirement	Yes	
Frontage on street Sec 4.02.B.1	Every lot shall front or abut on a street	All units front a private street except for Unit 9	No	**The applicant has requested this deviation**
Side lot lines Sec 4.02.B.2	Side lot lines shall be at right angles or radial to the street lines, or as nearly as possible thereto	Units 1, 7 and 9 do not meet the code The applicant has noted on sheet 2 that the lot line between 6 and 7 is subject to change based on final configuration.	Yes	The applicant has revised layout to make Unit 8 conform to the code. **A deviation is required for unit 4 and 5 as well, which is not currently requested**
Floodplains in the lots Sec. 4.03.A	Lots cannot be created within floodplain that increase danger to health, life or property	Units 3, 4 and have flood plain in part of their rear yards	No	**The applicant has requested this deviation**
Streets Sec. 4.04. A.1.b	Stub street required at every 1,300 feet along property boundary unless the extension is impractical	None proposed.	No?	**This deviation is not requested at this time.**
Secondary Access Sec. 4.04.A. 1.h	A secondary access is required	One is provided for entire development from Unit 9 to parking lot to the west. All individual unit parking lots are connected to each other providing alternate point of	No	**Refer to Engineering review for more details** **Unit 5 requires a secondary point of access**

Item	Required Code	Proposed	Meets Code	Comments
		access except Unit 5.		
PRO Concept Plan Submittal: Additional requirements				
Written Statement *(Site Development Manual)* *The statement should describe the items listed to the right*	Potential development under the proposed zoning and current zoning	The applicant has addressed this item in the narrative.	Yes	**Staff agrees that the Town Center maybe a reasonable alternative to the existing zoning.**
	Identified benefit(s) of the development	Public benefits are proposed at this time.	No?	**Please refer to Plan Review letter for more comments** **An update is not provided for this item with the current revision**
	Conditions proposed for inclusion in the PRO Agreement (i.e., Zoning Ordinance deviations, limitation on total units, etc.)	List of deviations are included in the narrative	No?	**List of deviations is not comprehensive. Applicant has provided a revised list of deviations with the current submittal. They address some of staff concerns, but do not provide clarity for some as requested. Please refer to the letter for additional comments.** **The applicant is asked to consider the additional conditions as suggested in the Planning review letter.**
Sign Location Plan *(Page 23,SDM)*	Installed within 15 days prior to public hearing Located along all road frontages	Provided and approved; Signs are installed on site	Yes	
Traffic Impact Study *(Site development manual)*	A Traffic Impact Study as required by the City of Novi Site Plan and Development Manual.	The site falls under the study boundaries for Comprehensive Traffic study which is ongoing	Yes?	**Refer to Traffic review letter for more comments**
Community Impact Statement (CIS) *(Sec. 2.2)*	- Over 30 acres for permitted non-residential projects - Over 10 acres in size for a special land use - All residential projects with more than 150 units - A mixed-use development, staff shall determine	It appears to be a mixed-use development, based on the number of different uses. A CIS is provided	Yes?	**Refer to Planning Review letter for more comments.**
Height, bulk, density and area limitations				

Item	Required Code	Proposed	Meets Code	Comments
Frontage on a Public Street *(Sec. 5.12)* *(Sec. 6.3.2.A)* Each building site shall front on and have direct access to a public street or onto a private street that complies in all respects to the Design and Construction Standards (Novi Code Chapter 11) applicable to public streets and roadways	Frontage upon a public street is required	Current concept plan proposed a site condominium. Each of the proposed lots has access from the proposed private drive. Unit 9 does not have any frontage on any drive.	No	**One deviation for all units fronting on private drive** **One deviation for lack of any frontage for Unit 9.** Easements for access to public street will be required
Access To Major Thoroughfare *(Sec. 5.13)*	Access to major thoroughfare is required, unless the property directly across the street between the driveway and major thoroughfare is either multi-family or non-residential	Master site has access to Crescent Boulevard, individual parcels have access to internal private drive; No single family residential zoning in the vicinity	NA	
Open Space Area (Sec. 3.27.1.F)	15% (permanently landscaped open areas and pedestrian plazas). Open space can be calculated for either each individual unit or for the entire development	An Open space plan (sheet 19) is provided. Open space is spread in five different areas. The exhibit has been updated with acreage for future Right-of-way. Total Site: 979,123 SF Potential Future ROW: 29,050 SF Net site area: 950,073 SF Open Space Area including wetlands: 159,431 SF (16.78%) Wetlands: 39,984 SF Open Space excluding wetlands: 119447 (12.57 %)	No?	**Additional details for open space area are not shown in order to verify the eligibility towards the calculation. What amenities are proposed in those areas?** **Open space calculation should exclude wetland areas? Percentage for open space excluding wetlands does not meet the minimum fifteen percent.** **This will be considered a deviation if the minimum 15 percent is not met** **A wetland/woodland restoration plan is recommended. Please refer to wetland and woodland reviews.**

Item	Required Code	Proposed	Meets Code	Comments
		The plan indicates a pedestrian connection over the wetlands to that area.		
Maximum % of Lot Area Covered (By All Buildings) (Sec. 3.6.2 D)	No Maximum	Appears to meet requirements. Lot coverage appears to range from 2% to 15% for each individual units	Yes	
Building Height *(Sec.3.1.26.D)*	5 stories or 65 ft, whichever is less Provisions for additional height only applies for TC-1, not TC district Language in item 1 under requested deviations appear to imply that the deviation request is for all buildings and four buildings are indicated as an example. **Buildings in excess of 55' may need to conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) construction.**	Unit 1:70 ft (I-fly)	No	**It exceeds the maximum allowed. It is considered a deviation**
		Unit 2: 40 ft. to 50 ft. (2 stories)	Yes	
		Unit 3: 63 ft. (Fairfield)	No	**It exceeds the maximum allowed. It is considered a deviation.** **What is a typical height for each tier?**
		Unit 4: Building not proposed at this time	No?	**Provide more information about gazebo height.**
		Unit 5: 84'5"and 7 stories (Drury)	No	**It exceeds the maximum allowed. It is considered a deviation**
		Unit 6: 20 ft. -30ft. (1 story)	Yes	
		Unit 7: 20 ft. -30ft. (1 story)	Yes	
		Unit 8: 75'-10" and 8 tiers (Carvana)	No	**It exceeds the maximum allowed. It is considered a deviation**
		Unit 9:120 ft. Existing tower (Non-conforming existing structure)	No?	
Building Setbacks *(Sec 3.1.26 D) and (Sec. 3.27.1.C)*				
Non-residential collectors and Local Streets *Additional setbacks may also be required by Planning Commission or City Council if deemed necessary for better design or functionality.* **Proposed Adell drive is considered a non-residential collector road. Refer to Traffic review for more detail.**				
NOTE REGARDING SETBACKS: The current submittal indicates the front lot lines at the edge of proposed curb. Under the list of deviations, the applicant is proposing to build a private road built to City standards and including the road as a common				

Item	Required Code	Proposed	Meets Code	Comments
element. **Proposed road is considered a non-residential collector and would require a 70 feet access easement. <u>All setbacks must be calculation from the edge of access easement. Remove reference to variable width for Adell Center Drive. List the appropriate width and access easement.</u>** **ROW WIDTH** *(Sec. 6.3.2.B) Where streets and roadways are private, front yard setbacks shall be measured as if such right-of-way lines existed; the width of such hypothetical right-of-way shall be based upon the function of such street as a major arterial, arterial, minor arterial, residential collector, nonresidential collector, residential street or nonresidential street, as those terms are used in the Master Plan for the City of Novi and the City of Novi Design and Construction Standards.* **Private roads are allowed and are proposed. The applicant is proposing to build it to City standards with a minimum required 70 feet access easement.**				
Front 50 feet minimum from all lot lines for exterior lot 15 feet minimum for front side, for interior lot lines 15 feet between separate buildings on same side	All proposed units must have frontage on Adell drive. A minimum of 15 ft. is required.	15 ft. minimum is provided for all units. Water tower is its own unit and does not have frontage on the Adell drive	Yes	**Setbacks should be measure from edge of access easement.** **Show setback lines from Adell drive ROW.** **Label the dimension of setback from edge of access easement for each side for each lot.**
Exterior Side Yard 50 feet exterior 15 feet interior Exterior: lot lines located abutting non-TC district lots. Interior: lot lines abutting TC district lots.	Unit 1: I-96 Exterior: 50 ft.	**Approximately 35 ft. proposed**	**No**	**Applicant should indicate the revised building footprint for I-fly building and indicate the setback distance requested** **<u>This will be considered a deviation if the plans are not revised to meet the maximum setback</u>** **Setback dimensions for each lot are not shown.** **Label the dimension of setback from edge of access easement for each side for each lot.**
	Unit 2: NA	NA	NA	
	Unit 3: NA			
	Unit 4: NA			
	Unit 5: Interior lot along Adell Drive Interior: 15 ft.	15 ft. min.	Yes	
	Unit 6: I-96 Exterior: 50 ft.	50 ft. minimum		
	Unit 7: I-96 Exterior: 50 ft.			
	Unit 8: I-96 Exterior: 50 ft.			
	Unit 9: I-96 Exterior: 50 ft.	Existing: 50 ft. minimum		
Side Yard 50 feet exterior 15 feet interior Exterior: lot lines	All units require a minimum of 15 ft. from side lot lines	All units appear to have a minimum of 15 ft. except for Unit 6 and 7. Staff is unable to determine.	No ??	**Setback dimensions for each lot are not shown.** **Label the dimension of setback from edge of**

Item	Required Code	Proposed	Meets Code	Comments
located abutting non-TC district lots. Interior: lot lines abutting TC district lots.	Unit 9: Existing	Existing		**access easement for each side for each lot.** **A deviation for setbacks for Unit 6 and 7 is not requested at this time. They are expected to conform to the code**
Rear Yard 50 feet exterior 15 feet interior Exterior: lot lines located abutting non-TC district lots. Interior: lot lines abutting TC district lots.	Unit 1: 15 ft. interior	Appears to meet the minimum	Yes??	**Setback dimensions for each lot are not shown.** **Label the dimension of setback from edge of access easement for each side for each lot.**
	Unit 2: 50 ft. exterior			
	Unit 3: 50 ft. exterior			
	Unit 4: 15 ft. interior	Building not proposed at this time		
	Unit 5: 15 ft. interior	Unit 5: Not provided		
	Unit 6: NA (double frontage)	NA		
	Unit 7: NA (double frontage)			
	Unit 8: NA (double frontage)			
	Unit 9: NA			
Parking Setback *(Sec 3.1.25.D)*				
**** Approximate setback from edge of access easement. The concept plan proposed a 20 feet of green space between edge of sidewalk and edge of parking.** **Setbacks should be measured from edge of access easement. The applicant is requesting a deviation to redefine how setbacks are measured, i.e. to allow measuring setbacks from edge of sidewalk as opposed to from access easement.**				
Front Parking Setback	20 ft. from access easement for private roads	**Unit 1: 20 ft. (Cul-de-sac)**	No?	**Setback dimensions for each lot are not proposed.** **** See above**
		Unit 2: **18 ft.** **. (east)		
		Unit 3: 1 to 2 ft.		
		Unit 4: 14 ft.		
		Unit 5: **18 ft.** **		
		Unit 6: **18 ft.** **		
		Unit 7: **18 ft.** **		
		Unit 8: **18 ft.** **		
		Unit 9: Not applicable; No parking		
Exterior Side Yard Parking Setback	20 ft. from access easement for private	Unit 1: 20 ft. (I-96)	Yes	**Setback dimensions for each lot are not shown.**
		Unit 2: NA		

Item	Required Code	Proposed	Meets Code	Comments
	roads	Unit 3: NA		**Label the dimension of setback from ROW for each side for each lot.**
		Unit 4: NA		
		Unit 5: 20 ft. (Adell dr)		
		Unit 6: 20 ft. (I-96)		
		Unit 7: 20 ft. (I-96)		
		Unit 8: 20 ft. (I-96)		
		Unit 9: NA		
Side Yard Parking Setback	20 ft. from side lot lines	**Unit 1: A minimum of 0 ft. is provided (south lot line)** **West : 14 ft.**	No	**Setback dimensions for each lot are not shown.** **Label the dimension of setback from edge of access easement for each side for each lot.** **The applicant requests a deviation to allow 0 ft. setback for side yards for units 1, 2, 3, 6, 7 and 8.** **Staff recommends identifying the approximate minimums for each unit instead of blanket deviation to allow for 0 setbacks for overall site.**
		Unit 2: North: 20 ft. min. **South: appears to be15 ft. approx.**		
		Unit 3: North: appears to be 20 ft. approx. **South: 5 ft.**		
		Unit 4: West: appears to be 20 ft. approx. **East: 5 ft. approx.**		
		Unit 5: West: appears to be 20 ft. approx. **East: 5 ft. approx.**		
		Unit 6: **West 0 ft.** East: 20 ft.		
		Unit 7: **West: 10 ft.** **East: 0-5 ft.**		
		Unit 8: **East: 10 ft.**		
		Unit 9: Not Applicable		
Rear Yard Parking Setback	10 ft. from lot lines and ROW	Unit 1: Appears to be 20 ft. (west)	Yes?	20 ft. setback line is indicated. **Label the dimension of setback from edge of access easement for each side for each lot.**
		Unit 2: 20 ft.		
		Unit 3: 20 ft.		
		Unit 4: 20 ft.		
		Unit 5: 20 ft.		

Item	Required Code	Proposed	Meets Code	Comments
		Unit 6: NA (double frontage)		
		Unit 7: NA (double frontage)		
		Unit 8: NA (double frontage)		
		Unit 9: NA (double frontage)		
Note To District Standards *(Sec 3.6.2)*				
Exterior Side Yard Abutting a Street *(Sec 3.6.2.C)*	All exterior side yards abutting a street shall be provided with a setback equal to front yard.	Units 1, 5, 6, 7 and 8 have an exterior side yard	No?	
Minimum lot area and width *(Sec 3.6.2.D)*	Except where otherwise provided in this ordinance, the minimum lot area and width, maximum percentage of lot coverage shall be determined by the requirements set forth.	It is unclear whether each unit meets ordinance standards for setback, landscaping, parking, loading and open space etc. Refer to all reviews for other notes	No?	**Unit 9 does not have any frontage on proposed private drive** **This is considered a deviation if it is not revised to conform to the code**
Yard setbacks *(Sec 3.6.2.H&L)*	If site abuts a residential zone, buildings must be set back at least 3' for each 1' of building height, but in no case can be less than 20' setback	Does not abut residential zoning	NA	
Wetland/Watercourse Setback *(Sec 3.6.2.M)*	A setback of 25 ft. from wetlands and from high watermark course shall be maintained	Wetland setbacks are shown on Sheet 4. It appears that there may be disturbance to the buffer; A wetland crossing is proposed from a pathway from Unit 4. Additional information such as type of construction, etc. is not provided	No?	**Refer to wetlands review letter for more detail.**
Parking setback screening *(Sec 3.6.2.P)*	Required parking setback area shall be landscaped per sec 5.5.3.	**Unable to determine. Information indicated to be provided with Preliminary site plan for individual units**	**No?**	**Refer to Landscape review for more details.** **Parking lot screening should conform to the code as**

Item	Required Code	Proposed	Meets Code	Comments
				deviations are not currently requested.
Modification of parking setback requirements *(Sec 3.6.2.Q)*	The Planning Commission may modify parking setback requirements based on its determination according to Sec 3.6.2.Q.	Site plan does not conform with front and side yard parking setback requirements	No?	
TC-1 District Required Conditions *(Sec 3.27)*				
Site Plans *(Sec. 3.27.1.A.)*	Site area under 5 acres: Requires Planning Commission approval; Site area over 5 acres: Requires City Council approval upon Planning Commission recommendation	The parent parcel is over 5 acres. Individual lots are less than 5 acres	No?	**Site plan for roads and utilities plan and site condominium, requires City Council approval upon Planning Commission recommendation.** **Site plan approval for individual lots less than require Planning Commission approval, unless Council reserves the right to approval site plans as part of PRO approval**
Parking Setbacks and Screening (3.27.1 D)	20 ft. from ROW (access easement for private roads)	The applicant is proposing a minimum of 20 feet greenbelt from edge is sidewalk (18 ft. setback from edge of access easement)	No	**Setbacks should be measured from edge of access easement. The applicant is requesting a deviation to redefine how setbacks are measured, i.e. to allow measuring setbacks from edge of sidewalk as opposed to from access easement.**
	Surface parking areas must be screened by either a 2.5 ft. brick wall, semitransparent screening or a landscaped berm from all public ROW (access easement for private roads)	A combination of brick wall and a semi-transparent screening is provided on both side of proposed Adell drive	Yes	

Item	Required Code	Proposed	Meets Code	Comments
	For TC-1, No front yard or side yard parking on any non-residential collector.	Not applicable	NA	
Architecture/Pedestrian Orientation (3.27.1 E)	No building in the TC-1 district shall be in excess of one-hundred twenty-five (125) feet in width, unless pedestrian entranceways are provided at least every one-hundred twenty-five (125) feet of frontage.	Not applicable **No maximum length of buildings for TC**	NA	**Note 3 on sheet 02 can be removed as the requirements does not apply for buildings in TC**
Façade materials (Sec. 3.27.1 G)	All sides of the building and accessory buildings must have the same materials. Façade materials may deviate from brick or stone with PC approval.	**Unit 1 I fly:** Elevations provided. Section 9 waiver is supported.	Yes?	**Please refer to Façade review for more details and missing information.** **If deviations are not identified/ requested at this time, the elevations are expected to conform to the code at the time of Preliminary Site Plan approval.** **Section 9 waivers are required for Units 1, 2, 3, 5 and 8.** **It appears that no changes are proposed to the water tower at this time.**
		Unit 2 Planet Fitness: Elevations provided. Incomplete submittal. Deviations identified. Section 9 waiver is not supported	No?	
		Unit 3 Fairfield: Elevations provided. Incomplete submittal. Deviations identified. Applicant agreed to comply at the time of site plan review	No?	
		Unit 4 Temporary parking Lot: Building is not proposed at this time		
		Unit 5 Drury Inn: Elevations provided. Section 9 waiver is supported.	Yes?	
		Unit 6 Restaurant: Elevations not provided		
		Unit 7 Restaurant: Elevations not provided		
		Unit 8 Carvana: Elevations provided. Section 9 waiver is supported.		
		Unit 9 Water Tower:		

Item	Required Code	Proposed	Meets Code	Comments
		Existing non-conforming structure		
Parking, Loading, Signs, Landscaping, Lighting, Etc (Sec. 3.27.1 H)	All loading in TC-1 shall be in rear yards.	Requested rezoning category is TC	NA	**Refer to comments on loading areas on page 18 for more detail.**
	Off-street parking counts can be reduced by the number of on-street parking adjacent to a use	On-street parking is not proposed	NA	
	PC may allow parking requirement reduction when parking areas serve dual functions.	The current revision requests a reduction of parking spaces. It does not request review of shared parking spaces	Yes?	**Staff is not able to confirm the numbers provided as required due to missing information. Refer to page 14 for more information requested**
	Special assessment district for structured park	Not proposed	NA	
Sidewalks required (Sec. 3.27.1 I) .	For TC-1 only, Sidewalks required along non-residential collector to be 12.5 ft. wide.	Not Applicable	NA	
	Direct pedestrian access between all buildings and adjacent areas	Pedestrian access indicated in the current set of plans for all units except 9. The intent appears to be to restrict pedestrian access to Unit 9	Yes	
Bicycle Paths (Sec. 3.27.1 J)	Bike paths required to connect to adjacent residential & non-residential areas.	None provided	NA?	
Development amenities (Sec. 3.27.1 L)	All sites must incorporate amenities such as exterior lighting, outdoor furniture, and safety paths in accordance with Town Center Study Area.	Minimal amenities are proposed ; Four focal areas are provided with enhanced landscaping. Five areas including the area to the south are identified as open space areas, but details such as benches, plazas,	No?	**The applicant is asked to propose more amenities to meet the intent of destination entertainment center as indicated in the narrative.** **The design has more potential for providing more defined public gathering spaces, especially with Unit 4.**

Item	Required Code	Proposed	Meets Code	Comments
		lighting, safety path etc. are not provided. Refer to sheet 19		**Check Landscape plans one more time for amenities details..**
Combination of use groups within a single structure (Sec. 3.27.1 M) *(Sec.3.27.2.B)*	- Additional regulations per Sec. 3.27.1.M and 3.27.2.B apply if combination of uses proposed in same building	Each building stands on its own with a single use	NA	
Street and Roadway Rights-Of-Way (Sec. 3.27.1 N)	Nonresidential collector and local streets shall provide ROWs consistent with DCS standards Roadway width: 36 feet ROW/Access Easement: 70 feet	Roadway width: 36 feet Access Easement: 70 feet	Yes	**Traffic recommends a center turn lane. Refer to Traffic and Engineering comments for more information**
Parking, Handicap Parking and Bike Requirements				
Note: Parking calculations are provided as a separate table. The applicant has listed a column for parking required per ordinance, required per user and proposed. No additional information as requested by staff in earlier reviews is provided. Staff is not able to confirm the numbers provided as required due to missing information. A deviation for reduction in parking is requested, but a justification or shared parking study is provided.				
Required Parking Calculation *(Sec. 5.2.12)* *(Sec. 4.82.2)* **See Individual requirements below**	Unit 1:Per Owner : 38 spaces	Unit 1: 38 Spaces	No?	**Trip generation study provided. Parking for upto 46 spaces is justified. The applicant can consider reducing the parking and comply with the parking setback requirement.**
	Unit 2: For1000 memberships= 182 spaces	Unit 2: 185 Spaces	Yes	**Please provide a tentative number of memberships based on a typical facility**
	Unit 3: Per applicant, Required 138 Spaces Required per users: 129	Unit 3: 129 Spaces	No?	**Provide information such as number of rooms, employees and accessory uses such as banquet halls, if proposed. This determines the minimum required parking.** **A deviation is required as the proposed parking appears to be less than minimum required**
	Unit 4: Per applicant, NA	Unit 4: 38 Spaces	No?	**Provide additional**

Item	Required Code	Proposed	Meets Code	Comments
				information with regards to nature of temporary use, what is the tentative timeline for future development. A reference to seasonal events is eliminated with the current submittal.
	Unit 5: Per applicant, 181 Spaces	Unit 5: 181 Spaces	No?	**Provide information such as number of rooms, employees and accessory uses such as banquet halls, if proposed. This determines the minimum required parking.**
	Unit 6: For 7,000 SF per applicant: 100 spaces	Unit 6: 102 Spaces	No	**Unit 6 does not have minimum required spaces on their own, but have the required spaces for both restaurants together. If Unit 6 built is built prior to Unit 7, it will not have sufficient parking unless all parking is built. Please provide clarification** **A deviation is requested for reduction in parking for Unit 6 and 7 provided cumulative total meets the minimum required for both units together. The applicant should correct the request to reflect the actual deviation requested.**
	Unit 7: For 7,000 SF per applicant: 100 spaces	Unit 7: 84 Spaces	Yes	
	Unit 8: Per Owner: 30 Spaces	Unit 8: 38 Spaces	No?	**Please provide additional information how 30 spaces are determined to be adequate by the owner. A trip generation study is recommended.**
	Unit 9:0	Unit 9: 2 Spaces	Yes?	
	Total Required: 769 Spaces per the applicant	TOTAL PROPOSED: 811 Spaces		**Previously required: 807** **Previously proposed 911** **The plans indicate a reduction in required parking from last submittal without any explanation.**

Item	Required Code	Proposed	Meets Code	Comments
Minimum Parking Required Per Use *(Sec. 5.2.12)*				
The applicant should provide required and proposed parking calculation based on the requirements listed below.				
Unit 1: I FLY: Indoor commercial recreation facilities 1 for 2 people allowed under maximum occupancy (??)	**Unit 2: PLANET FITNESS: Indoor commercial recreation facilities** 30, 000 SF or less: 1 for each 5.5 memberships Greater than 30,000 SF: 1 for each 9 memberships (family or individual)	**Unit 3: FAIRFIELD: Hotel** **Unit 5: Drury: Hotel** 1 for room + 1 per employee + as needed for accessory uses + Banquet Halls (if any) 1 per 3 people @ max. occupancy, whichever is greater		
Unit 4: Temporary Use, future building 7,000 SF. Future use not identified. **A reference to seasonal events removed from plans** **Size of the building will limit any future use; actual size of the building would likely to be less than 7,000 square feet**	**Unit 6 and Unit 7: Sit-down Restaurant** 1 per 70 GLA or 1 per 2 employees + 1 per customer max capacity including waiting areas	**Unit 8: Carvana: Undefined Use**	**Unit 9: Water Tower**	
Barrier Free Spaces *Barrier Free Code* **No deviations since this is a Michigan Building Code requirement*	Unit 1: 2 Regular, 1 Van accessible	Unit 1: 2 Spaces	No	**Minimum required barrier free spaces should be provided**
	Unit 2: 6 Regular, 1 Van accessible	Unit 2: 0 Spaces	No	
	Unit 3: 4 Regular, 1 Van accessible	Unit 3: 2 Spaces	No	
	Unit 4: 1 Regular, 1 Van accessible	Unit 4: 0 Spaces	No	
	Unit 5: 6 Regular, 1 Van accessible	Unit 5: 7 Spaces	Yes	
	Unit 6: 3 Regular, 1 Van accessible	Unit 6: 0 Spaces	No	
	Unit 7: 3 Regular, 1 Van accessible	Unit 7: 0 Spaces	No	
	Unit 8: 1 Regular, 1 Van accessible	Unit 8: 0 Spaces	No	

Item	Required Code	Proposed	Meets Code	Comments
	Unit 9: 0 Spaces	Unit 9: 0 Spaces	No	
Minimum number of Bicycle Parking *(Sec. 5.16.1)*	Unit 1: 8 spaces	Unit 1: 0	No	**Provide information to verify conformance**
	Unit 2: 8-22 spaces	Unit 2: 0	No	
	Unit 3: 4 Spaces	Unit 3: 0	No	
	Unit 4: TBD	Unit 4: 0	No	
	Unit 5: 4 spaces	Unit 5: 0	No	
	Unit 6: 2 – 5 spaces	Unit 6: 0	No	
	Unit 7: 2-5 spaces	Unit 7: 0	No	
	Unit 8: TBD	Unit 8: 0	No	
	Unit 9: NA	Unit 9:0	No	
Minimum Bike Parking Required Per Use (Sec. 5.16)				
The applicant should provide required and proposed parking calculation based on the requirements listed below.				
Unit 1: I FLY **Unit 2: PLANET FITNESS:** **Indoor commercial recreation facilities** 10 % of required/provided car parking, minimum of 8 spaces		**Unit 3: FAIRFIELD: Hotel** **Unit 5: Drury: Hotel** Hotel, minimum of 4 spaces		**Unit 4: Seasonal Events: Undefined** **Undefined**
Unit 6 and Unit 7: Sit-down Restaurant 5 % of required/provided car parking, minimum of 2 spaces		**Unit 8: Carvana: Undefined Use**		**Unit 9: Water Tower**
Parking Lot Design Requirements (Sec. 5.3.2.)				
Parking Space Dimensions and Maneuvering Lanes *(Sec. 5.3.2)*	- 90° Parking: 9 ft. x 19 ft. - 24 ft. two way drives - 9 ft. x 17 ft. parking spaces allowed as long as detail indicates a 4" curb at these locations - 60º 9 ft. x 18 ft.	All appear to be 9 ft. x 19 ft.	No	**The applicant can consider the possibility of reducing the parking spaces and adding more green space if a shared parking agreement is proposed**
Parking lot entrance offset (Sec. 5.3.6)	Parking lot entrances must be set back 25' from any single-family residential district.	Subject property does not abut single-family residential district.	NA	
End Islands *(Sec. 5.3.12)*	- End Islands with landscaping and raised curbs are required at the end of all parking bays that abut traffic circulation aisles.	End islands are indicated as required. Unable to determine the compliance with the requirements	No	**Provide information to verify conformance.** **A landscape island is required every 15 spaces** This information can be

Item	Required Code	Proposed	Meets Code	Comments
	- The end islands shall generally be at least 8 ft. wide, have an outside radius of 15 ft., and be constructed 3 ft. shorter than the adjacent parking stall			provided with Preliminary site plan if it conforms to the code
Parking stall located adjacent to a parking lot entrance (public or private) *(Sec. 5.3.13)*	- Shall not be located closer than twenty-five (25) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer	Unit 1: Not conforming	No	
		Unit 2: appear to comply	Yes	
		Unit 3: appear to comply		
		Unit 4: NA		
		Unit 5: NA		
		Unit 6: NA		
		Unit 7: NA		
		Unit 8: NA		
		Unit 9:NA		
Barrier Free Space Dimensions *Barrier Free Code*	- 8‘ wide with an 8’ wide access aisle for van accessible spaces - 8’ wide with a 5’ wide access aisle for regular accessible spaces	Not indicated	No	This information can be provided with Preliminary site plan if it conforms to the code
Barrier Free Signs *Barrier Free Code*	One sign for each accessible parking space.	Not indicated	No	This information can be provided with Preliminary site plan if it conforms to the code
Bicycle Parking General requirements *(Sec. 5.16)*	- No farther than 120 ft. from the entrance being served - When 4 or more spaces are required for a building with multiple entrances, the spaces shall be provided in multiple locations - Spaces to be paved and the bike rack shall be inverted “U” design - Shall be accessible via 6 ft. paved sidewalk	Not indicated	No	This information can be provided with Preliminary site plan if it conforms to the code **A general location should be indicated on the concept plan**
Bicycle Parking Lot	Parking space width: 6	Not indicated	No	This information can be

Item	Required Code	Proposed	Meets Code	Comments
layout *(Sec 5.16.6)*	ft. One tier width: 10 ft. Two tier width: 16 ft. Maneuvering lane width: 4 ft. Parking space depth: 2 ft. single, 2 ½ ft. double			provided with Preliminary site plan if it conforms to the code
Loading Space (Sec. 5.4.2.)	Loading area required for all uses in Town Center	Unit 1: Not proposed; Request a deviation for lack of loading	**No**	**The applicant has requested a deviation for lack of loading for Unit 1 (I-fly), Unit 3 (Fairfield), Unit 4 (off-street parking), Unit 5 (Drury) and Unit 9 (Water Tower)** **Carvana appears to require loading space for 9-car delivery truck and for single car haulers. They should indicate number of single car haulers that will be parked on site.** **Reasonable justification is not provided to support lack of loading space for hotels. The applicant noted that the deliveries would be done under canopy in front of hotel during off-peak hours** **Loading and unloading operations are typically expected for hotels for food and services.** **Lack of loading may restrict future redevelopment for unit 1 and 4, if the site is every developed for another use than what is being proposed at this time.** **Seasonal events proposed for Unit 4 are not clearly defined. Staff is unable to make a determination whether the deviation can be supported.** **Lack of loading for Unit 9**
		Unit 2: Not provided at this time. Did not request a deviation for lack of loading	**No?**	
		Unit 3: Not proposed; Request a deviation for lack of loading	**No**	
		Unit 4: Not proposed; Request a deviation for lack of loading	**No**	
		Unit 5: Not proposed; Request a deviation for lack of loading	**No**	
		Unit 6: Not shown on plans at this time. Did not request a deviation for lack of loading	**No?**	
		Unit 7: Not shown on plans at this time. Did not request a deviation for lack of loading	**No?**	
		Unit 8: Not shown on plans at this time. Did not request a deviation for lack of loading	**No?**	
		Unit 9: Not proposed; Request a deviation for lack of loading	**No**	

Item	Required Code	Proposed	Meets Code	Comments
				can be supported
Loading Space location (*Sec. 5.4.2)*	- rear yard or - interior side yard beyond the side yard setback for double frontage lots	Unit 1: exterior side yard within building setback, if deviation for lack of loading is not granted	**No**	**In the event the above deviation is not approved, the applicant is proposing to provide a loading space for each unit in the following yards.** **The applicant has requested a deviation for an alternate location for Unit 1 (I-fly), Unit 2 (planet Fitness), Unit 3 (Fairfield), Unit 5 (Drury), unit 6 and 7 (restaurants)** **The applicant should note that this may effect parking counts, which is yet to be verified**
		Unit 2: interior side yard (not double fronted)	**No**	
		Unit 3: interior side yard, if deviation for lack of loading is not granted (not double fronted)	**No**	
		Unit 4: interior side yard, if deviation for lack of loading is not granted (not double fronted)	**No**	
		Unit 5: exterior side yard or front yard under canopy, if deviation for lack of loading is not granted	**No**	
		Unit 6: exterior side yard within building setback	**No**	
		Unit 7: exterior side yard within building setback	**No**	
		Unit 8: exterior side yard within building setback	**No**	
		Unit 9: exterior side yard within building setback, if deviation for lack of loading is not granted	**No**	
Loading Space Area (*Sec. 5.4.2)* In the ratio of 10 sq. ft. per front foot of building.	300 SF	Unit 1: 300 SF, if deviation for lack of loading is not granted	**Yes**	**The applicant has requested a deviation for reduction of for all units except 4 and 9.** **In the event the above deviation is not approved, the applicant is proposing to provide the following square footages** **The applicant should note that this may effect parking counts, which is yet to be verified**
	800 SF	Unit 2: 400 SF (local delivery vehicle)	**No**	
	560 SF	Unit 3: 400 SF (local delivery vehicle)	**No**	
	Building not proposed at this time	Unit 4: Not proposed		
	2000 SF	Unit 5: 400 SF (local delivery vehicle)	**No**	
	1000 SF	Unit 6: 400 SF (local delivery vehicle)	**No**	

Item	Required Code	Proposed	Meets Code	Comments
	900 SF	Unit 7: 400 SF (local delivery vehicle)	**No**	**Carvana appears to require loading space for 9-car delivery truck and for single car haulers. They should indicate number of single car haulers that will be parked on site.**
	750 SF	Unit 8: 750 SF	**Yes**	
	NA	Unit 9:No building		
Loading Space Screening (Sec. 5.4.2 B)	Loading area must be screened from view from adjoining properties and from the street.	Information not provided at this time	**No?**	**A deviation is not requested at this time. Individual users are expected to conform to the requirements at the time of site plan approval.**
Dumpster *Sec 4.19.2.F*	- Located in rear yard - Attached to the building or no closer than 10 ft. from building if not attached - Not located in parking setback - Rear lot abuts ROW, 50 ft. setback required. - Away from Barrier free Spaces	Unit 1: Not shown	No?	**Show dumpster locations for all sites to verify conformance** **If a dumpster is not provided, indicate the means of proposed trash removal** **This is considered a deviation if it is not revised to conform to the code**
		Unit 2: Not shown	No?	
		Unit 3: Rear yard	Yes	
		Unit 4: Not shown	Yes/ No	
		Unit 5: Appears to be in exterior side yard;	**No**	
		Unit 6: Exterior side yard		
		Unit 7: Exterior side yard	No?	
		Unit 8: interior side yard (double fronted lot)	Yes	
		Unit 9: Not shown	No?	
Dumpster Enclosure *Sec. 21-145. (c) Chapter 21 of City Code of Ordinances*	- Screened from public view - A wall or fence 1 ft. higher than height of refuse bin - And no less than 5 ft. on three sides - Posts or bumpers to protect the screening - Hard surface pad. - Screening Materials: Masonry, wood or evergreen shrubbery	Not indicated	No?	This information can be provided with Preliminary site plan if it conforms to the code
Lighting and Photometric Plan *(Sec. 5.7)*				

Item	Required Code	Proposed	Meets Code	Comments
STAFF COMMENT: Photometric plan and additional information is typically required at the time of Final Site Plan when the site is not abutting a residential district.				
Intent *(Sec. 5.7.1)*	Establish appropriate minimum levels, prevent unnecessary glare, reduce spill-over onto adjacent properties & reduce unnecessary transmission of light into the night sky	A plan is provided which indicates street lighting along Adell drive. Lighting and photometric information for rest of the site is not included in the current submittal.	No	
Lighting Plan *(Sec. 5.7.2 A.i)*	Site plan showing location of all existing & proposed buildings, landscaping, streets, drives, parking areas & exterior lighting fixtures			
Building Lighting *(Sec. 5.7.2.A.iii)*	Relevant building elevation drawings showing all fixtures, the portions of the walls to be illuminated, illuminance levels of walls and the aiming points of any remote fixtures.			
Lighting Plan *(Sec.5.7.2 A.ii)*	Specifications for all proposed & existing lighting fixtures			
	Photometric data			
	Fixture height			
	Mounting & design			
	Glare control devices			
	Type & color rendition of lamps			
	Hours of operation			
	Photometric plan illustrating all light sources that impact the subject site, including spill-over information from neighboring properties			
Required Conditions *(Sec. 5.7.3.A)*	Light pole height not to exceed maximum			

Item	Required Code	Proposed	Meets Code	Comments
	height of zoning district (65 ft. for TC)			
Required Conditions *(Sec. 5.7.3.B&G)*	- Electrical service to light fixtures shall be placed underground - Flashing light shall not be permitted - Only necessary lighting for security purposes & limited operations shall be permitted after a site's hours of operation			
Security Lighting *(Sec. 5.7.3.H)* Lighting for security purposes shall be directed only onto the area to be secured.	- All fixtures shall be located, shielded, and aimed at the areas to be secured. - Fixtures mounted on the building and designed to illuminate the facade are preferred.			
Required Conditions *(Sec.5.7.3.E)*	Average light level of the surface being lit to the lowest light of the surface being lit shall not exceed 4:1	Unable to determine		**The applicant has not demonstrated if this can be achieved. This can be demonstrated by providing a lighting plan with assumed light pole locations for an estimated calculation.**
Required Conditions *(Sec. 5.7.3.F)*	Use of true color rendering lamps such as metal halide is preferred over high & low pressure sodium lamps			
Min. Illumination *(Sec. 5.7.3.K)*	Parking areas: 0.2 min			
	Loading & unloading areas: 0.4 min			
	Walkways: 0.2 min			
	Building entrances, frequent use: 1.0 min			
	Building entrances, infrequent use: 0.2 min			
Max. Illumination adjacent to Non-Residential	When site abuts a non-residential district, maximum illumination at			**The applicant has requested a deviation to allow spillover to exceed 1 fc along unit**

Item	Required Code	Proposed	Meets Code	Comments
(Sec. 5.7.3.K)	the property line shall not exceed 1 foot candle			**lines. Staff recommends to limit the deviation to interior side lot lines one.**
Cut off Angles *(Sec. 5.7.3.L)*	When adjacent to residential districts: - All cut off angles of fixtures must be 90° - maximum illumination at the property line shall not exceed 0.5 foot candle			
Building Code and Other Requirements				
Accessory Structures *(Sec. 4.19)*	-Each accessory building shall meet all setback requirements for the zoning district in which the property is situated -Shall meet the façade ordinance standards	A gazebo is proposed on Unit 4. Additional information is not proposed at this time.	**No?**	**If Gazebo exceeds 200 square feet, which it appears to exceed, then it should comply with Façade requirements or seek necessary Façade deviations.** **Other structures such as flag poles, generators, smoke shelters, carports etc are subject to accessory structures regulations. Accessory structures other than flag poles should be located in rear yard only.**
Exterior Building Wall Façade Materials (Sec. 5.15) (Sec. 3.27.1.G)	Façade Region: 1	Elevation drawings submitted for some of the units	Yes/No	**See Façade review for additional comments and further detail**
Roof top equipment and wall mounted utility equipment *Sec. 4.19.2.E.ii*	All roof top equipment must be screened and all wall mounted utility equipment must be enclosed and integrated into the design and color of the building	Elevations are not provided for all units	No	This information can be provided at the time of Preliminary site plan that conforms to the code
Building Code	Building exits must be connected to sidewalk system or parking lot.	Sidewalks not shown on the plans	No	This information can be provided at the time of Preliminary site plan that conforms to the code
Design and	Land description, Sidwell	Provided	Yes	

Item	Required Code	Proposed	Meets Code	Comments
Construction Standards Manual	number (metes and bounds for acreage parcel, lot number(s), Liber, and page for subdivisions).			
General layout and dimension of proposed physical improvements	Location of all existing and proposed buildings, proposed building heights, building layouts, (floor area in square feet), location of proposed parking and parking layout, streets and drives, and indicate square footage of pavement area (indicate public or private).	Not provided; Submittal is not complete	No	**Provide additional information as requested in all reviews to verify conformance and identify deviations.**
Economic Impact	- Total cost of the proposed building & site improvements - Number of anticipated jobs created (during construction & after building is occupied, if known)	200-300 temporary or permanent jobs $125 million development per applicant	Yes	Included in the cover letter under benefits to public with initial submittal
Signage **See link below (Chapter 28, Code of Ordinances)**	- Signage if proposed requires a permit. - Signage is not regulated by the Planning Commission or Planning Division.	The current site plan drawings indicate signage on some of the elevations provided	Yes/No	**Refer to comments provided by our Ordinance department on a separate packet** It is unclear whether signage deviations (City Code) are appropriate as part of the PRO process (Zoning Ordinance), also staff is unable to identify all the deviations that are required at this time.
Property Address	The applicant should contact the Building Division for an address prior to applying for a building permit.	One is not required at this time. Individual lot address would require separate addresses at a later time	**No**	Submit address application after Final Site Plan approval.
Project and Street Naming Committee	Some projects may need approval from the Street and Project Naming Committee.	The applicant requested a name change for Expo drive to Adell drive. It was approved by the	Yes?	**The project name 'Adell Center' would require the Committee approval as well. Please submit an**

Item	Required Code	Proposed	Meets Code	Comments
		Committee, but still would require City Council approval		**application for the project name approval.** **Contact Hannah Smith at 248-347-0579 for more information on application and process**
Master Deed	Master Deed should be approved for site condominiums prior to stamping set approval	The applicant is proposing to develop the property as a Site Condominium	No	**A site condominium approval is required prior to start working on a Master Deed**
Future Easements	- A 60 feet ROW with additional 10 feet access easement or 70 feet access easement is required for proposed Adell drive	A 70 feet access easement is provided A conservation easement is not proposed Cross access/parking easements are required The existing well is proposed to remain on the west of parking lot in Unit 1. An easement would be required for this item.	Yes?	
Existing Easements	**Existing ALTA survey (Sheet 6) should be updated to include Future ROW. Related Libel and Page numbers should be listed.** Provided Libel and Page number for temporary construction easement in southern part and any other existing easements.			

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

PARKING MEMO

August 13, 2018

MEMORANDUM

TO: **PLANNING COMMISSION**

FROM: SRI RAVALI KOMARAGIRI, PLANNER

THRU: BARBARA MCBETH, *AICP*, CITY PLANNER

SUBJECT: ESTABLISHING MINIMUM PARKING REQUIREMENT FOR ADELL CENTER DEVELOPMENT

DATE: AUGUST 13, 2018

The intent of the memo is to summarize all comments related to parking requirement for the proposed rezoning for Adell center. These comments have been consistently repeated from the time of the Pre-application meeting. Parking is a fundamental requirement for a successful development. The following table is provided by the applicant on the current revised plans, based on each unit owner's current parking requirement:

Table 1: Parking Calculations and deviations requested <u>by the applicant (not verified by staff)</u>

Unit	*Required parking per ordinance*	*Required Parking per user*	*Parking proposed*	*Deviation Requested*
Unit 1	*38*	*38*	*52*	
Unit 2	*182*	*182*	*185*	
Unit 3	*138*	*129*	*129*	*Yes, reduction of 9*
Unit 4	*N/A*	*-*	*38*	
Unit 5	*181*	*181*	*181*	
Unit 6	*100*		*102*	*Yes, see note below*
Unit 7	*100*		*84*	*Yes, see note below*
Unit 8	*30*	*30*	*38*	
Unit 9		*Yes*		

Note: This deviation is request is to allow the users if units 6 and 7 to share parking based on the current zoning requirements, at the time of this submittal, the building sizes and layouts for units 6 and 7 have not been finalized. This deviation request would allow sharing of parking between units 6 and 7, but not a reduction in overall parking requirements between these two units.

As listed above, the applicant has provided the total number of parking spaces required per ordinance, spaces required per user and spaces proposed. **<u>There is no supporting data that shows how the applicant has arrived at these numbers, except for I-fly.</u>** Information that the City normally would need includes things such as parking counts per use or site based, for example, on the number of hotel rooms and amount of banquet space (for the hotel uses) and/or the number of seats or employees for the restaurants proposed. Please refer to Table 2 for more detail.

Table 2: Additional information required to establish the minimum requirement as listed in section 5.2.12		
Unit/ End User/ Use Type (Section 5.2.12)	**Ordinance Requirement** (Section 5.2.12)	**Additional information Required**
Unit 1: **I-Fly** Indoor Recreational Facility	1 for 2 people allowed under maximum occupancy	I-fly has provided a Trip generation data that included parking demand information based on one ifly site on Frisco, TC. IT estimated a weekday parking demand of 36 spaces and weekend demand of 38 spaces for a 10,000 square foot building with 70 feet tall chamber. The applicant is currently proposing a 6,000 square feet building. I-fly site proposes 52 parking spaces at the moment and is requesting a 0 parking setback from the side yard. Based on data provided, staff and City's Traffic Consultant believe that a total of 46 spaces are justified. The applicant has an option to reduce the parking and propose more green space, possibly conform to the side yard parking setback.
Unit 2: **Planet Fitness** Indoor Recreational Facility	30, 000 SF or less: 1 for each 5.5 memberships*	Facility Size: 20,000 SF Provide - Estimated memberships
Unit 3: **Fairfield Inn & Suites** Hotel	1 for room + 1 per employee + as needed for accessory uses + Banquet Halls (if any) 1 per 3 people @ max. occupancy	Provide - Number of rooms, - Number of employees and - List of accessory uses such as banquet halls, if proposed
Unit 4:**Temporary Parking Lot** Future Use not determined	N/A	Future building 7,000 SF. Future use not identified. A reference to seasonal events removed from plans

		Size of the building will limit any future use; actual size of the building would likely to be less than 7,000 square feet
Unit 5: **Drury Inn & Suites** Hotel	1 for room + 1 per employee + as needed for accessory uses + Banquet Halls (if any) 1 per 3 people @ max. occupancy	Provide - Number of rooms, - Number of employees and - List of accessory uses such as banquet halls, if proposed
Unit 6: **Restaurant** Sit-down restaurant	1 per 70 GLA or 1 per 2 employees + 1 per customer max capacity including waiting areas, whichever is greater	Provide - Gross Leasable Area - Estimated number of employees - Estimated number of seats - Estimated maximum capacity including waiting areas Unit 6 does not have minimum required spaces on their own, but have the required spaces for both restaurants together. If Unit 6 built is built prior to Unit 7, it will not have sufficient parking unless all parking is built.
Unit 7: **Restaurant** Sit-down restaurant	1 per 70 GLA or 1 per 2 employees + 1 per customer max capacity including waiting areas	
Unit 8: **Carvana** Unlisted Use	Unlisted Use	Carvana stated that "On average, our Vending Machine facilities have anywhere from 35-45 surface parking spaces' in a project narrative submitted for Unlisted Use determination under separate cover. There is no Trip generation study provided as iFly. The current concept plan only proposes 30 spaces which is less than the average. **Provide** - Number of employees (10-12 customer service advocates. Indicate if there are additional employees) - number of typical customer visits for a similar facility at a different

		location (A trip generation study) - reserved parking for delivered vehicles etc.
Unit 9: **Water Tower** Existing structure	Not Applicable	Two spaces are proposed

With the current revised submittal, proposed parking spaces are reduced from 911 to 811 (reduction of 100 spaces), most likely due to roadway expansion. Required parking spaces are reduced by 36 spaces from last submittal, because the applicant has eliminated Unit 4 parking from required calculations. Based on the calculations, the applicant has provided, which the staff is unable to confirm at this time, it appears that excess 42 spaces are proposed within the development. Of those, 38 are proposed on Unit 4. If Unit 4 is considered overflow parking for the development, then its possible future development would eliminate the parking overage.

Revised Concept Plan

Based on the preliminary review of the PRO Concept plan, staff identifies the following items may result in further reduction of parking spaces. There may be other reasons that may be identified at the time of site plan review:

1. Proposed location for loading spaces. In case of Carvana, additional parking spaces for single car haulers.
2. Proposed location for dumpster location
3. To keep the parking bay no longer than 15 parking spaces
4. Changes to driveway dimensions to meet the fire code requirement, for south east parking lot on Unit 5
5. Conflicts with parking lot landscape requirements

Staff has been requesting to provide a revised Concept Plan to indicate all this information with the current PRO plan, so that staff can confirm total parking that can be proposed for this development for all uses.

The applicant is currently requesting to approve the PRO Concept plan based on the calculations provided in Table 1, which the staff has not yet verified. **The applicant should provide information requested by staff in in the Table 2 above so that staff can establish the minimum parking requirement, i.e. verify applicants counts listed in Table 1.** Establishing the minimum required parking will indicate the buffer available for possible loss of spaces for reasons listed above. The applicant should note that any further reduction to established minimum parking requirement would warrant a shared parking study or an amendment to PRO agreement for reduction in parking requirement at that time, by the individual user who makes the request. The scope of work for a shared parking will be determined based on the units affected by the request at that time and would need to be agreed to by all affected units. **Staff continues to recommend that a shared parking study may be beneficial, if the proposed sites are not expected to have overlapping parking needs**

throughout the day. This would eliminate the need to base a recommendation on assumptions.

The City staff and consultants are unable to determine the nature and extent of the variance or deviation requested as part of the PRO. The materials and documentation provided so far is insufficient for the review required.

ENGINEERING REVIEW

August 09, 2018

PLAN REVIEW CENTER REPORT

August 9, 2018

Engineering Review

Adell Center
JSP18-0027

Applicant
Orville Properties LLC

Review Type
PRO revised Concept Plan

Property Characteristics

- Site Location: West of Novi Road, North of Crescent Drive
- Site Size: 22.48 acres
- Plan Date: 07/19/2018
- Design Engineer: Greentech Engineering, Inc.

Project Summary

- Construction of roads and utilities to serve multiple commercial developments on the site.
- Water service would be provided by two connections to existing City water main south of site at Crescent Boulevard, and west of the development for a looped system.
- Sanitary sewer service would be provided extension of sanitary sewer from existing 15-inch sanitary sewer southwest of the site.
- Storm water would be collected by a single storm sewer collection system. The site is located within the drainage area for the C&O Regional detention basin. Restricted discharge via the Walled Lake Branch of the Middle Rouge is proposed with bankfull storage provided in a proposed underground detention system.

Recommendation
Approval of the PRO Concept and Storm Water Management Plan is recommended.

Comments:

The PRO Concept plan meets the general requirements of Chapter 11 of the Code of Ordinances, the Storm Water Management Ordinance and/or the Engineering Design Manual, with items to be addressed with future submittals:

Additional Comments (to be addressed upon Preliminary Site Plan submittal)**:**

1. A right-of-way permit will be required from the City of Novi for work in the Crescent Boulevard and Expo Center Drive right-of-way.
2. Refer to Section 26.5-35 for requirements for private roadways:
    a. A private maintenance covenant is required for any private street.
    b. Per Section 26.5-35(h), a statement is required on any plan containing a private street with the following language: "City of Novi has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plan".
3. Soil borings shall be provided for a preliminary review of the constructability of the proposed development (roads, underground detention, etc.). Borings identifying soil types, and groundwater elevation should be provided at the time of Preliminary Site plan.
4. Non-domestic user survey forms will be required from each occupant with the site plan submittals for development of each unit.
5. A stub street to the property boundary at intervals not to exceed 1,300 feet along the perimeter is required by ordinance. **A request for variance from Appendix C Section 4.04(A)(1) of the Novi City Code can be requested.** City staff supports this request.
6. The length of Adell Drive exceeds the maximum cul-de-sac street length of eight hundred (800) feet. **A variance from Section 11-194(a)7 of the Design and Construction Standards can be requested.** Staff can support this request.
7. A letter from either the applicant or the applicant's engineer must be submitted with the Preliminary Site Plan submittal highlighting the changes made to the plans addressing each of the comments in this review.

Utilities

8. Minimum water main size on the site shall be 12-inch to serve the development.
9. Fire hydrants shall be provided as required by the Fire Marshal, generally at no more than five hundred (500) foot intervals and such that no part of a building is more than three hundred (300) feet of hose length from a hydrant.
10. Valves shall be provided to limit pipe runs to a maximum of eight hundred (800) feet between valves.
11. Confirm size and location of sanitary sewer and sewer easement to the southwest to determine if any off site easements are needed for proposed sanitary sewer extension.
12. Each building is required to have a unique sanitary sewer monitoring manhole, within a dedicated 20-foot wide access easement to the monitoring manhole from the public right-of-way (rather than a public sanitary sewer easement).

13. Revise the sanitary sewer alignment to outside the sidewalk. Water main and sewer main can be placed along the same or opposite sides Adell Drive to minimize utility crossings and conflicts.

Paving & Grading & Floodplain

14. Provide existing topography and 2-foot contours extending at least 100 feet past the site boundary. Any off-site drainage entering this site shall be identified.
15. Site grading shall be limited to 1V:4H (25-percent), excluding landscaping berms.
16. Provide spot grades along property lines adjacent to perimeter curb line to demonstrate that site drainage is self-contained.
17. Show the limits of the 100-year floodplain and floodway and Base Flood Elevations for the Walled Lake Branch of the Middle Rouge River.
18. A City of Novi floodplain use permit may be required for any proposed floodplain impact. An MDEQ floodplain use permit may also be required for discharge to the Middle Rouge. The applicant will need to confirm any required MDEQ permitting.
19. The secondary access road to the west is proposed with a temporary gravel surface within the limits of the Unit 2 lot. **A request for variance from Section 11-194(a)19 of the Design and Construction Standards can be requested for gravel surface for the secondary emergency access road.** This request may be supported for a short-term, temporary solution only. The developer may be responsible for paving of the access route depending on the timing of the build out of Unit 2.
20. An emergency access easement is required on Units 2 and 9 for the 20 foot secondary emergency access route shown on the plans.

Storm Sewer

21. A minimum cover depth of 3 feet shall be maintained over all storm sewers.
22. An easement is required over the storm sewer accepting and conveying off-site drainage.

Storm Water Management Plan

23. The Storm Water Management Plan (SWMP) shall comply with the Storm Water Ordinance and Chapter 5 of the Engineering Design Manual (refer to the runoff coefficients, 1V:4H allowable basin slopes, etc.).
24. The conceptual storm water management plan indicates underground storage in three locations sized for bankfull volume. Indicate the proposed location of each first flush storm water quality treatment unit for each building unit and the roadway. Each unit will require its own Storm Drain Facility Maintenance Easement Agreement.
25. Provide supporting calculations for runoff coefficient determination. A runoff coefficient of 0.35 shall be used for all turf grass lawns (mowed lawns).

26. Identify the location of each underground detention outlet control structure and indicate the invert elevation where discharging to the Walled Lake Branch of the Middle Rouge. MDEQ permitting will be required for any new outlet locations.
27. An adequate maintenance access route to the outlet structures and any other pretreatment structures shall be provided (15 feet wide, maximum slope of 1V:5H, and able to withstand the passage of heavy equipment). The access route(s) must not conflict with proposed landscaping.
28. A Storm Drain Facility Maintenance Easement Agreement and access easement the outlet structures will be required for the underground detention units.
29. Indicate the overland routing or storm sewer bypass designed for the event that the underground system cannot accept flow.
30. Provide a soil boring in the vicinity of the proposed underground detention system to determine bearing capacity and the high water elevation of the groundwater table.
31. Provide a cross-section of each underground detention system showing critical elevations (low water, and bankfull high water, and pavement elevation). Ensure at least 1 ft. of freeboard between the high water elevation and the subgrade elevation under the pavement.
32. The underground detention system(s) shall be kept outside the influence of any planting areas.

Off-Site Easements

33. Any required off-site easements must be executed prior to final approval of the plans. Drafts shall be submitted at the time of the Preliminary Site Plan submittal.

The following must be provided at the time of Preliminary Site Plan submittal:

34. A letter from either the applicant or the applicant's engineer must be submitted with the Preliminary Site Plan highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved.

The following must be submitted at the time of Final Site Plan submittal:

35. A letter from either the applicant or the applicant's engineer must be submitted with the Final Site Plan highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved.
36. An itemized construction cost estimate must be submitted to the Community Development Department at the time of Final Site Plan submittal for the determination of plan review and construction inspection fees. This estimate should only include the civil site work and not any costs associated with construction of the building or any demolition work. ***The cost estimate must be itemized*** for each utility (water, sanitary, storm sewer), on-site paving, right-of-way paving (including proposed right-of-way), grading, and the storm water basin (basin construction, control structure, pretreatment structure and restoration).

37. Draft copies of any off-site utility easements, a recent title search, and legal escrow funds must be submitted to the Community Development Department for review and approved by the Engineering Division and the City Attorney prior to being executed.

The following must be submitted at the time of Stamping Set submittal:

38. A draft copy of the maintenance agreement for the storm water facilities, as outlined in the Storm Water Management Ordinance, must be submitted to the Community Development Department. Once the form of the agreement is approved, this agreement must be approved by City Council and shall be recorded in the office of the Oakland County Register of Deeds.
39. A draft copy of the 20-foot wide easement for the water main to be constructed on the site must be submitted to the Community Development Department.
40. A draft copy of the 20-foot wide easement for the sanitary sewer to be constructed on the site must be submitted to the Community Development Department.
41. A 20-foot wide drainage easement where off-site drainage is conveyed via storm sewer within the development.
42. A draft copy of the emergency access easement across Units 2 and 9.
43. Executed copies of reviewed and approved off-site easements, if applicable.

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

Please contact Darcy Rechtien at (248) 735-5695 with any questions.

Darcy N. Rechtien

Darcy N. Rechtien, P.E.

cc: Sri Komaragiri, Community Development
Theresa Bridges, Engineering
George Melistas, Engineering

LANDSCAPE REVIEW
August 08, 2018

PLAN REVIEW CENTER REPORT

August 8, 2018

PRO Revised Concept Site Plan

Adell Center

Review Type | **Job #**

Rezoning Revised Concept Plan Landscape Review | JZ18-0024

Property Characteristics:

- Site Location: Northwest of Novi Road/Crescent Drive.
- Site Zoning: Expo – Proposed rezoning to TC with PRO
- Adjacent Zoning: North: I-96, East: TC, South: TC/I-1, West: I-2
- Plan Date: July 19, 2018

Recommendation:

This concept plan, which only covers the internal drive and I-96 frontage, is **recommended for approval**. The landscaping along Adell Drive has adopted some of the recommendations from the Town Center Study to provide a link with adjacent sites in the Town Center District. This is appreciated. Some revisions are necessary to meet all ordinance requirements, but most don't need to be considered as deviations. They can be handled as part of the site plan approval process.

Please note that this recommendation for approval is just based on the plans submitted for the internal drive and I-96 frontage, as no landscape plans for the individual units were provided except for the greenbelt plantings. As such, it is assumed that each unit's other landscaping (parking lot interior and perimeter, building foundation, and loading zone screening) will meet all landscaping requirements. If any landscape deviations are requested for a unit, that unit's site plans will need to be submitted for consideration by City Council.

GENERAL NOTE: Please add call-outs on Sheets L-1 and L-2, labeling each Focus area with the area label shown on L-3 and making clear that they will be constructed as Part of Phase I.

LANDSCAPE DEVIATIONS NOTED ON OVERALL PLAN:

Units 2, 4, 7 have parking bays greater than 15 contiguous spaces. ***This deviation is not supported by staff.*** If islands 10 feet across (at back of curb) and 200 sf in area minimum are added to decrease the bays to no more than 15 contiguous spaces, and at least 1 deciduous canopy tree is planted in each of those islands, the deviations can be avoided.

Ordinance Considerations:

This project was reviewed for conformance with Chapter 37: Woodland Protection, Zoning Article 5.5 Landscape Standards**,** the Landscape Design Manual and any other applicable provisions of the Zoning Ordinance. Items in **bold** below and on the accompanying Landscape Chart must be addressed and incorporated as part of the Preliminary Site Plan submittal. Underlined items must be addressed and incorporated as part of the Final Site Plan submittal. On the Landscape Chart, items that need to be addressed on the units' landscape plans are noted. Please follow guidelines of the Zoning Ordinance and Landscape Design Guidelines. This review and the accompanying landscape chart are summaries and are not intended to substitute for any Ordinance.

Existing Soils (Preliminary Site Plan checklist #10, #17)

Provided

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

1. Provided.
2. **Please add all proposed lighting fixtures to the landscape plans to help avoid conflicts.**

Existing Trees (Sec 37 Woodland Protection, Preliminary Site Plan checklist #17 and LDM 2.3 (2))

1. A tree survey is provided.
2. It appears that all but two non-regulated trees, north of the stream, will be removed. Two trees within the regulated woodland are shown as being removed and will be replaced with nine trees.

Proposed topography. 2' contour minimum (LDM 2.e.(1))

1. Conceptual berms along Adell Drive are shown on the landscape plans.
2. A berm is also proposed along the I-96 frontage. **That berm should undulate in height, with a minimum height of 36".** No berm is required for Unit 1, where the building fronts directly on the I-96 right-of-way or in front of the sign at the east end of the site.

Street Tree Requirements (Zoning Sec. 5.5.3.E.i.c and LDM 1.d.)

1. Street trees are not required along I-96, or in the TC district.
2. The area between the sidewalk and curb has been widened to 8 feet. Thank you.
3. 57 of the required greenbelt trees along Adell Drive are proposed as street trees. This is acceptable and appreciated.

Adjacent to Public Rights-of-Way – Berm (Wall) & Buffer (Zoning Sec. 5.5.3.B.ii and iii)

I-96**.**

1. A 36" berm is proposed for all of the frontage except between the cul-de-sac and the I-96 right-of-way, where a wall is proposed
2. **The berm should have undulations with a minimum height of 36".**
3. **The wall should be at least 36" high to screen headlights from reaching I-96.**
4. The required 20 foot minimum greenbelt for areas adjacent to parking is provided along the entire I-96 frontage.
5. An acceptable number of canopy and subcanopy trees are provided. See the landscape chart for calculations.
6. **Some of the subcanopy trees along the I-96 berm should be changed to canopy trees to meet the parking lot perimeter tree requirements.**

Adell Drive**.**

1. A mix of berm, 2.5' tall brick wall and 2.5' brick pilasters and ornamental fencing, as requested in the Town Center Study, is provided along both sides of Adell Drive.
2. The 20 foot greenbelt starts at the back edge of the sidewalk. The unit lines are drawn to the back of curb, not 1' behind the sidewalk as is typically the case.
3. An acceptable number of canopy and subcanopy trees are provided. See the landscape chart for calculations.

Corner Clearance (Zoning Sec 5.9)

1. Provided.
2. **Please adjust the trees at the new Unit 7 entrance to take them out of the corner clearance zones.**

Parking Lot Landscaping – interior and perimeter (Zoning Sec. 5.5.3.C.)

1. No landscape plans for the units are provided.
2. **The site plans for each unit must conform to the ordinance requirements or the unit's site plans must be taken through the process and back to the City Council for whatever landscape waivers are requested.**

Snow Deposit (LDM.2.q.)

1. Snow deposit areas are shown on the site, along with a note that snow will be deposited along the edge of the road.
2. **Please add at least one snow deposit area along Adell Drive for snow that can't be handled along the side of the road.**

Building Foundation Landscape Requirements (Sect 5.5.3.D)

No building foundation landscaping or landscape areas are indicated for any of the units. The landscaping must comply with the ordinance or the unit(s) with non-compliant foundation landscaping will need to go to City Council for approval of the deviations.

Transformer/Utility Box Screening (Zoning Sec 5.5.3.D.)

When utility box locations are provided, required screening should be added to plan and plant list.

Storm Basin Landscape (Zoning Sec 5.5.3.E.iv and LDM 1.d.(3)

1. As only underground storm water detention is proposed, no detention landscaping is required.
2. If any surface level detention is required or proposed, the required detention basin landscaping must be provided.

Plant List (LDM 2.h. and t.)

1. Plant lists for the I-96 and Adell Drive greenbelts, and the focus areas, are provided.
2. Since no list is proposed for the units, it is assumed that plant lists conforming to city requirements will be provided for those units with their site plans.
3. **Please adjust each plant list as necessary to provide species native to Michigan for at least 50% of the species used.**

Planting Notations and Details (LDM)

Provided

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

Irrigation plan for landscaped areas or an alternative plan for ensuring that plants get the water required for establishment and long-term survival is required for Final Site Plans.

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

Rick Meader

Rick Meader – Landscape Architect

LANDSCAPE REVIEW SUMMARY CHART – PRO Concept Plan

Review Date: August 8, 2018
Project Name: JZ18 – 0024: Adell Center PRO
Plan Date: July 19, 2018
Prepared by: Rick Meader, Landscape Architect E-mail: rmeader@cityofnovi.org; Phone: (248) 735-5621

Items in **Bold** need to be addressed by the applicant before approval of the Preliminary Site Plan. Underlined items need to be addressed for Final Site Plan. *Italicized* comments need to be addressed on individual units' plans.

NOTE: THE COMMENTS BELOW PERTAIN TO THE OVERALL DEVELOPMENT AND THE CENTRAL DRIVE ONLY (Designated on the Landscape Plans as Phase 1). FINAL REVIEWS OF EACH UNIT WILL BE REQUIRED WHEN THEIR LANDSCAPE PLANS ARE PROVIDED (Designated on the Landscape Plan as Future Phases).

DEVIATIONS FROM REQUIREMENTS NOTED:
Units 2, 4, 7 have parking bays with more than 15 contiguous spaces shown on the overall concept plan. These deviations are not supported by staff.

LANDSCAPE INFORMATION NOT PROVIDED FOR ANY OF THE INDIVIDUAL UNITS:
1. Parking lot landscaping calculations and plantings.
2. Building foundation landscaping calculations and plantings.
3. Loading zones and required screening for them.
4. Utility box screening.

Since this information is not provided, and the applicant is requesting approval for the entire site at this time, each individual unit must meet all landscaping requirements applicable to the zoning and use. If any landscape deviations are required by a unit's landscape plans, that project will have to be taken to City Council for approval of those deviations.

GENERAL NOTE: Please add call-outs on Sheets L-1 and L-2, labeling each Focus area with the area label shown on L-3 and making clear that they will be constructed as Part of Phase I.

Item	Required	Proposed	Meets Code	Comments
Landscape Plan Requirements (LDM (2)				
Landscape Plan *(Zoning Sec 5.5.2, LDM 2.e.)*	▪ New commercial or residential developments ▪ Addition to existing building greater than 25% increase in overall footage or 400 SF whichever is less. ▪ 1"=20' minimum with proper North. Variations from this scale can be approved by LA ▪ Consistent with plans throughout set	Landscape plans: 1"=40' Focal areas: 1"=20'	Yes	*Please use a 1"=20', minimum scale for the building foundation planting designs when they are provided.*
Project Information	Name and Address	Yes	Yes	

Item	Required	Proposed	Meets Code	Comments
(LDM 2.d.)				
Owner/Developer Contact Information *(LDM 2.a.)*	Name, address and telephone number of the owner and developer or association	Yes	Yes	
Landscape Architect contact information *(LDM 2.b.)*	Name, Address and telephone number of RLA	Yes	Yes	
Sealed by LA. *(LDM 2.g.)*	Requires original signature	Yes	Yes	Need for Final Site Plans
Miss Dig Note (800) 482-7171 *(LDM.3.a.(8))*	Show on all plan sheets	Yes	Yes	
Zoning *(LDM 2.f.)*	Include all adjacent zoning	Parcel: EXPO Rezone to TC w/PRO North: I-96 East: TC South: TC/I-1 West: I-2	Yes	
Survey information *(LDM 2.c.)*	▪ Legal description or boundary line survey ▪ Existing topography	Sheets 6-9	Yes	
Existing plant material Existing woodlands or wetlands *(LDM 2.e.(2))*	▪ Show location type and size. Label to be saved or removed. ▪ Plan shall state if none exists.	Sheets 17-18	Yes	**See ECT review for detailed discussion of woodland replacement requirements.**
Soil types *(LDM.2.r.)*	▪ As determined by Soils survey of Oakland county ▪ Show types, boundaries	Sheet 5	Yes	
Existing and proposed improvements *(LDM 2.e.(4))*	Existing and proposed buildings, easements, parking spaces, vehicular use areas, and R.O.W	Yes	Yes	
Existing and proposed utilities *(LDM 2.e.(4))*	• Overhead and underground utilities, including hydrants • Show all light posts on landscape plan	Proposed storm sewer, water and sanitary are provided.	Yes	**1. Please add all lighting fixtures to the landscape plan to avoid conflicts.** *2. Please show all lighting fixtures on the units' landscape plans to avoid conflicts.*
Proposed grading. 2' contour minimum *(LDM 2.e.(1))*	Provide proposed contours at 2' interval	• Contours showing a 3' berm along parts	Yes	**1.** No berms are required along Adell Drive so their height

Item	Required	Proposed	Meets Code	Comments
		of Adell Drive are provided. • Contours showing a 3' berm along I-96 frontage are provided.		can be less than 36" if desired. **2. The berm along I-96 needs to undulate in height, with a 36" minimum height to screen the vehicles from view of I-96.** ***3.*** *As the berms are shown on the PRO plan, they must be built per the approved PRO plan by the units' developers.*
Snow deposit *(LDM.2.q.)*	Show snow deposit areas on plan	A note indicates that the snow will be deposited along the drive.	Yes/No	**1. Please indicate at least one area for deposit of excess snow that won't fit along the road (such as for the cul-de-sac).** *2. Please indicate snow deposit areas for each unit that won't harm landscaping.*
LANDSCAPING REQUIREMENTS				
Parking Area Landscape Requirements LDM 1.c. & Calculations (LDM 2.o.)				
General requirements *(LDM 1.c)*	▪ Clear sight distance within parking islands ▪ No evergreen trees	No landscaping shown yet	*TBD*	
Name, type and number of ground cover (LDM 1.c.(5))	As proposed on planting islands	Sod is indicated to cover the area between sidewalk and curb for Phase 1	Yes/No	*Please indicate proposed ground covers on all areas of plan.*
General *(Zoning Sec 5.5.3.C.ii)*				
Parking lot Islands *(a, b. i)*	▪ A minimum of 200 SF to qualify ▪ A minimum of 200sf unpaved area per tree planted in an island ▪ 6" curbs ▪ Islands minimum width 10' BOC to BOC	Conceptual parking lot islands are shown on overall plan, but individual lot plans were not provided to verify their sizes.	*TBD*	*1. Please label SF of individual islands' unpaved area (should not include sidewalks) on unit landscape plans.* *2. Please dimension widths of islands on those plans.* 3. *Please increase widths and/or areas of islands as necessary to meet*

Item	Required	Proposed	Meets Code	Comments
				the requirements.
Curbs and Parking stall reduction *(c)*	Parking stall can be reduced to 17' and the curb to 4" adjacent to a sidewalk of minimum 7 ft.	Conceptual parking lot islands are shown on overall plan, but individual lot plans were not provided to verify their sizes.	*TBD*	*Please dimension parking spaces on units' plans.*
Contiguous space limit *(i)*	Maximum of 15 contiguous spaces	Several units have bays greater than 15 spaces long (Units 2, 4, 7)	No	1. The proposed conceptual parking lot layouts for units 2, 4 and 7 include deviations that are not supported by staff. **2. Please add interior islands in those units to break up long bays and enlarge endcap islands as necessary to support at least 1 canopy tree so no landscape deviations are required.** 3. *Each endcap island and interior island needs to have at least 1 deciduous canopy tree planted in it.*
Plantings around Fire Hydrant *(d)*	No plantings with matured height greater than 12' within 10 ft. of fire hydrants or utility structures, or 5' from underground utility lines.	Proper spacing is provided.	Yes	*1. Please provide proper spacing from all utility lines and structures.* *2. Please lay out utilities to remove conflicts with trees to be planted in interior islands, and parking lot perimeters.*
Landscaped area *(g)*	Areas not dedicated to parking use or driveways exceeding 100 sq. ft. shall be landscaped	TBD	TBD	*This will be verified when the individual units' landscape plans are provided.*
Clear Zones (LDM 2.3.(5))	25 ft corner clearance required. Refer to Zoning Section 5.5.9	Clear zones are provided and trees are not located within them for all but the new entry to Unit 7	Yes/No	**1. Please add clear zones for Unit 7's new entry and adjust trees as necessary.** *2. Please provide clear zones as necessary.*

Item	Required	Proposed	Meets Code	Comments
Category 1: For OS-1, OS-2, OSC, OST, B-1, B-2, B-3, NCC, EXPO, FS, TC, TC-1, RC, Special Land Use or non-residential use in any R district *(Zoning Sec 5.5.3.C.iii)*				
A = Total square footage of vehicular use areas up to 50,000sf x 7.5%	• A = x sf * 7.5 % = A sf • x * 7.5% = A sf	TBD	*TBD*	*Please show parking lot Vehicular Use Areas and areas for each unit on their landscape plans.*
B = Total square footage of additional paved vehicular use areas (not including A or B) over 50,000 SF) x 1 %	• B = x sf * 1% = B sf • (xxx – 50000) * 1% = B sf	TBD	*TBD*	*Please show parking lot Vehicular Use Areas and areas for each unit on their landscape plans.*
Category 2: For: I-1 and I-2 (Zoning Sec 5.5.3.C.iii)				
A. = Total square footage of vehicular use area up to 50,000 sf x 5%	A = x sf * 5% = A sf	NA		
B = Total square footage of additional paved vehicular use areas over 50,000 SF x 0.5%	B = 0.5% x 0 sf = B SF	NA		
All Categories				
C = A+B Total square footage of landscaped islands	xxx + xxx = xx SF	xxx sf	*TBD*	1. *Please show calculations for each unit on their plans.* 2. *Please provide required landscape islands for each unit on their plans.* 3. *Please label each island with its area in SF.*
D = C/200 Number of canopy trees required	xx/200 = xx Trees	0 trees	*TBD*	1. *Please show calculations for each unit on their plans.* 2. *Please provide required trees for each unit.* 3. *Please uniquely label each tree as a parking lot tree.*
Perimeter Green space	1 Canopy tree per 35 lf	No deciduous canopy perimeter trees are proposed	No	1. **Please add required deciduous canopy trees (minimum mature height of 30 feet and canopy width of 20 feet) along I-96 berm**

Item	Required	Proposed	Meets Code	Comments
				where it abuts vehicular use areas. They can replace some of the subcanopy trees used there. 2. *Please show calculations for each unit on its landscape plans.* 3. *Please provide required perimeter trees for each unit.* 4. *Please label each tree as a parking lot tree.* 5. *Please indicate which trees, if any, are being double-counted as perimeter and greenbelt canopy trees.*
Parking land banked	NA	None		
Berms, Walls and ROW Planting Requirements				
Berms				
▪ All berms shall have a maximum slope of 33%. Gradual slopes are encouraged. Show 1ft. contours ▪ Berm should be located on lot line except in conflict with utilities. ▪ Berms should be constructed with 6" of top soil.				
Residential Adjacent to Non-residential (Sec 5.5.3.A) & (LDM 1.a)				
Berm requirements *(Zoning Sec 5.5.A)*	Site does not abut residential so no berm is required for this purpose.	None	Yes	
Planting requirements *(LDM 1.a.)*	LDM Novi Street Tree List	NA		
Adjacent to Public Rights-of-Way (Sec 5.5.B) and (LDM 1.b)				
Berm requirements *(Zoning Sec 3.27.1.D and 5.5.3.B.(5), LDM 1.b)*	▪ Surface parking lots within the TC-1 district need to be screened from the right-of-way line by either: o a 2.5' ornamental brick wall OR o semi-transparent screening such as a brick pilaster with metal decorative fence,OR	▪ A 36" berm with a mix of canopy and subcanopy trees is proposed in a note along I-96. ▪ A 2.5' masonry wall and pier and fence to match the Crescent Boulevard fence/wall is	Yes	**1. Please add a call-out for the retaining wall north of the cul-de-sac, and note whether it will match the other walls along Adell or be some other design. The wall should be at least 3 feet tall to block headlights from shining toward I-96.**

Item	Required	Proposed	Meets Code	Comments
	o a landscaped berm. ▪ In addition, the Landscape Design Manual 1.b (2)(c) requires that sites adjacent to freeways achieve substantial aesthetic enhancement and diminution of paving and parking views along these corridors.	proposed along most of Adell Boulevard. ▪ A berm is proposed for areas along Adell where a wall or fence is not proposed. Landscaping on the berms is shown as being installed by the individual unit owners. ▪ A wall is proposed north of the cul-de-sac.		***2.*** *The non-street tree landscaping shown along Adell Drive must be installed per the approved PRO site plan or the developer will have to go to City Council for any modifications.*
Cross-Section of Berms (LDM 2.j)				
Slope, height and width	▪ Label contour lines ▪ Maximum 33% ▪ Min. 3 feet flat horizontal area ▪ Minimum 3 feet high ▪ Constructed of loam with 6' top layer of topsoil.	Detail for Adell Drive berms and I-96 berm is provided.	Yes/No	**Please add callouts that berms are to be built of loam, with a 6" top layer of topsoil.**
Type of Ground Cover		NA		
Setbacks from Utilities	Overhead utility lines and 15 ft. setback from edge of utility or 20 ft. setback from closest pole	A note indicates that there are no overhead utility lines on the site.		
Walls (LDM 2.k & Zoning Sec 5.5.3.vi)				
Material, height and type of construction footing	Freestanding walls should have brick or stone exterior with masonry or concrete interior	A standard wall detail is provided on L-4.	Yes	
Walls greater than 3 ½ ft. should be designed and sealed by an Engineer		No details provided	TBD	If walls taller than 3.5' are proposed, detailed construction drawings will need to be reviewed for building permits.
ROW Landscape Screening Requirements*(Sec 5.5.3.B. ii)* – **USE TC Requirements**				
Greenbelt width (2)(3) (5)	Adjacent to Pkg: 20 ft. Not adjacent to Pkg: 0 ft	▪ 20 ft along I-96 border	TBD	

Item	Required	Proposed	Meets Code	Comments
		▪ 20 ft from back of sidewalk along Adell Drive		
Min. berm crest width	3 ft along I-96		TBD	
Minimum berm ht (9)	3 ft along I-96	Berm is proposed along I-96 but it has no undulations.	TBD	**Minimum height of undulating berm should be 36".**
3' wall	(4)(7)	Sign walls		
Canopy deciduous or large evergreen trees Notes (1) (10)	▪ Parking: 1 tree per 25 lf ▪ Not adj to Pkg: 1 per 30 ft **I-96:** Adj to pkg: 770 lf/25 = 31 trees Not adj to pkg: 682 lf/30 = 23 trees Total: 54 trees **Adell Drive:** Adj to pkg: 1546 lf/25 = 62 trees Not adj to pkg: 702 lf/30 = 23 trees Total: 85 trees • In the TC district, either the large tree or subcanopy tree requirement must be met but not both.	**I-96:** 15 canopy trees **Adell Dr:** 72 canopy trees (57 trees along street + 15 trees behind sidewalk)	In total, both frontage exceed the require ments.	**The screening along I-96 may have to be denser to achieve the objective of screening the parking from the ROW.**
Sub-canopy deciduous trees Notes (2)(10)	**I-96:** Adj to pkg: 770 lf/15 = 51 trees Not adj to pkg: 682 lf/20 = 34 trees Total: 85 trees **Adell Drive:** Adj to pkg: 1546 lf/15 = 103 trees Not adj to pkg: 702 lf/20 = 35 trees Total: 138 trees	**I-96:** 68 subcanopy trees **Adell Dr:** 130 subcanopy trees	See above	**The screening along I-96 may have to be denser to achieve the objective of screening the parking from the ROW.**
Canopy deciduous trees in area between sidewalk and curb *(Novi Street Tree List) (Zoning Sec 6.3 Site Condominiums, LDM2.)*	In the TC district, street trees are not required.	57 greenbelt trees are located along Adell Drive as street trees.	Yes	
Non-Residential Zoning Sec 5.5.3.E.iii & LDM 1.d (2) Refer to Planting in ROW, building foundation landscape, parking lot landscaping and LDM				

Item	Required	Proposed	Meets Code	Comments
Screening of outdoor storage, loading/unloading *(Zoning Sec. 3.14, 3.15, 4.55, 4.56, 5.5)*		Loading zones and loading zone screening is not proposed.	No	*1. Please show loading zones for each unit on their plans.* *2. Please provide required screening for each unit.*
Transformers/Utility boxes *(LDM 1.e from 1 through 5)*	▪ A minimum of 2ft. separation between box and the plants ▪ Ground cover below 4" is allowed up to pad. ▪ No plant materials within 8 ft. from the doors	No	*No*	*1. When transformer locations are finalized, screening shrubs per standard detail are required.* *2. Please add detail to plans.*
Building Foundation Landscape Requirements (Sec 5.5.3.D)				
Interior site landscaping SF	▪ Equals to entire perimeter of the building x 8 with a minimum width of 4 ft. ▪ At least 75% of building should be landscaped – ideally all but paved points of entry will be landscaped. ▪ Patios are to be landscaped.	None	*TBD*	*1. Please show calculations for each unit on their plans.* *2. Please provide required area and plantings for each unit.*
Zoning Sec 5.5.3.D.ii. All items from (b) to (e)	If visible from public street a minimum of 60% of the exterior building perimeter facing Adell Drive and/or I-96 should be covered in green space.	None	*TBD*	*Foundation landscaping to be reviewed for each building when landscape plans are submitted for that unit.*
Detention/Retention Basin Requirements (Sec. 5.5.3.E.iv)				
Planting requirements *(Sec. 5.5.3.E.iv)*	▪ Clusters of large native shrubs shall cover 70-75% of the basin rim area ▪ 10" to 14" tall grass along sides of basin ▪ Refer to wetland for basin mix	None – only underground detention is proposed.		If any above-ground detention is required, it shall be landscaped per the requirement.
Phragmites Control (Sec 5.5.6.C)	▪ Any and all populations of Phragmites australis on site shall be included on tree survey. ▪ Treat populations per	None indicated	TBD	**1. Please survey the site for any populations of *Phragmites australis* and submit plans for its complete removal.**

Item	Required	Proposed	Meets Code	Comments
	MDEQ guidelines and requirements to eradicate the weed from the site.			**2. If none is found, please indicate that on the survey.**
LANDSCAPING NOTES, DETAILS AND GENERAL REQUIREMENTS				
Landscape Notes – Utilize City of Novi Standard Notes				
Installation date *(LDM 2.l. & Zoning Sec 5.5.5.B)*	Provide intended date	Between Mar 15 and Nov 15, 2019	Yes	
Maintenance & Statement of intent *(LDM 2.m & Zoning Sec 5.5.6)*	▪ Include statement of intent to install and guarantee all materials for 2 years. ▪ Include a minimum one cultivation in June, July and August for the 2-year warranty period.	Yes	Yes	
Plant source *(LDM 2.n & LDM 3.a.(2))*	Shall be northern nursery grown, No.1 grade.	Yes	Yes	
Irrigation plan *(LDM 2.s.)*	A fully automatic irrigation system or a method of providing sufficient water for plant establishment and survival is required on Final Site Plans.	No		1. Please add irrigation plan or information as to how plants will be watered sufficiently for establishment and long- term survival. 2. If xeriscaping is used, please provide information about plantings included.
Other information *(LDM 2.u)*	Required by Planning Commission	NA		
Establishment period *(Zoning Sec 5.5.6.B)*	**2 yr. Guarantee**	Yes	Yes	
Approval of substitutions. *(Zoning Sec 5.5.5.E)*	City must approve any substitutions in writing prior to installation.	Yes	Yes	
Plant List (LDM 2.h.) – Include all cost estimates				
Quantities and sizes	Refer to LDM suggested plant list as well as requirements for planting diversity and prohibited species.	Plant list is provided for all Phase I plantings and Future Phase greenbelt plantings.	Yes	**1. Please revise plant lists to include species native to Michigan for a at least 50% of the species on each list.** *2. Please add plant lists for all units with their landscape plans.*

Item	Required	Proposed	Meets Code	Comments
Root type		Yes	Yes	
Botanical and common names		Yes	Yes	
Type and amount of lawn		Sod quantities provided for each plant list	Yes	
Cost estimate *(LDM 2.t)*	For all new plantings, mulch and sod as listed on the plan	Costs are included on plant lists, including costs for sod, seed and mulch.	Yes	
Planting Details/Info (LDM 2.i) – Utilize City of Novi Standard Details				
Canopy Deciduous Tree	Refer to LDM for detail drawings	Yes	Yes	
Evergreen Tree		Yes	Yes	
Multi-stem Tree		Yes	Yes	
Shrub		Yes	Yes	
Perennial/ Ground Cover		No	No	**Please add to plan**
Tree stakes and guys. (Wood stakes, fabric guys)		Yes	Yes	
Tree protection fencing	Located at Critical Root Zone (1' outside of dripline)	No	No	**Please show tree fencing line on Demolition Plans drawn outside of trees' driplines.**
Other Plant Material Requirements (LDM 3)				
General Conditions *(LDM 3.a)*	Plant materials shall not be planted within 4 ft. of property line	Yes	Yes	
Plant Materials & Existing Plant Material *(LDM 3.b)*	Clearly show trees to be removed and trees to be saved.	Sheets 10 and 11	Yes	
Landscape tree credit *(LDM3.b.(d))*	Substitutions to landscape standards for preserved canopy trees outside woodlands/ wetlands should be approved by LA. Refer to Landscape tree Credit Chart in LDM	Credit for 2 trees being preserved north of stream is being taken.		**If ECT determines that the trees being saved are in fact within the regulated woodland, then the credits can't be taken. Please see their review.**
Plant Sizes for ROW, Woodland replacement and others (*LDM 3.c)*	2.5" canopy trees 6' evergreen trees			
Plant size credit	NA	No		

Item	Required	Proposed	Meets Code	Comments
(LDM3.c.(2))				
Prohibited Plants *(LDM 3.d)*	No plants on City Invasive Species List	None are proposed on PRO plant lists.	Yes	
Recommended trees for planting under overhead utilities *(LDM 3.e)*	Label the distance from the overhead utilities	A note indicating that there are no overhead lines on the site has been provided.	Yes	
Collected or Transplanted trees *(LDM 3.f)*		No		
Nonliving Durable Material: Mulch *(LDM 4)*	▪ Trees shall be mulched to 3"depth and shrubs, groundcovers to 2" depth ▪ Specify natural color, finely shredded hardwood bark mulch. Include in cost estimate. ▪ Refer to section for additional information	Yes	Yes	**Please revise Landscape Note #8 to use compost instead of peat.**

NOTES:

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

WETLANDS REVIEW

August 13, 2018

ECT Project No. 180408-0300

August 13, 2018

Ms. Barbara McBeth, AICP
City Planner
Community Development Department
City of Novi
45175 W. Ten Mile Road
Novi, Michigan 48375

Re: Adell Center (JZ18-0024)
Wetland Review of the Revised PRO Concept Plan (PSP18-0111)

Dear Ms. McBeth:

Environmental Consulting & Technology, Inc. (ECT) has reviewed the Revised PRO Concept Plan for the proposed Adell Center project prepared by Greentech Engineering, Inc. dated and stamped "Received" by the City of Novi Community Development Department on July 19, 2018 (Plan). The Plan was reviewed for conformance with the City of Novi Wetland and Watercourse Protection Ordinance and the natural features setback provisions in the Zoning Ordinance.

ECT currently recommends approval of the Revised PRO Concept Plan for Wetlands. The Applicant shall address the items noted in the *Wetland Comments* Section of this letter prior to receiving Wetland approval of the Preliminary Site Plan.

Item	Required/Not Required/Not Applicable
Wetland Permit (specify Non-Minor or Minor)	Required (Non-Minor)
Wetland Mitigation	Not Required
Wetland Buffer Authorization	Required
MDEQ Permit	To Be Determined. It is the applicant's responsibility to contact the MDEQ in order to determine the need for a wetland use permit.
Wetland Conservation Easement	Required

The Plan includes the construction of a mixed-use district with several proposed building sites, associated parking, utilities and underground stormwater detention systems. The current Plan indicates a total of nine (9) building units, with Unit 4 being a parking lot and gazebo. The Plan notes that this unit is planned to be a temporary use by the developer and is subject to future development in accordance with the PRO agreement for the Adell Center.

Wetland Evaluation

Environmental Consulting & Technology, Inc. (ECT) conducted a wetland evaluation for the proposed Adell Center project (hotel and entertainment center) at 43700 Expo Center Drive (Parcel ID 50-22-15-476-045) on May 15, 2018. ECT met with the applicant's current wetland consultant, King & MacGregor Environmental, Inc. for the wetland boundary verification. The subject site is located south of I-96 and

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north of Grand River Avenue, west of Novi Road in Section 15. (Parcel ID number 50-22-15-476-045). ECT also reviewed the *Old Novi Expo: Wetland Delineation and Determination of Jurisdiction* report prepared by BWA Consulting dated October 5, 2017 (i.e., Report). This Report was received by the City by the applicant on May 1, 2018 as part of a wetland boundary verification request for the property.

The site is the home of the Novi Expo Center which closed and the building was demolished in 2012. Currently, the only structure on the property is the existing water tower in the northwest corner of the site. Remnants of the former Novi Expo Center remain including the concrete building slab and the asphalt parking lot. The southern portion of the site (south of the existing asphalt parking lot) contains the Walled Lake Branch of the Middle Rouge River, wetlands, floodplains and trees. This area (approximately 7 acres), contains the areas of City-regulated wetlands as mentioned above.

ECT's in-office review of available materials included the City of Novi Regulated Wetland and Watercourse map (see Figure 1), USGS topographic quadrangle map, NRCS soils map, USFWS National Wetland Inventory map, and historical aerial photographs (from Oakland County). Based on our review of this information the overall proposed project parcel contains areas mapped as City-Regulated Wetlands/Watercourses. The site appears to contain wetland/watercourse areas that are regulated by the City of Novi as well as the Michigan Department of Environmental Quality (MDEQ).

The focus of the site inspection was to review site conditions in order to determine whether City-regulated wetlands are found on-site. BWA completed a wetland delineation on the site on September 22, 2017. Pink wetland boundary flagging was in place at the time of this site inspection. ECT reviewed the flagging and agrees that the wetland boundaries were accurately flagged in the field. It should be noted that the applicant has provided a wetland flagging map that indicates the approximate locations of the wetland flagging/staking on site (see Figure 2). Based on the existing vegetation and topography, it is ECT's assessment that the on-site wetlands have been accurately delineated at this time.

The BWA Report notes that a total of six (6) wetlands were identified. The following is a brief description of the on-site wetland features (see Figure 2 provided by BWA):

Wetland 1 – Forested, scrub shrub, and emergent wetland contiguous to the Creek (Walled Lake Branch of the Middle Rouge River). BWA notes that the dominant wetland vegetation includes reed canary grass (*Phalaris arundinancea*), American elm (*Ulmus americana*), and orange jewelweed (*Impatiens capensis*). Wetland hydrology is indicated by saturated soils adjacent to the stream. Hydric (i.e., wetland) soils were identified within the wetland boundaries. This wetland area is essentially confined to the upper banks of the Creek.

Wetlands 2, 3, and 5 – These are isolated emergent depressions within the floodplain (according to FEMA FIRM Panel #0626) of the Walled Lake Branch of the Middle Rouge River. Dominant wetland vegetation includes reed canary grass, orange jewelweed, and wood nettle (*Laportea canadensis*). Wetland hydrology is indicated by water stained leaves and drift lines. Hydric soils were identified within the wetland boundaries. These wetland areas are located south of Wetland 1.

Wetland 4 – This is an area of isolated, forested and emergent depression. Dominant wetland vegetation includes common reed (*Phragmites australis*), American elm, and wood nettle. Wetland hydrology is indicated by water stained leaves. Hydric soils were identified within the wetland boundaries. This wetland area is located in the southwest corner of the site.

Wetland 6 – This area is an emergent swale associated with the Walled Lake Branch of the Middle Rouge River. Dominant vegetation includes reed canary grass, wood nettle, and orange jewelweed. Wetland hydrology is indicated by saturated soils near the surface. Hydric soils were identified within the wetland boundaries. This wetland is located in the southeast corner of the site.

BWA noted in the Report that in their opinion all six (6) on-site wetlands are subject to regulation by the City of Novi as well as MDEQ and that permits would be required for any work proposed within these wetlands.

Wetland Impact Review

As noted above, several areas of wetland have been confirmed on the subject property by the applicant's wetland consultant and ECT. Currently, the Plan indicates two (2) direct impacts to on-site wetlands. The Plan quantifies the areas of the proposed wetland impacts on Sheet 16 (*Wetland Plan*). The total amount of direct (i.e., fill or excavation) impact to on-site wetlands currently indicated is 0.030-acre (1,307 square feet). The current impacts are to Wetland 1 for the purpose of constructing stormwater outfalls from proposed underground stormwater storage systems on Units 4 and 5.

The following table summarizes the proposed wetland impacts as listed on the *Wetland Plan* (Sheet 16):

Table 1. *Proposed Wetland Impacts*

Wetland Impact Area	*City Regulated?*	*MDEQ Regulated?*	*Impact Area (acre)*	*Estimated Impact Volume (cubic yards)*
A	**Yes City Regulated /Essential**	**Likely**	786 Sq. Ft. (0.018-acre)	Not Indicated
B	**Yes City Regulated /Essential**	**Likely**	521 Sq. Ft. (0.012-acre)	Not Indicated
TOTAL	**--**	**--**	**1,307 Sq. Ft. (0.030-acre)**	**Not Indicated**

It is unclear if the proposed pedestrian bridge that will cross the Walled Lake Branch of the Middle Rouge River from the area near the Unit 3/Unit 4 boundary will involve additional impacts to Wetland 1. This information should be provided/clarified on subsequent site plan submittals. This proposed bridge crossing will likely require a permit from MDEQ (Part 301 – Inland Lakes and Streams and/or Part 303 – Wetlands Protection).

In addition to the proposed wetland impacts, the Plan proposes disturbance to on-site 25-foot wetland buffer areas. These impacts are associated with the stormwater outfalls and proposed pedestrian bridge noted above, as well as the crushed limestone pedestrian path that is to be located south of the Walled Lake Branch of the Middle Rouge River.

The existing area of the 25-foot wetland buffers and the proposed impacts to 25-foot wetland buffers have yet to be quantified on the Plan. The applicant shall provide information on subsequent plans that clearly indicates the areas of all existing wetland buffers as well as the area (square feet or acreage) of the proposed impacts to the 25-foot wetland buffers (both permanent and temporary, if applicable). This information is required before any necessary City of Novi Wetland and Watercourse Permits or Authorization to Encroach Upon the 25-Foot Natural Features Setback letters can be issued.

The applicant is urged to minimize impacts to all wetlands and 25-foot wetland setback areas to the greatest extent practicable. The City regulates wetland and watercourse buffers/setbacks. Article 24, Schedule of Regulations, of the Zoning Ordinance states that:

> "*There shall be maintained in all districts a wetland and watercourse setback, as provided herein, unless and to the extent, it is determined to be in the public interest not to maintain such a setback. The intent of this provision is to require a minimum setback from wetlands and watercourses*".

Finally, the Plan proposes a compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River. Detailed information with regard to this trail shall be provided on subsequent site plan submittals in order to ensure that any proposed impacts to wetlands, wetland buffers or regulated trees are minimized to the greatest extent practicable. It seems as if some of the apparent impacts to 25-foot wetland setbacks can be avoided through slight revisions to the proposed trail alignment. Ideally, the applicant should attempt to locate the trail outside of regulated wetlands and 25-foot wetland buffers while preserving existing trees. The *Landscape Plan Phase 1* (Sheet L-2) notes that the limestone path is to be field located in order to minimize the impact to the existing understory. ECT suggests that applicant have the limits of the proposed trail staked prior to construction so that the City's Landscape Architect or Forestry Asset Manager (or ECT) can review the alignment prior to site work.

Regulatory Status - MDEQ

ECT has evaluated the on-site wetlands and believes that they are all considered to be essential/regulated by the City of Novi as they meet one or more of the essentiality criteria (i.e., functions and values) outlined in the City of Novi Wetland and Watercourse Protection Ordinance and regulated by the MDEQ . As noted, the wetlands appear to accurately flagged in the field and appear to be generally indicated accurately on the *Wetland Sketch* provided by BWA (Figure 2, attached).

The Michigan Department of Environmental Quality (MDEQ) generally regulates wetlands that are within 500 feet of an inland lake, pond, or stream, or within 1,000 feet of a Great Lake, Lake St. Clair, the St. Clair River, or the Detroit River. Isolated wetlands five (5) acres in size or greater are also regulated. The MDEQ may also exert regulatory control over isolated wetlands less than five acres in size "…if the department determines that protection of the area is essential to the preservation of the natural resources of the state from pollution, impairment, or destruction and the department has notified the owner". BWA states that in their opinion, all six (6) of the on-site wetland areas are subject to regulation by the MDEQ, as they are either contiguous to, or are within 500 feet of the on-site stream. It is the applicant's responsibility to contact MDEQ in order to confirm the regulatory authority with respect to the on-site wetland areas.

Regulatory Status – City of Novi

The City of Novi Wetland and Watercourse Protection Ordinance (City of Novi Code of Ordinances, Part II, Chapter 12, Article V.; Division 2.) describes the regulatory criteria for wetlands and review standards for wetland permit applications. The City of Novi regulates wetlands that are: (1) contiguous to a lake, pond, river or stream, as defined in Administrative Rule 281.921; (2) two (2) acres in size or greater; or (3) less than two (2) acres in size but deemed essential to the preservation of the natural resources of the city under the criteria set forth in subsection 12-174(b). Wetlands deemed regulated by the City of Novi require the approval of a use permit for any proposed impacts to the wetland.

All six (6) of the on-site wetlands appear to be located within the area depicted as regulated wetland on the City of Novi Regulated Wetland and Watercourse Map (Figure 2). ECT has evaluated each wetland and believes that each wetland is regulated by the City's Wetland and Watercourse Protection Ordinance because all on-site wetlands are located within 500-feet of the Walled Lake Branch of the Middle Rouge River.

Our previous plan review letter requested that the applicant provide information on subsequent plans that clearly indicates the areas (square feet and/or acres) of all of the existing on-site wetlands and their 25-foot setbacks/buffers. The areas of the existing wetlands have now been provided on the Plan. The Plan shall also clearly indicate the area (square feet or acres) of all wetland/watercourse buffer (i.e., 25-foot setback) areas. The Plan currently appears to indicate the proposed impacts to wetlands (shown on Sheet 16, *Wetland Plan*) but does not appear to quantify the impact areas to the 25-foot setbacks. The Plan shall indicate and quantify the wetland buffer impacts (both permanent and temporary, if applicable) and the volume (cubic yards) of all wetland impacts.

It should be noted that in those cases where an activity results in the impact to wetland areas of 0.25-acre or greater that are deemed essential under City of Novi Ordinance subsection 12-174(b) mitigation shall be required. The applicant shall submit a mitigation plan which provides for the establishment of replacement wetlands at a ratio of 1:1 through 2:1 times the area of the natural wetland impaired or destroyed, if impacts meet or exceed the 0.25-acre threshold. In general, the MDEQ's threshold for the requirement of wetland mitigation is 0.3-acre of wetland impacts. Wetland mitigation does not appear to be a requirement of the current Plan.

As noted above, any proposed use of the wetlands will require a City of Novi *Wetland Use Permit* as well as an *Authorization to Encroach the 25-Foot Natural Features Setback* for any proposed impacts to the 25-foot wetland buffers. The applicant is urged to minimize impacts to on-site wetlands and wetland setbacks to the greatest extent practicable. The City regulates wetland buffers/setbacks. Article 24, Schedule of Regulations, of the Zoning Ordinance states that:

> "*There shall be maintained in all districts a wetland and watercourse setback, as provided herein, unless and to the extent, it is determined to be in the public interest not to maintain such a setback. The intent of this provision is to require a minimum setback from wetlands and watercourses*".

Finally, as proposed, the project will require a City of Novi Non-Minor Use wetland permit. The granting or denying of nonresidential minor use permits shall be the responsibility of the Community Development Department. A nonresidential minor use permit is a permit for activities consisting of no more than one (1) of the following activities which have a minimal environmental effect:

a. Minor fills of three hundred (300) cubic yards or less and not exceeding ten thousand (10,000) square feet in a wetland area, providing the fill consists of clean, nonpolluting materials which will not cause siltation and do not contain soluble chemicals or organic matter which is biodegradable, and providing that any upland on the property is utilized to the greatest degree possible. All fills shall be stabilized with sod, or seeded, fertilized and mulched, or planted with other native vegetation, or riprapped as necessary to prevent soil erosion.

b. Installation of a single water outfall provided that the outlet is riprapped or otherwise stabilized to prevent soil erosion.

c. Watercourse crossings by utilities, pipelines, cables and sewer lines which meet all of the following design criteria:

   i. The method of construction proposed is the least disturbing to the environment employable at the given site;
   ii. The diameter of pipe, cable or encasement does not exceed twenty (20) inches;
   iii. A minimum of thirty (30) inches of cover will be maintained between the top of the cable or pipe and the bed of the stream or other watercourse on buried crossings; and
   iv. Any necessary backfilling will be of washed gravel.

d. Extension of a wetland/watercourse permit previously approved by the Planning Commission.

e. Replacement of a culvert of an identical length and size, and at the same elevation. If the proposed culvert is of a greater length or size than the existing culvert, or is a new culvert altogether, it must meet the conditions of subpart c., above, to qualify for a nonresidential minor use permit.

f. Temporary impacts where the encroachment into protected areas is less than five hundred (500) feet.

   Because the project contains more than one (1) proposed stormwater outfall, a Non-Minor Wetland Permit (and approval of Planning Commission) shall be required.

Wetland and Watercourse Comments

ECT recommends that the Applicant address the items noted below in subsequent site plan submittals:

1. ECT encourages the Applicant to minimize impacts to on-site wetlands and 25-foot wetland setbacks to the greatest extent practicable. The applicant should clarify what (if any) work/grading will be required within Wetland 1/Walled Lake Branch of the Middle Rouge River for the proposed pedestrian bridge.

2. The applicant shall provide a detail of the proposed pedestrian bridge that will cross the Walled Lake Branch of the Middle Rouge River. It is unclear if the bridge crossing will involve impacts to Wetland 1. This information should be provided/clarified on subsequent site plan submittals. This proposed bridge crossing will likely require a permit from MDEQ (Part 301 – Inland Lakes and Streams and/or Part 303 – Wetlands Protection).

3. The applicant shall clarify what impacts are required to construct the proposed compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River. Detailed information with regard to this trail shall be provided on subsequent site plan submittals in order to ensure that any proposed impacts to wetlands, wetland buffers or regulated trees are minimized to the greatest extent practicable. It seems as if some of the apparent impacts to 25-foot wetland setbacks can be avoided through slight revisions to the proposed trail alignment. Ideally, the applicant should attempt to locate the trail outside of regulated wetlands and 25-foot wetland buffers while preserving existing trees. ECT suggests that applicant have the limits of the proposed trail staked prior to construction so that the City's Landscape Architect or Forestry Asset Manager (or ECT) can review the alignment prior to site work.

4. The applicant shall indicate, quantify and label all proposed impacts to the wetlands including proposed volume of cut/fill (cubic feet or cubic yards).

5. The applicant shall indicate, quantify and label all areas of existing 25-foot wetland buffers (square feet or acres).

6. The applicant shall indicate, quantify and label all proposed impacts to the 25-foot wetland setbacks (square feet or acres).

7. It appears as though a MDEQ Wetland Permit and a City of Novi Non-Minor *Wetland Use Permit* would be required for any proposed impacts to on-site wetlands, if applicable. A City of Novi *Authorization to Encroach the 25-Foot Natural Features Setback* would be required for any proposed impacts to on-site 25-foot wetland or watercourse buffers.

8. It should be noted that it is the Applicant's responsibility to confirm the need for a Permit from the MDEQ for any proposed wetland or floodplain impacts. Final determination as to the regulatory status of any on-site wetlands (if applicable) shall be made by MDEQ. The Applicant should provide a copy of the MDEQ Wetland Use Permit application to the City (and our office) for review and a copy of the approved permit upon issuance. A City of Novi Wetland Permit cannot be issued prior to receiving this information.

9. The Plan should address how any temporary impacts to wetland or 25-foot wetland buffers shall be restored, if applicable. Subsequent Plan submittals shall include specifications for any proposed seed mixes proposed for use within these areas.

10. The applicant should ensure that any proposed snow storage areas are located such that any runoff will not directly affect any on-site wetlands, or the Walled Lake Branch of the Middle Rouge River (if applicable).

11. The *Landscape Plan Phase 1* (Sheet L-2) notes that wetland signage shall be placed around some of the existing wetland areas at a spacing of 50-feet on-center. The Plan currently indicates that proposed signage will be provided along the northern boundary of Wetland 3 and 5. The applicant should revise the Plan to indicate that conservation easement signage will be provided along all of the existing wetland areas. ECT suggest that the signage be placed at the edge of the 25-foot wetland buffers.

    Sheet L-2 includes an example of signage used at a different development within the City of Novi. Subsequent site plan submittals shall provide a signage detail that is specific to the proposed site so that the proposed language can be reviewed/approved.

12. Sheet L-2 (*Landscape Plan Phase 1*) notes that the compacted limestone pedestrian path is to be field located in order to minimize the impact to the regulated woodland area and the understory plants. The path should also be located such that impacts to the existing 25-wetland buffer areas area minimized/avoided.

13. ECT suggests that any proposed stormwater management plan be reviewed by the City of Novi Engineering Department to ensure that they meet the City of Novi design requirements. Specifically,

the Plan appears to propose underground stormwater detention systems. It is not immediately clear if these systems will include stormwater pre-treatment structures in conjunction with the storage. The stormwater shall receive pre-treatment prior to being outlet to wetlands.

14. The majority of the area south of the Walled Lake Branch of the Middle Rouge River that contains Regulated Wetland and Regulated Woodland areas is being included in the calculation of total Open Space being provided for the development. Currently, this area of the site contains a large quantity of undesirable, invasive plant and shrub species located in both the wetlands and woodland areas as well as refuse and debris generally located along the banks of the Walled Lake Branch. ECT recommends that the applicant provide a proposed restoration/site enhancement plan that addresses these items in order to provide for a more usable and aesthetic Open Space area for the development. Specifically, the plan should provide a proposed approach to address the following:

    a. List of invasive species to be targeted for removal;
    b. Sequence of removal for invasive species of woody vegetation including buckthorn, honeysuckle, and/or autumn olive;
    c. Sequence of removal for invasive common reed (*Phragmites australis*) and or purple loosestrife (*Lythrum salicaria*);
    d. Identify what herbicide chemicals and application strategies will be used to treat invasive species of vegetation,
    e. Description of chemical treatment schedule;
    f. Description of proposed method for assessment of treatment effectiveness;
    g. Description of follow-up treatments depending on assessment of treatment effectiveness;
    h. Description of removal approach for refuse/debris.

Wetland Conclusion

The project site appears to contain wetlands/watercourse that are regulated by both the City of Novi and the MDEQ. Any proposed impacts to on-site wetlands will require a permit from the MDEQ, a City of Novi *Wetland and Watercourse Use Permit*, and an *Authorization to Encroach the 25-Foot Natural Features Setback* for any proposed impacts to the 25-foot wetland buffers. Subsequent site plan submittals shall clearly indicate all proposed impacts (permanent or temporary) to the existing wetlands/watercourse and associated 25-foot wetland setbacks.

Recommendation

ECT currently recommends approval of the Revised PRO Concept Plan for Wetlands. The Applicant shall address the items noted in the *Wetland Comments* Section of this letter prior to receiving Wetland approval of the Preliminary Site Plan.

If you have any questions regarding the contents of this letter, please contact us.

Respectfully submitted,
ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC.



Pete Hill, P.E.
Senior Associate Engineer

cc: Lindsay Bell, City of Novi Planner
Sri Komaragiri, City of Novi Planner
Rick Meader, City of Novi Landscape Architect
Hannah Smith, City of Novi Planning Assistant

Attachments: Figure 1 – City of Novi Regulated Wetland and Woodland Map
Figure 2 – Wetland Sketch
Site Photos

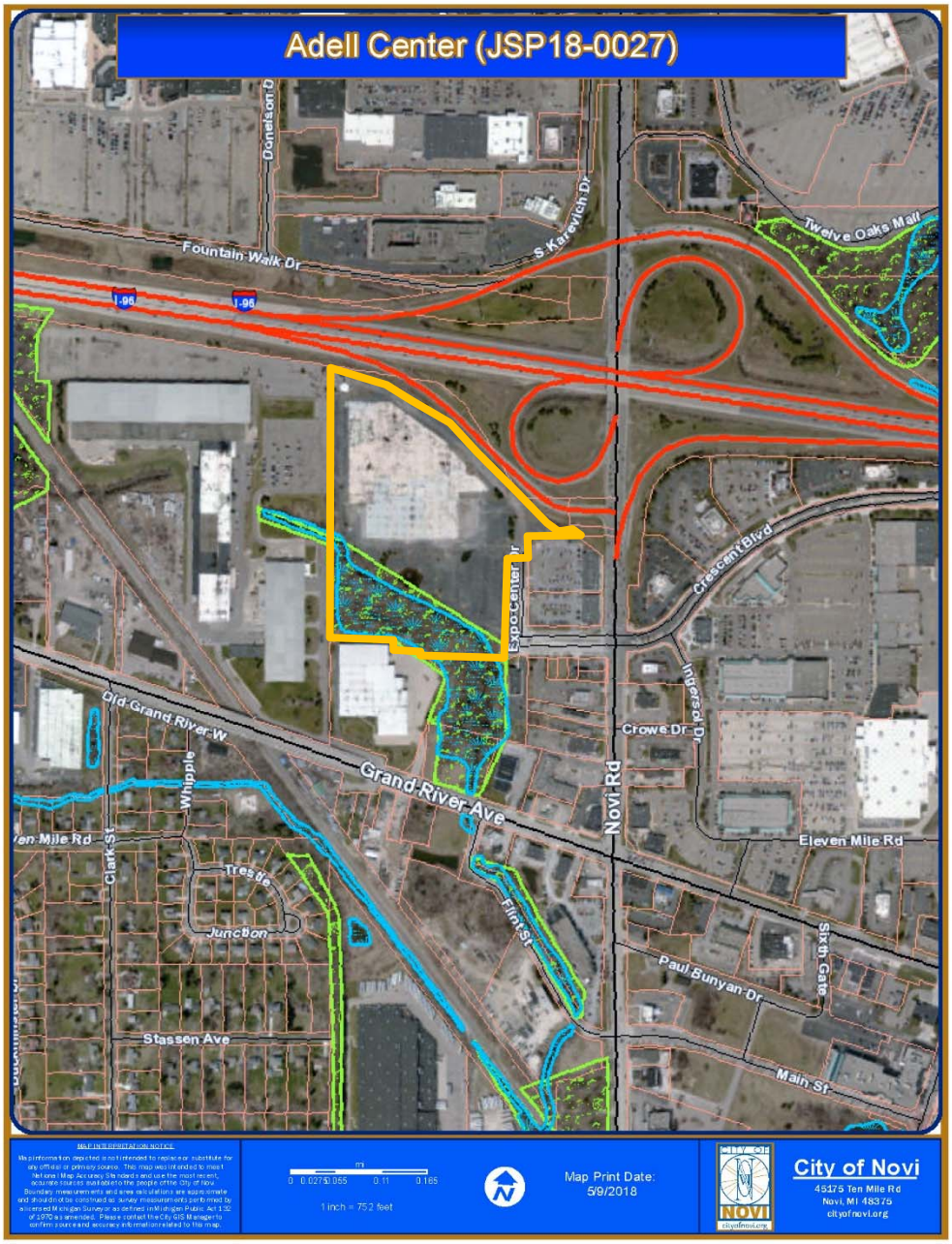


Figure 1. City of Novi Regulated Wetland & Woodland Map (approximate parcel boundary shown in orange). Regulated Woodland areas are shown in green and Regulated Wetland areas are shown in blue.

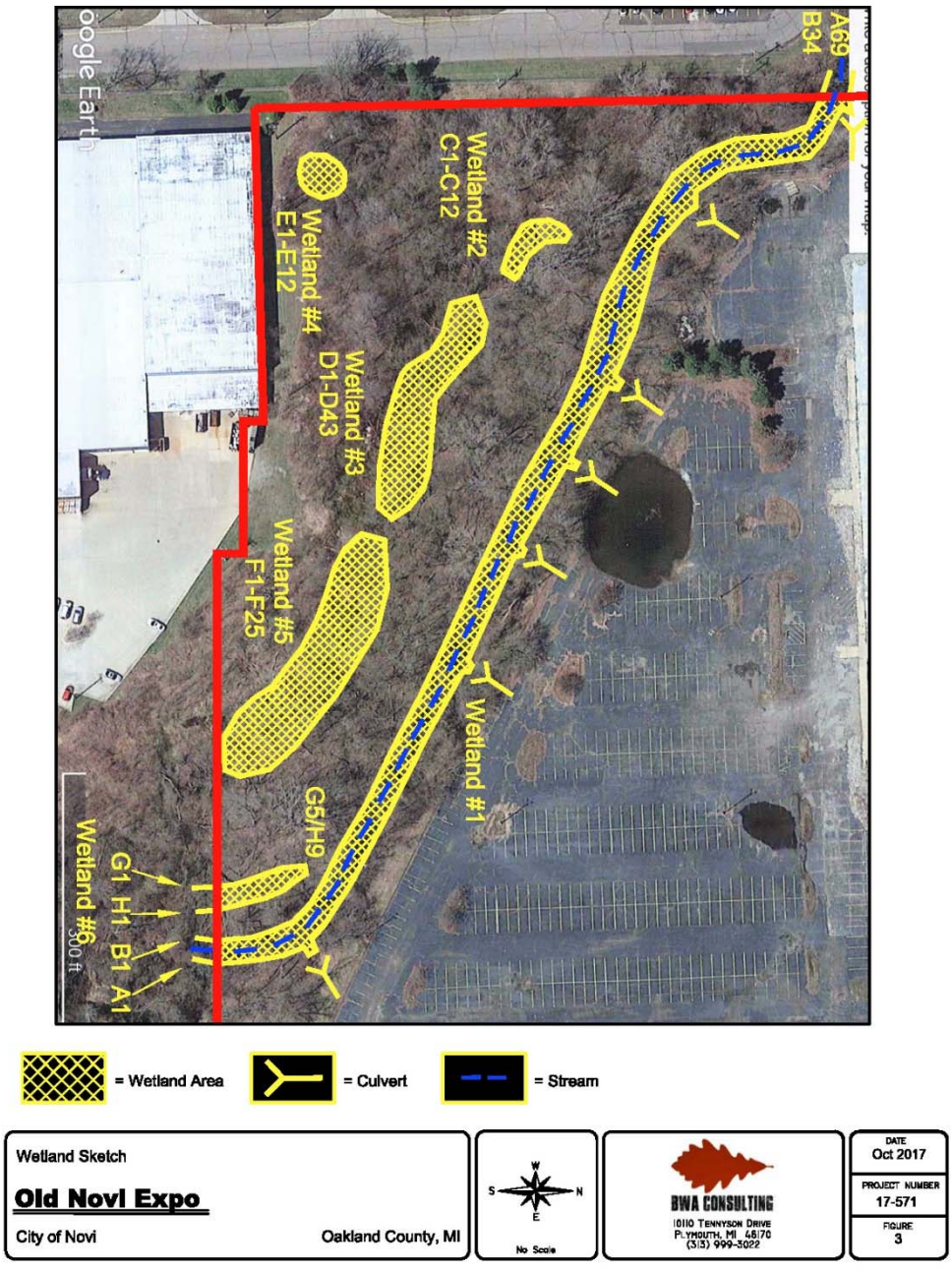


Figure 2. Wetland Sketch (provided by BWA).

Site Photos



Photo 1. Looking northeast along the Walled Lake Branch of the Middle Rouge River (ECT June 19, 2018).



Photo 2. Looking west at Wetland D in the southern portion of the project property (ECT, June 19, 2018).



Photo 3. Refuse/debris located along the Walled Lake Branch of the Middle Rouge River (ECT, June 19, 2018).



Photo 4. Southern portion of site currently contains species of invasive vegetation that should be addressed by the applicant in order to provide for a more usable and aesthetic Open Space area for the development (ECT, June 19, 2018)

WOODLANDS REVIEW

August 07, 2018

ECT Environmental Consulting & Technology, Inc.

ECT Project No. 180408-0400

August 7, 2018

Ms. Barbara McBeth, AICP
City Planner
Community Development Department
City of Novi
45175 W. Ten Mile Road
Novi, Michigan 48375

Re: Adell Center (JZ18-0024)
Woodland Review of the Revised PRO Concept Plan (PSP18-0111)

Dear Ms. McBeth:

Environmental Consulting & Technology, Inc. (ECT) has reviewed the Revised PRO Concept Plan for the proposed Adell Center project prepared by Greentech Engineering, Inc. dated and stamped "Received" by the City of Novi Community Development Department on July 19, 2018 (Plan). The Plan was reviewed for conformance with the City of Novi Woodland Protection Ordinance Chapter 37.

ECT currently recommends approval of the Revised PRO Concept Plan for Woodlands. The Applicant shall address the items noted in the *Woodland Comments* Section of this letter prior to receiving Woodland approval of the Preliminary Site Plan.

The following woodland related items are required for this project:

Item	Required/Not Required/Not Applicable
Woodland Permit	Required
Woodland Fence	Required
Woodland Conservation Easement	Required

The proposed development is located north of Grand River Avenue and west of Novi Road in Section 15. The Plan includes the construction of a mixed-use district with several proposed building sites, associated parking, utilities and underground stormwater detention systems. The current Plan indicates a total of nine (9) building units, with Unit 4 being a parking lot and gazebo. The Plan notes that this unit is planned to be a temporary use by the developer and is subject to future development in accordance with the PRO agreement for the Adell Center.

The site is the home of the Novi Expo Center which closed and the building was demolished in 2012. Currently, the only structure on the property is the existing water tower in the northwest corner of the site. Remnants of the former Novi Expo Center remain including the concrete building slab and the asphalt parking lot. The southern portion of the site (south of the existing asphalt parking lot) contains the Walled Lake Branch of the Middle Rouge River, wetlands, floodplains and trees. This area (approximately 7 acres), contains the areas of City-regulated wetlands and City-regulated woodlands.

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Based on our review of the Plan, Novi aerial photos, Novi GIS, City of Novi Official Wetlands and Woodlands Map (see Figure 1), and on-site evaluation this proposed project site contains areas indicated as Regulated Woodlands as well as Regulated Wetlands. The area of regulated woodland is located in the southern portion of the property (south of the Walled Lake Branch of the Middle Rouge River).

It should be noted that the purpose of the City of Novi Woodland Protection Ordinance (Chapter 37) is to:

- *Provide for the protection, preservation, replacement, proper maintenance and use of trees and woodlands located in the city in order to minimize disturbance to them and to prevent damage from erosion and siltation, a loss of wildlife and vegetation, and/or from the destruction of the natural habitat. In this regard, it is the intent of this chapter to protect the integrity of woodland areas as a whole, in recognition that woodlands serve as part of an ecosystem, and to place priority on the preservation of woodlands, trees, similar woody vegetation, and related natural resources over development when there are no location alternatives;*

- *Protect the woodlands, including trees and other forms of vegetation, of the city for their economic support of local property values when allowed to remain uncleared and/or unharvested and for their natural beauty, wilderness character of geological, ecological, or historical significance; and*

- *Provide for the paramount public concern for these natural resources in the interest of health, safety and general welfare of the residents of the city.*

On-Site Woodland Evaluation

ECT has reviewed the City of Novi Official Woodlands Map and completed an onsite Woodland Evaluation on June 19, 2018. ECT's in-office review of available materials included the City of Novi Regulated Woodland map and other available mapping. As noted above, a portion of the southern end of the subject property is mapped as City of Novi Regulated Woodlands on the official City of Novi Regulated Wetland and Watercourse Map (see Figure 1). The proposed limits of disturbance for the main portion of the proposed project do not include areas mapped as City-Regulated Woodlands. Some proposed site improvements are however proposed within the area of City-Regulated Woodlands, including a compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River.

An existing tree list is included on Sheet 18 (*Tree Inventory Plan*). This Plan identifies tree tag numbers, diameter-at-breast-height (DBH), common name, condition, and removal status. The tree survey for the area designated as City-Regulated Woodland is included on Sheet 17 (*Woodland Plan*). The surveyed trees have been marked with aluminum tree tags allowing ECT to compare the tree diameters reported on the Plan with the existing trees in the field. ECT found that the Plan appears to accurately depict the location, species composition and the size of the existing trees. ECT took a sample of diameter-at-breast-height (DBH) measurements and found that the data provided on the Plan was consistent with the field measurements.

As noted above, the area north of the Walled Lake Branch of the Middle Rouge River is not mapped as City of Novi Regulated Woodland. In general, the majority of the on-site trees are box elder (*Acer negundo*) and eastern cottonwood (*Populus deltoides*). The site also includes Austrian pine (*Pinus nigra*), green spruce (*Picea pungens*), sugar maple (*Acer saccharum*), black walnut (*Juglans nigra*), American elm (*Ulmus americana*), and several other species. In terms of habitat quality and diversity of tree species, the overall subject site consists of fair to good quality trees. In terms of a scenic asset, wildlife habitat, windblock, noise buffer or other environmental asset, the forested area located on the subject site is considered to be of fair quality.

City of Novi Woodland Review Standards & Woodland Permit Requirements

Based on Section 37-29 (*Application Review Standards*) of the City of Novi Woodland Ordinance, the following standards shall govern the grant or denial of an application for a use permit required by this article:

> *No application shall be denied solely on the basis that some trees are growing on the property under consideration. However, the protection and conservation of irreplaceable natural resources from pollution, impairment, or destruction is of paramount concern. Therefore, the preservation of woodlands, trees, similar woody vegetation, and related natural resources shall have priority over development when there are location alternatives.*

In addition,

> *"The removal or relocation of trees shall be limited to those instances when necessary for the location of a structure or site improvements and when no feasible and prudent alternative location for the structure or improvements can be had without causing undue hardship".*

The City of Novi regulates all trees 8-inches diameter-at-breast-height (DBH) and greater that are located within the areas delineated as regulated woodlands on the City-Regulated Woodlands Map. The City also regulates any individual tree greater than or equal to 36-inches DBH, irrespective of whether such tree is within a regulated woodland. Proposed woodland impacts will require a Woodland Permit and the regulated trees shall be relocated or replaced by the permit grantee.

Proposed Woodland Impacts and Replacements

Based on the *Woodland Summary* information provided on the *Tree Inventory Plan* (Sheet 18), there appear to be a total of 312 surveyed trees on the subject property. Of these, 32 of the trees are not located within the Regulated Woodland Boundary leaving a total of 280 Regulated Woodland Trees.

A total of two (2) City-Regulated Trees are proposed for removal. These trees are located in the southwestern portion of the site and the removal appears to be associated with proposed utility installation. The proposed trees to be removed are the following:

- Tree No. 409 – 9"/10"/12"/13" multi-stemmed eastern cottonwood – Requires 6 Woodland Replacement Credits;

- Tree No. 410 – 11"/13" two-stemmed eastern cottonwood – Requires 3 Woodland Replacement Credits.

The Plan also notes that two (2) Woodland Replacement Credits for the preservation of non-Woodland trees is requested (i.e., for Tree No. 168, 12" box elder and Tree No. 169, 9" box elder). The Landscape Tree Credit Chart (Table 7.b.(1)(f) in the City of Novi Landscape Design Manual notes that a total of two (2) Replacement Tree Credits are provided for trees between 7" and 12" DBH. This project therefore requires a total of five (5) Woodland Replacement Credits.

The Plan proposes a compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River. The *Landscape Plan Phase 1* (Sheet L-2) notes that the limestone path is to be field located in order to minimize the impact to the existing understory. ECT suggests that applicant have the limits of the proposed trail staked prior to construction so that the City's Landscape Architect or Forestry Asset Manager (or ECT) can review the alignment prior to site work. Ideally, the applicant should

attempt to locate the trail outside of regulated wetlands and 25-foot wetland buffers while preserving existing trees.

Currently, the Plan proposes to provide required Woodland Replacement Tree Credits on-site through the planting of nine (9) deciduous trees (for a total of 9 Woodland Replacement Credits). It should be noted that with the proposed preservation of the two (2) non-woodland trees, the applicant has noted that seven (7) Woodland Replacement Credits are required. These trees are proposed south of prosed Unit 5 along the north edge of the Walled Lake Branch of the Middle Rouge River. The Plan proposes four (4) Green Mountain sugar maples and five (5) red oaks. These are acceptable Woodland Replacement trees per the City's *Woodland Tree Replacement Chart*. The *Tree Inventory Plan* (Sheet 18) notes that these replacement trees are to be provided in a conservation easement. The applicant shall clearly indicate the proposed conservation easement boundaries on the Plan. As noted above the proposed removal of regulated trees and the preservation of two (2) non-woodland trees results in a total of five (5) required Woodland Replacement Tree credits.

Woodland Comments

Please consider the following comments when preparing subsequent site plan submittals:

1. ECT encourages the Applicant to minimize impacts to on-site woodlands to the greatest extent practicable. Currently, the Plan proposes to remove a total of two (2) regulated trees and the preservation of two (2) non-woodland trees for preservation credit. The current required Woodland Replacement Credit quantity is five (5) Woodland Replacement Credits. The applicant currently proposes to provide nine (9) Woodland Replacement Credits on site, within a Conservation Easement. The applicant shall clearly indicate the proposed conservation easement boundaries on the Plan.

2. The discrepancy between Woodland Replacement Credits Required and Woodland Replacement Credits provided in the *Woodland Summary Table* and on the *Landscape Plan* should be reviewed and revised.

3. The Plan proposes a compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River. The *Landscape Plan Phase 1* (Sheet L-2) notes that the limestone path is to be field located in order to minimize the impact to the existing understory. ECT suggests that applicant have the limits of the proposed trail staked prior to construction so that the City's Landscape Architect or Forestry Asset Manager (or ECT) can review the alignment prior to site work. Ideally, the applicant should attempt to locate the trail outside of regulated wetlands and 25-foot wetland buffers while preserving existing trees.

4. A Woodland Permit from the City of Novi would be required for proposed impacts to any trees 8-inch diameter-at-breast-height (DBH) or greater and located within an area designated as City Regulated Woodland, or any tree 36-inches DBH regardless of location on the site. Such trees shall be relocated or replaced by the permit grantee.

5. A Woodland Replacement Performance financial guarantee for the planting of replacement trees will be required. This financial guarantee will be based on the number of on-site woodland replacement trees (credits) being provided at a per tree value of $400. In this case, the Woodland Replacement Performance Guarantee would be $2,000 (5 Woodland Replacement Credits Required x $400/Credit). Based on a successful inspection of the installed on-site Woodland Replacement

trees, the original Woodland Financial Guarantee shall be returned to the Applicant. Twenty-five percent (25%) of the value of the Woodland Replacement material shall be kept for a period of 2-years after the successful inspection of the tree replacement installation as a *Woodland Maintenance and Guarantee Bond*. The City Regulations state that the minimum *Woodland Maintenance and Guarantee Bond* value is to be $1,000.

6. If applicable, Woodland Replacement material should not be located 1) within 10' of built structures or the edges of utility easements and 2) over underground structures/utilities or within their associated easements. In addition, replacement tree spacing should follow the *Plant Material Spacing Relationship Chart for Landscape Purposes* found in the City of Novi *Landscape Design Manual.*

7. If applicable, the Applicant will be required to pay the City of Novi Tree Fund at a value of $400/credit for any Woodland Replacement tree credits that cannot be placed on-site. If no Woodland Replacement Trees are proposed on-site, the required payment to the City of Novi Tree Fund will be $2,000 (5 Credits Required x $400/Credit).

8. The Applicant shall provide preservation/conservation easements as directed by the City of Novi Community Development Department for any areas of woodland replacement trees (if applicable). The applicant shall demonstrate that the all proposed woodland replacement trees will be guaranteed to be preserved as planted with a conservation easement or landscape easement to be granted to the city. This language shall be submitted to the City Attorney for review. The executed easement must be returned to the City Attorney within 60 days of the issuance of the City of Novi Woodland permit. As noted in Comment #1, the applicant shall clearly indicate the proposed conservation easement boundaries on the Plan.

9. The majority of the area south of the Walled Lake Branch of the Middle Rouge River that contains Regulated Wetland and Regulated Woodland areas is being included in the calculation of total Open Space being provided for the development. Currently, this area of the site contains a large quantity of undesirable, invasive plant and shrub species located in both the wetlands and woodland areas as well as refuse and debris generally located along the banks of the Walled Lake Branch. The applicant shall provide a proposed restoration/site enhancement plan that addresses these items in order to provide for a more usable and aesthetic Open Space area for the development. Specifically, the plan should provide a proposed approach to address the following:

    a. List of invasive species to be targeted for removal;
    b. Sequence of removal for invasive species of woody vegetation including buckthorn, honeysuckle, and/or autumn olive;
    c. Sequence of removal for invasive common reed (*Phragmites australis*) and or purple loosestrife (*Lythrum salicaria*);
    d. Identify what herbicide chemicals and application strategies will be used to treat invasive species of vegetation,
    e. Description of chemical treatment schedule;
    f. Description of proposed method for assessment of treatment effectiveness;
    g. Description of follow-up treatments depending on assessment of treatment effectiveness;
    h. Description of removal approach for refuse/debris.

Recommendation

ECT currently recommends approval of the Revised PRO Concept Plan for Woodlands. The Applicant shall address the items noted in the *Woodland Comments* Section of this letter prior to receiving Woodland approval of the Preliminary Site Plan.

If you have any questions regarding the contents of this letter, please contact us.

Respectfully submitted,

ENVIRONMENTAL CONSULTING & TECHNOLOGY, INC.



Pete Hill, P.E.
Senior Associate Engineer

cc: Lindsay Bell, City of Novi Planner (lbell@cityofnovi.org)
Sri Komaragiri, City of Novi Planner (skomaragiri@cityofnovi.org)
Rick Meader, City of Novi Landscape Architect (rmeader@cityofnovi.org)
Hannah Smith, City of Novi Planning Assistant (hsmith@cityofnovi.org)

Attachments: Figure 1 – City of Novi Regulated Wetland and Woodland Map
Woodland Tree Replacement Chart
Site Photos

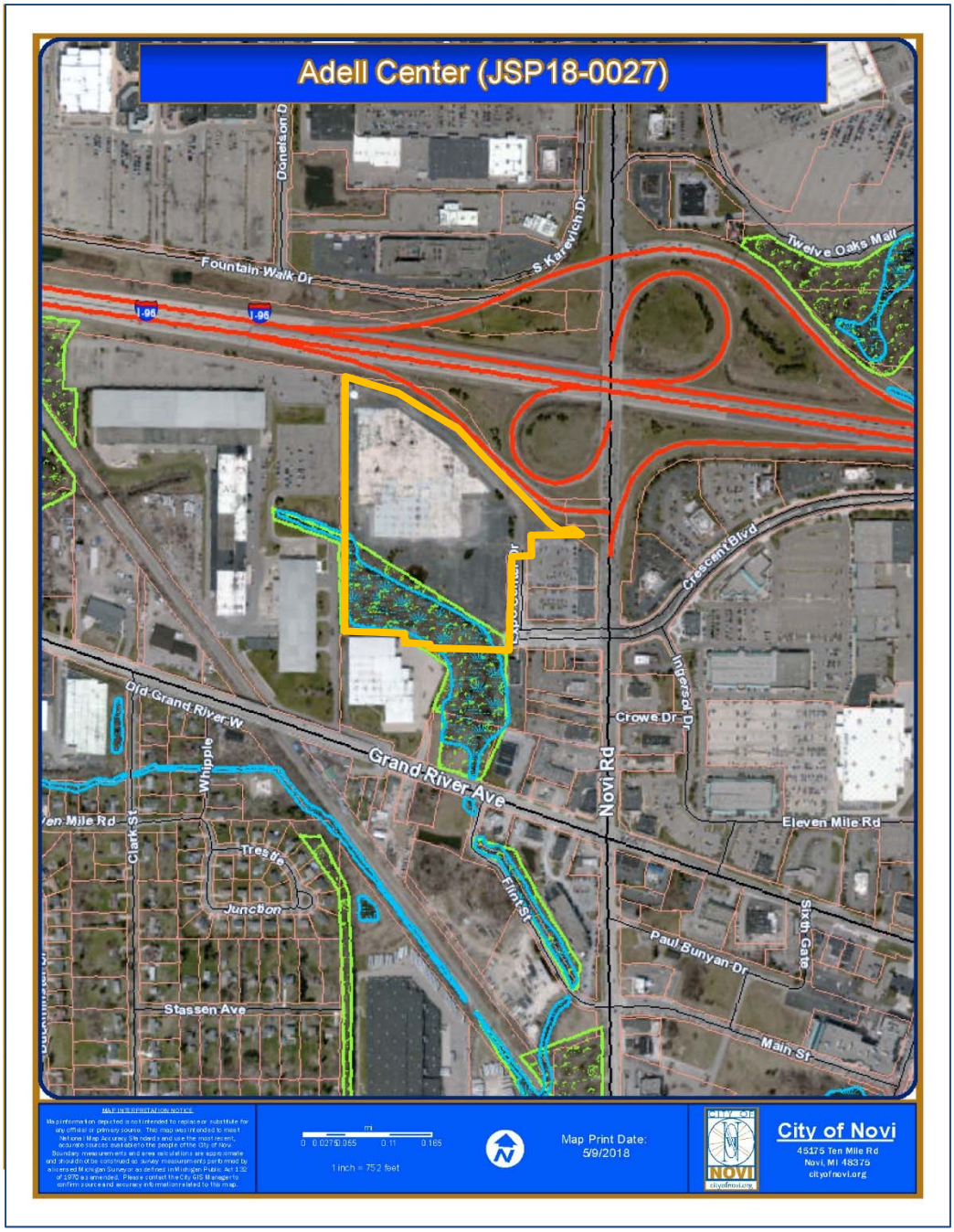


Figure 1. City of Novi Regulated Wetland & Woodland Map (approximate parcel boundary shown in orange). Regulated Woodland areas are shown in green and Regulated Wetland areas are shown in blue.

Woodland Tree Replacement Chart

(from Chapter 37 Woodlands Protection)
(All canopy trees to be 2.5" cal or larger, evergreens as listed)

Common Name	Botanical Name
Black Maple	Acer nigrum
Striped Maple	Acer pennsylvanicum
Red Maple	Acer rubrum
Sugar Maple	Acer saccharum
Mountain Maple	Acer spicatum
Ohio Buckeye	Aesculus glabra
Downy Serviceberry	Amelanchier arborea
Smooth Shadbush	Amelanchier laevis
Yellow Birch	Betula alleghaniensis
Paper Birch	Betula papyrifera
American Hornbeam	Carpinus caroliniana
Bitternut Hickory	Carya cordiformis
Pignut Hickory	Carya glabra
Shagbark Hickory	Carya ovata
Northern Hackberry	Celtis occidentalis
Eastern Redbud	Cercis canadensis
Pagoda Dogwood	Cornus alternifolia
Flowering Dogwood	Cornus florida
American Beech	Fagus grandifolia
Thornless Honeylocust	Gleditsia triacanthos inermis
Kentucky Coffeetree	Gymnocladus diocus
Walnut	Juglans nigra or Juglans cinerea
Eastern Larch	Larix laricina
Tuliptree	Liriodendron tulipfera
Tupelo	Nyssa sylvatica
American Hophornbeam	Ostrya virginiana
White Spruce_(1.5:1 ratio) (6' ht.)	Picea glauca
Black Spruce_(1.5:1 ratio) (6' ht.)	Picea mariana
Red Pine_(1.5:1 ration) (6' ht.)	Pinus resinosa
White Pine_(1.5:1 ratio) (6' ht.)	Pinus strobus
American Sycamore	Platanus occidentalis
Black Cherry	Prunus serotina
White Oak	Quercus alba
Swamp White Oak	Quercus bicolor
Scarlet Oak	Quercus coccinea
Shingle Oak	Quercus imbricaria
Burr Oak	Quercus macrocarpa
Chinkapin Oak	Quercus muehlenbergii
Red Oak	Quercus rubra
Black Oak	Quercus velutina
American Basswood	Tilia americana

Site Photos



Photo 1. Looking northwest across the north end of the proposed development site. This section of the site does not contain areas mapped as City-Regulated Woodlands (ECT, June 19, 2018).



Photo 2. Looking east at area of City-Regulated Woodland located south of the Walled Lake Branch of the Middle Rouge River (ECT, June 19, 2018).

TRAFFIC REVIEW

August 13, 2018

AECOM
27777 Franklin Road
Southfield
MI, 48034
USA
aecom.com

Project name:
JSP18-0027 – Adell Center Revised PRO
Concept Traffic Review

To:
Barbara McBeth, AICP
City of Novi
45175 10 Mile Road
Novi, Michigan 48375

From:
AECOM

Date:
August 13, 2018

CC:
Sri Komaragiri, Lindsay Bell, George Melistas,
Theresa Bridges, Darcy Rechtien, Hannah Smith

Memo

Subject: JSP18-0027 Adell Center Revised PRO Concept Traffic Review

The revised PRO concept site plan was reviewed to the level of detail provided and AECOM **recommends denial** for the applicant to move forward based on several undetermined or missing site elements, as detailed below.

GENERAL COMMENTS

1. The applicant, Orville Properties, LLC, is proposing a multi-use development located on the west side of Novi Road, south of I-96, with one point of access to Crescent Blvd. The applicant is proposing nine (9) individual units within the project:
    a. IFLY indoor skydiving
    b. Planet Fitness
    c. Fairfield hotel
    d. Off-street parking
    e. Drury hotel
    f. Sit-down restaurant
    g. Sit-down restaurant
    h. Carvana
    i. Water Tower
2. Crescent Blvd is under the jurisdiction of the City of Novi.
3. The parcel is currently zoned EXPO, and the applicant is proposing to rezone to TC (Town Center District) with a Planned Rezoning Overlay (PRO).
4. Additional traffic review comments on the proposed Adell Center Drive and sidewalk are discussed in the “Roads and Utilities” submittal under a separate cover letter.
5. Summary of traffic-related waivers/variances:
    a. At the time of the revised PRO concept site plan, the applicant is requesting the following traffic-related waivers or variances. Notes (*in italics*) following each proposed deviation include AECOM’s agreement or disagreement with the deviation.
        i. Deviation 5. City Council Variance (11-194(a)(7)) for the maximum length of the proposed cul-de-sac street length of 1,450 feet from the centerline intersection of Crescent Boulevard to the center of the bulb of the Adell Center Drive cul-de-sac. *AECOM would support this variance.*
        ii. Deviation 11. Planning Deviation for Parking, Loading, Signs, Landscaping, etc. to eliminate requirement for loading areas for the following Units 2, 1, 3, 4, 5, and 9.
            1. Unit 1 - IFLY – Not needed per user.

2. Unit 2 – Planet Fitness – *Table in deviation indicates a loading zone will be provided. Concept plan does not designate a loading zone for Unit 2. The applicant should clarify whether a loading zone is required/proposed for Unit 2 and if the deviation for eliminating the requirement for Unit 2's loading zone is applicable.*
3. Unit 3* - Fairfield Inn – Not Needed per User.
4. Unit 4 – Temporary Parking Lot - No Building
5. Unit 5* – Drury Hotel – Not needed per User.
6. Unit 9 – Water Tower – No Building

* Users indicated that few deliveries are made by a typical delivery truck (i.e., UPS, FedEx, etc.) to which the delivery vehicle temporarily parks beneath the canopy by the front door during non-peak guest times during the day.

This deviation refers to section 3.27.1 of the City of Novi code of ordinances.
AECOM would not support the deviation to eliminate the requirement for loading areas for Unit 1, Unit 3 or Unit 5. Hotel facilities often receive food and supply deliveries and laundering services, which would necessitate loading/unloading activities. The statement for that "Users indicated that few deliveries are made by a typical delivery truck (i.e., UPS, FedEx, etc.) to which the delivery vehicle temporarily parks beneath the canopy by the front door during non-peak guest times during the day" does not justify the lack of a loading zone. Providing loading activities at the building entrance, under the canopy has the potential to diminish access to the facility, which may be problematic even during non-peak periods. The applicant could provide additional information regarding how food and supplies deliveries and laundering services will be handled for each of the hotel sites and could provide a written correspondence from the facility owner stating acknowledgement of the proposed loading zones. Furthermore, the lack of a loading zone at Unit 1 could prove to be problematic given the potential for future land use changes.

iii. Deviation 13. Planning Deviation (Section 3.27.1) for Parking, Loading, Signs, Landscaping, etc. to reduce the size of the proposed loading areas for Units 2, 3, 5, 6, and 7. *AECOM would not support the deviation to reduce the loading zone sizes for the propose facilities at this time due to lack of information regarding the expected delivery vehicle sizes, and contingent upon the approval of Deviation 11.*

iv. Deviation 17. Planning Deviation (Section 5.2.12) for minimum number of parking spaces per unit based on each unit owners current parking requirement and as shown on the following table.

(Table omitted for brevity.)

* *(asterisks applicable to Units 6 and 7)* This deviation request is to allow the users of Units 6 and 7 to share parking based on the current zoning ordinance requirements. At the time of this submittal, the building sizes and layouts for Units 6 and 7 have not been finalized. This deviation request would allow sharing of parking between units 6 and 7, but not a reduction in overall parking requirements between these two units.

The applicant has removed the statement that they will provide a shared parking study. AECOM would not support the deviation for a reduction in parking spaces until data is provided to support the required parking calculations and the proposed parking counts is provided for each site. Furthermore, the request for shared parking across Units 6 and 7 may be supported, based on the (future) proposed site parking lot layouts; however, the deviation language contradicts the numbers in the table in that the combined "proposed parking" for Units 6 and 7 is lower than the "req'd parking per ordinance" values. The applicant should refer to the Planning Review letter for additional information on the parking requirements.

v. Deviation 22. City Council variance for lack of a traffic impact study due to the city is currently undertaking a traffic study for this area. *The applicant has provided trip generation information for the development that will be incorporated into the region-wide traffic impact study. AECOM supports the variance for lack of a full traffic impact study as part of the plan review process such that the applicant understands that they may be requested to provide additional traffic-related data and*

information during the review at the City's discretion. The applicant should also confirm understanding that they may be subject to certain off-site and/or on-site mitigation measures as a result of the region-wide traffic impact study.

b. Once additional information is received from the applicant, further review will be performed and additional required deviations may be identified. Items that may require additional deviations include:
    i. Should the minimum same side driveway spacing requirements not be met, the applicant may be required to seek a deviation.
    ii. Should the proposed number of drive approaches and/or the drive approach system not comply with the guidance in the ordinance, the applicant may be requested/required to provide justification and/or apply for deviations.
    iii. The applicant should provide additional trash receptacle locations to meet the needs of the eight (8) sites within the development, or request a deviation.
    iv. If the applicant does not locate the trash receptacle locations such that they do not cut off or diminish access to off-street parking facilities or to service drives, the applicant may be required to seek a variance.
    v. A waiver is required if the applicant moves forward with painted islands.
    vi. The applicant should revise the plans to include landscape islands every 15 parking spaces or request a variance.
    vii. On Unit 8, the applicant shall provide a landscaped end island on the east end of the northern parking bay, or may seek a variance for lack of an end island.
    viii. The applicant is proposing a gravel emergency access driveway, per sheet 12. The use of gravel would require a variance.

TRAFFIC IMPACTS

1. The applicant provided a trip generation analysis, prepared by Bergmann, which outlines the anticipated number of daily, AM peak and PM peak trips that each of the various land uses may be expected to generate. AECOM reviewed the trips generation estimates and accepts the calculations as provided.
2. The number of new trips expected to be generated by the entire development are as follows:

Trip Generation Summary				
	Estimated Trips	**Estimated Peak-Direction Trips**	**City of Novi Threshold**	**Above Threshold?**
AM Peak-Hour Trips	188	102	100	Yes
PM Peak-Hour Trips	334	186	100	Yes
Daily (One-Directional) Trips	3,988	N/A	750	Yes

a. The development trip generation estimates exceed the City's threshold of more than 750 trips per day or 100 trips per either the AM or PM peak hour. The applicant has requested a variance for the completion of a traffic impact study because the development will be included in the region-wide TIS that is underway by AECOM. Reference item 4.a.vi under General Comments for further potential conditions related to a traffic impact study and/or mitigation measures that may be required.
b. Additionally, AECOM performed a preliminary analysis to assess roadway capacity impacts of the proposed Adell Center development. The initial results of that analysis indicate that the intersection of Novi Road and Crescent Boulevard is expected to be able to accommodate the additional traffic during the AM and PM

peak periods. The intersection of Novi Road and Grand River operates under existing congested conditions and may worsen with the added traffic demand of the development, specifically the eastbound and southbound left turn movements.

EXTERNAL SITE ACCESS AND OPERATIONS

The following comments relate to the external interface between the proposed development and the surrounding roadway(s). It should be noted that each commercial driveway interface with Adell Center Drive is also considered an external access point for purposes of this review letter.

1. The applicant has proposed the site roadway to be a private street with a width of 36 feet B/B. and a 70 foot access easement.
    a. While it is not anticipated that any of the currently proposed sites would warrant left turn passing lanes, the inclusion of a center left turn lane would likely have positive impacts on traffic flow throughout the development. It is recommended that the developer develop the road with a three-lane cross-section to further accommodate left-turning activities and provide a wider “buffer zone” for large vehicles entering/exiting the various facilities without entering into the opposing traffic thru lane. Additional comments for the roadway layout will be included under a separate cover letter for the PSP/FSP submittal for the Adell Drive roads and utilities.
    b. The applicant should update the note near Unit 2 on sheet 12 to indicate 36’ B/B instead of 30’ B/B for Adell Drive.
2. The applicant has indicated a length of 1,540 feet for Adell Center Drive. Section 11-194(a)(7) indicates a maximum cul-de-sac street length of 800 feet for all developments except for R-A zoned properties. The applicant is seeking a City Council variance for exceeding the maximum street length.
    a. Additionally, Section 11-194(a)(7) states a required outside pavement radius of 54 feet for the cul-de-sac. The developer is proposing back-of-curb radius of 58 feet.
3. The applicant has proposed a secondary point of access to the site at the water tower with a gate per the Fire Department.
    a. The applicant has indicated that a gate will be provided but does not show the specific gate location(s) on the revised PRO concept plan.
        i. The applicant should provide the proposed location for the gate(s).
        ii. Additionally, note that, per Figure VIII-K, an “EMERGENCY ACCESS ONLY” sign is required if the gate is more than 100; from the beginning of the access drive.
4. The applicant has indicated a 25 MPH proposed speed along Adell Center Drive.
5. The applicant shall provide a clear vision area for all drive approaches to Adell Center Drive in accordance with Section 216(b). The applicant has included clear vision triangles on the landscape plans, sheet L-1. It should be noted that the landscape plan sheet L-1 does not reflect the site plan modifications as part of the revised PRO concept plan, and should be updated accordingly.
6. The applicant is encouraged to provide a joint drive approach system throughout the development. If each parcel within the development will be independently owned, the applicant may be required to execute ingress/egress easements, as applicable.
7. The applicant shall indicate same side driveway spacing for commercial driveways proposed along Adell Center Drive. Commercial drive approaches must be spaced according to the minimum requirements indicated in Section 11-216(d)(1)d for a speed limit of 25 MPH, thereby indicating a required driveway spacing of 105 feet. Should the minimum driveway spacing requirements not be met, the applicant may be required to seek a deviation.
8. The applicant should review the driveway placement with relation to the sharp horizontal curves along Adell Center Drive and consider alternative placement for purposes of creating safe and effective traffic operations throughout the development.
9. The applicant should review Section 216(d)(1)a-c to review driveway spacing and number of driveways provided per parcel. Should the proposed drive approach system not comply with the guidance in the ordinance, the applicant may be requested/required to provide justification and/or apply for deviations.
10. The driveway approach designs will be reviewed as part of each unit’s individual site plan review.

11. The applicant should consider pedestrian activity and connections across Adell Center Drive and to the various parcels throughout the site in an effort to provide a more walkable district. Any such pedestrian facilities shall be designed in accordance with City standards and the requirements of the American Disability Act. Example locations where connections (e.g., crosswalks) could be considered would be in front of Units 5 and 6 and Units 3 and 7.

INTERNAL SITE OPERATIONS

The following comments relate to the on-site design and traffic flow operations.

General Traffic Flow

1. Updated circulation plans shown on sheet 13 indicate that truck access at the proposed driveway locations may require trucks to cross the roadway centerline in order to adequately complete turns to/from driveways at select locations. The three-lane cross section that is recommended would allow a larger “buffer area” to accommodate the trucks’ large turning radius without interfering with oncoming traffic.
2. The applicant should provide additional details for each site to indicate any unique traffic operations that may occur within the site. For example, if the Carvana has unique drop-off/pick-up operations, those should be noted and considered with the layout.
3. The applicant should provide turning radii and aisle widths throughout the entire development to confirm that (a) passenger vehicle operations can be accommodated, (b) fire and emergency vehicle operations can be accommodated, and (c) heavy vehicles and other delivery vehicles can be accommodated within the appropriate spaces. A specific example would be fire access to and from the west side of Unit 1 with the proposed geometry.
4. The applicant has requested a deviation for providing loading zones for units 1, 3, 4, 5, and 9 within the development. TC district requires that 10 square feet of loading zone be provided for each front foot of building. The applicant has provided commentary as to why loading zones may not be required; however, there are concerns with not providing adequate loading zones for each site. The potential for future land use changes to occur should also be considered when determining whether or not to support a waiver for requiring loading zones for each unit. The applicant should indicate the proposed loading zones for each unit.
5. The applicant has proposed four (4) trash receptacle locations throughout the development.
    a. The applicant should provide additional trash receptacle locations to meet the needs of the eight (8) sites within the development, or request a deviation.
    b. The applicant should provide additional trash collection vehicle wheel paths to ensure that adequate access to the dumpster locations is provided. Particular attention should be given to Unit 8.
    c. The applicant should review the locations of the trash receptacles and make note that they are positioned in locations that block parking spaces and may disrupt the flow of traffic during times of trash collections, which deviates from the Zoning Ordinance requirements listed in Section 5.4.4. If alternative locations that reduce the impact to parking spaces or traffic flow are available, it is recommended that they be relocated. If alternative locations are not available, a deviation may be required.
6. On Unit 8, the applicant shall provide a landscaped end island on the east end of the northern parking bay, or may seek a variance for lack of an end island. Additionally, the applicant should indicate the intent of the paved open area along the northern edge of Unit 8.
7. The applicant is proposing a gravel emergency access driveway, per sheet 12. The use of gravel would require a variance.

Parking Facilities

1. The applicant has requested several parking deviations, as discussed in the “General Comments” section of this letter.
2. The applicant should reference the Planning review letter for information on parking quantity requirements. It should be noted that parking calculations were not provided with the revised PRO concept submittal, but required parking quantities and proposed parking quantities were provided. The applicant should provide additional information in order to review the parking quantities provided.

3. The applicant has not provided a shared parking study at the time of the revised PRO concept submittal; however, based on the results of deviation approvals and other City requirements regarding parking counts, landscape island requirements every 15 spaces, bicycle parking, loading zones, trash receptacles, a shared parking study may be beneficial, if the proposed sites are not expected to have overlapping parking needs throughout the day.
4. The applicant has included bays of parking with more than 15 spaces, which is not compliant with Section 5.5.3.C.ii.i of the Zoning Ordinance. The applicant should revise the plans to include landscape islands every 15 parking spaces or request a variance.
5. The applicant should provide dimensions for parking spaces and maneuvering aisles throughout the development, in accordance with Section 5.3.2 of the Zoning Ordinance.
    a. The applicant may provide 19 foot long parking spaces (abutting a six inch curb, where applicable) or may provide 17 foot long parking spaces and provide a four inch curb with two foot clear overhang area in front of the parking space.
6. The applicant should provide dimensions for the landscaped areas throughout the development including length, width, radii, curb height, etc. to review conformance with Section 5.3.12 of the Zoning Ordinance.
    a. The applicant references painted islands on sheet 12. The applicant should identify which islands are proposed to be painted and a justification as to why they cannot be in compliance either Section 5.3.12 which requires raised islands. A waiver is required if the applicant moves forward with painted islands.
7. The applicant should include bicycle parking throughout the development in accordance with Section 5.16 of the Zoning Ordinance, and provide quantities, locations and layouts for all proposed bicycle parking.

Sidewalk Requirements

1. The applicant is proposing sidewalk along both sides of Adell Center Drive.
2. The location of the sidewalk along Adell Center Drive is proposed to be located such that the outside edge is 15 feet from the back of curb, which meets City standards.
3. The applicant is proposing a sidewalk width of six (6) feet along Adell Center Drive which is in accordance with the City's Master Plan for Bicycle and Pedestrian Paths.
4. The applicant shall provide non-motorized connections between all developments and adjacent parcels and the overall city network of non-motorize facilities as indicated in Section 11-256(d) of the City Ordinance. Specifically, Units 6 and 7 do not have such connections provided.
5. The applicant should include any sidewalk ramp/detectable warning surface locations and details in future submittals.
6. The applicant should review the walkability of the development and provide additional non-motorized connections as applicable.

SIGNING AND STRIPING

1. All on-site signing and pavement markings shall be in compliance with the Michigan Manual on Uniform Traffic Control Devices (MMUTCD). The following is a discussion of the proposed signing and striping.
    a. The applicant should provide a signing quantities table and additional details (MMUTCD designation and proposed size) in future submittals.
    b. The applicant should include proposed signing locations throughout the development.
    c. The applicant should refer to the City of Novi Traffic Control Sign Standards for any proposed street name signs.
    d. The applicant should update applicable details and provide the following notes and details on future site plans.
        i. All roadside signs should be installed two feet from the face of the curb to the near edge of the sign.
        ii. Single signs with nominal dimensions of 12" x 18" or smaller in size shall be mounted on a galvanized 2 lb. U-channel post. Multiple signs and/or signs with nominal dimension greater than

12” x 18” shall be mounted on a galvanized 3 lb. or greater U-channel post as dictated by the weight of the proposed signs.

iii. Traffic control signs shall use the Federal Highway Administration (FHWA) Standard Alphabet series.

iv. Traffic control signs shall have High Intensity Prismatic (HIP) sheeting to meet FHWA retroreflectivity requirements.

e. The applicant should remove note number 5 on sheet 12 since pavement markings will be reviewed as part of the individual Units’ site plan reviews.

Should the City or applicant have questions regarding this review, they should contact AECOM for further clarification.

Sincerely,

AECOM



Maureen N. Peters, PE
Senior Traffic/ITS Engineer



Paula K. Johnson, PE
Senior Transportation Engineer

FAÇADE REVIEW

August 14, 2018

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August 14, 2018

Façade Review Status Summary:
See Summary on Page 5

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

Re: FACADE ORDINANCE REVIEW (Second Review)
Adell Center, Revised PRO Concept, JZ18-24
Façade Region: 1, All Buildings, Zoning District: Rezoning to TC-1

The following is façade review No. 2 for the buildings proposed for the above referenced project. *Comments updated from our prior review are italicized.* All buildings, *monument signs and landscape walls* are required to comply with the Façade Ordinance Section 5.15 which requires, among other things, a minimum of 30% Brick. The same structures are also required to comply with the higher standard described in the Town Center (TC) Ordinance, Section 3.27.G, which requires that all facades be constructed primarily (greater than 50%) of Brick and Stone. The Façade Ordinance Chart indicates the maximum percentages allowed of various façade materials. The percentages of materials proposed for each façade are as shown in the tables below. Materials in non-compliance are highlighted in bold.

Drury Inn & Suites

Drury Inn & Suites	Front	Right	Left	Rear	Façade Ordinance Maximum (Minimum)
Brick	50%	46%	46%	36%	100% (30% Min)
Brick and Stone Combined	50%	**46%**	**46%**	**36%**	(50% Min., TC Ord.)
Masonry 1 (Split Faced CMU 8x16)	2%	2%	2%	2%	10%
Masonry 2 (Burnished CMU 8x16)	5%	5%	5%	4%	10% (Footnote 2)
EIFS	**43%**	**47%**	**47%**	**58%**	25%

Our review of Drury Inn and Suites is based on drawings dated 4/12/18 by DCC Design of St. Louis Missouri. As shown above the percentage of EIFS on all facades exceeds the maximum amount allowed by the Ordinance. All other materials are in full compliance. The design uses significant percentages of Brick and EIFS resting on a simulated "stone base" which is comprised of Split Faced and Burnished Concrete Masonry Units (CMU). The EIFS is used on curved areas of the façade, window surrounds and the upper story and is generally framed by Brick and the simulated stone base. We believe that overall appearance of the building will meet the intent of the TC Ordinance which requires that the facades be constructed primarily of Brick and Stone, and that in this case the overall composition of the façades would not be significantly improved by reducing the amount of EIFS. Therefore it is our recommendation that a Section 9 Waiver be granted for the overage of EIFS on all facades.

IFLY Indoor Skydiving

IFLY Indoor Skydiving (sketch provided on 9/8/18)	Front	Right	Left	Rear	Façade Ordinance Maximum (Minimum)
Brick	**7%**	**10%**	**10%**	**18%**	100% (30% Min)
Brick and Stone Combined	**7%**	**10%**	**10%**	**18%**	(50% Min., TC Ord.)
EIFS (To Be Clarified)	0%	0%	0%	0%	25%
Flat Metal Panels	**93%**	**90%**	**90%**	**82%**	50%

In response to our and staff comments the applicant has proposed adding Brick to portions of the lower 12' of the building. A sketch was provided by the applicant via Email on 9/8/18. The percentages of materials shown above are based on said sketch. As shown, the percentage of Brick and Stone remains significantly below the 50 percent required by the Ordinance and the percentage of the remaining materials (Flat Metal Panels and/or EIFS) remains significantly above the percentages allowed by the Ordinance. While the proposed Brick represent a significantly improvement in appearance, we believe that the Architect should give further creative thought into the proper integration of masonry materials into the design as required to more closely comply with the Ordinance. For example the requirement for 30% Brick could be substantially achieved by extending the Brick up the 66' high towers, extending onto the 4' return walls of said towers.

The Flat Metal Panels consists of multiple colors that appear to be intended as corporate imaging. In general, the Façade Ordinance prohibits the use of façade materials to for the background of a sign so as to increase the visual presence of the building for the purpose of advertising. In this case however, the proposed colors are subdued and harmonize well with the overall façade. The drawings lack callouts for some materials and the applicant should clarify if EIFS is intended in any locations (this review assumes no EIFS).

Fairfield Inn & Suites

Fairfield Inn & Suites	South (Front)	East (Right)	West (Left)	North (Rear)	Façade Ordinance Maximum (Minimum)
Brick	**14%**	**16%**	**16%**	**23%**	100% (30% Min)
Cultured Stone	1%	3%	3%	2%	50%
Brick and Stone Combined	**15%**	**19%**	**19%**	**25%**	(50% Min., TC Ord.)
EIFS	**67%**	**34%**	**34%**	**55%**	25%
Phenolic Simulated Stone	14%	44%	44%	16%	50%
Flat Metal, Painted	1%	2%	2%	1%	50%
Molded Cornice	3%	1%	1%	3%	50%

Our review of Fairfield Inn & Suites is based on drawings dated 4/24/18 by TSA Hospitality of Detroit, Michigan. As shown above the minimum percentage of Brick and Stone are not provided on all elevations, the percentage of EIFS exceeds the maximum amount allowed by the Ordinance on all elevations and the percentage of Simulated Wood exceeds the maximum amount allowed by the Ordinance on the right and left side elevations. The precise type of Simulated Wood is not clearly indicated on the drawings. A sample board should be provided to clearly identify the type, texture and color of all faced materials.

In response to the above comments the applicant has provided a letter dated 7/18/18 which states that "The comments made during the façade review have been noted and compliance with the requirements will occur on the building elevations submitted to the City during review of Unit 3." We interpret this to mean that all façade materials will be brought into full compliance with the Façade Chart and that no Section 9 Waiver will be required after said revisions are made. We would point out that Note 1 under the "General Façade Requirements" of this letter applies to this situation.

Carvana

Carvana	Front (southwest)	Right (southeast)	Left (northwest)	Rear (northeast)	Façade Ordinance Maximum (Minimum)
Brick	**7%**	30%	30%	39%	100% (30% Min)
Brick and Stone Combined	**7%**	**30%**	**30%**	**39%**	(50% Min., TC Ord.)
Spandrel Glass, Black	3%	2%	2%	2%	50%
Flat Metal Panels	10%	5%	5%	2%	50%
Display Glass	**80%**	**63%**	**63%**	**57%**	25%

Our review of Carvana is based on drawings dated 5/25/18, by WHN Architects of Charlotte North Carolina. *The applicant has rotated the building 180 degrees since our prior review. This places the front entrance toward the interior of the project (as compared to I-96). This generally enhances the building as it relates to the pedestrian circulation within the overall project. The façade materials on the respective facades remain unchanged as does our prior recommendation for Section a Section 9 Waiver, as described below.*

As shown above the minimum percentage of Brick is not provided on the front façade, the minimum combined percentage of Brick and Stone is not provided on all facades and the percentage of Display Glass exceeds the maximum amount allowed by the Ordinance on all facades. The Façade Ordinance defines Display Glass as areas of vision glass that are intended through exposure to thoroughfares and pedestrian ways and lighting methods to strongly emphasize the items displayed within the building. Based on this definition the Carvana tower would be considered Display Glass. Similar to the Town Center bell tower, we believe that the Carvana tower will represent an iconic element within this project and the Novi shopping district at large. We believe this justifies a deviation from strict interpretation of the Facade Ordinance with respect to Display Glass. The applicant has added significant amounts of Brick in response to the pre-application meeting comments. With this revision the underage of Brick and Stone have been reduced to the extent practice and do not significantly diminish the overall quality of the design. Although the rear (southwest) elevation faces to the interior of the Adell Center this elevation has 30% minimum Brick and the overall design is consistent with other facades. Therefore, it is our recommendation that the design is consistent with the intent and purpose of the Façade and TC Ordinances, and that a Section 9 Waiver be granted for the underage of Brick on the front facade, the underage of combined Brick and Stone on all facades, and overage of Display Glass on all facades.

Planet Fitness

Planet Fitness	Front	Right	Left	Rear	Façade Ordinance Maximum (Minimum)
Brick	**39%**	**NP**	**NP**	**20%**	100% (30% Min)
Brick and Stone Combined	**39%**	**NP**	**NP**	**20%**	(50% Min., TC Ord.)
CMU (Type unspecified)	**16%**	**NP**	**NP**	**60%**	0%
EIFS	**37%**	**NP**	**NP**	14%	25%
Flat Metal	4%	**NP**	**NP**	4%	50%

Our review of Planet Fitness is based on drawings dated 6/23/15 by Moda4 Design of Dayton, Ohio. Our review is based on pectoral representation of materials because the types of materials were not called out with text on the drawings. Also, the side elevations were not provided. As shown above the percentage of Brick and Stone are below the minimum amount allowed by the Ordinance on the front and rear elevations and the percentage of CMU exceeds the maximum amount allowed by the Ordinance on the rear facade. *In general the building exhibits well balance propositions and high quality materials. We would recommend that the applicant make minor revisions to the front façade as required to bring the percentage of materials into closer compliance with the Ordinance (for example, reduce the amount of EIFS and increase the amount of Brick & Stone). The side and rear elevations should be provided and should generally match the same percentages as the front. The percentage of CMU should not significantly exceed 10% on any facade. The applicant should submit updated drawings and a sample board clearly indicating the types of all façade materials for all facades.*

Monument Signs – Three types of monument signs are proposed for this project as shown on sheet 13 of the Greentech Engineering drawings. The Business Park Identification Sign located along the I-96 frontage, the Business Park Entrance Sign located at the west terminus of Crescent Boulevard, and the Individual Tenant Monument Signs located at each unit. Like the buildings, the signs are subject to the Façade Ordinance (Section 5.15) as well as the TC Ordinance (Section 3.27.G) which requires that signs be constructed primarily (50% minimum) of Brick and Stone. Based in the renderings provided, the signs appear to generally comply with the Façade Ordinance and TC Ordinance. *More detailed scaled drawings with material callouts and a sample board as required by Section 5.15.4.D of the Façade Ordinance will be required at a later date.*

Landscape Wall *- The Landscape Plans indicate a "2.5' Masonry Wall and Pier to be Constructed in Future Phase." The design consists of 3' wide brick piers with precast top spaced approximately 28' on center with approximately 50% brick and 50% aluminum fence infill panels. The design is primarily (50% minimum) brick and therefore complies with the TC Ordinance. A sample board in accordance with Section 5.15.4.D of the Façade Ordinance should be provided. The applicant should clarify of "Future Phase" as the landscape wall represents an important visual amenity and should therefore be constructed at the onset of the project.*

General Façade Requirements;

1. It should be noted that revisions after approval and any deviation from specific Section 9 Waivers granted will require reapplication as described in Section 5.15.10 of the Façade Ordinance and / or a formal amendment of the PRO Agreement. Except for the specific Section 9 Waivers granted, all building and sample boards must comply with the Façade Ordinance at the time of Preliminary Site Plan application.

2. All roof top equipment must be screened from view from all on-site and off-site vantage points using compliant materials consistent with the building design. In this case the elevated views from the nearby highway overpass would be included.

3. Dumpster enclosures (excluding doors) are required to be constructed of brick or stone matching the primary buildings.

4. Monument signs, guard houses, gated entrance pedestals and other structures, if any are required to comply with the Façade Ordinance.

5. A Façade Material Sample Board indicating carefully coordinated materials and colors must be provided for all building, monument signs and landscape walls. It should be noted that dissonant and / or intense colors are prohibited by the Façade Ordinance, Section 5.15.2.

6. Inspections – The Façade Ordinance requires inspection(s) for all projects. Materials displayed on the approved sample board will be compared to materials delivered to the site. It is the applicant's responsibility to request the inspection of each façade material at the appropriate time. Inspections may be requested using the Novi Building Department's Online Inspection Portal with the following link. Please click on "Click here to Request an Inspection" under "Contractors", then click "Façade". **http://www.cityofnovi.org/Services/CommDev/OnlineInspectionPortal.asp**.

Façade Review Summary;

Drury Inn & Suites – A Section 9 Waiver is recommended for the overage of EIFS on all facades.

IFLY Indoor Sky Diving – A Section 9 Waiver is recommended for the underage of Brick and Stone, and the overage of Flat Metal Panels, contingent upon incorporating additional Brick as required to bring the percentage of brick to approximately 30% minimum on all Facades, and no use of EIFS.

Fairfield Inn & Suites – The applicant has stated in writing that all facades will be brought into full compliance with the Façade Ordinance. It should be noted that no deviations will be permitted and Section 9 Waivers cannot be granted after the PRO Agreement.

Carvana – A Section 9 Waiver is recommended for the underage of Brick on the front facade, the underage of combined Brick and Stone on all facades, and the overage of Display Glass on all facades.

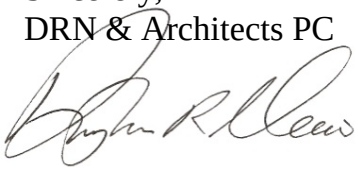
Planet Fitness – *Approval not recommended at this time due to various deviations and missing information (left and right side elevations are missing). It appears compliance can be readily achieved with minor revisions.*

Monument Signs *–Apparent full compliance, scaled drawings and sample board to be provided.*

Landscape Wall *– Apparent full compliance, scaled drawings and sample board to be provided.*

If you have any questions regarding this matter please contact the City of Novi Department of Planning and Community Development.

Sincerely,
DRN & Architects PC



Douglas R. Necci, AIA
Novi Façade Consultant

FIRE REVIEW

July 30, 2018

July 30, 2018

TO: Barbara McBeth- City Planner
Sri Ravali Komaragiri- Plan Review Center
Lindsay Bell-Plan Review Center
Hannah Smith-Planning Assistant

RE: **Adell Center** (Old Expo Property), **43700 Expo Center Drive**

JZ # 18-0024
JSP# 18-27
PSP# 18-0065
PSP# 18-0111

Project Description:
Large commercial entertainment development, multi-use, and multi-buildings. Demolishing existing open vacant parking lot and re-development with 8 new commercial buildings. Redevelopment of main access driveway into new complex.

Comments:

1. **Site plan shall provide more than one point of external access to the site. A boulevard entranceway shall not be considered as providing multiple points of access. Multiple access points shall be as remote from one another as is feasible. The requirement for secondary access may be satisfied by access through adjacent property where an easement for such access is provided. Secondary access drive MUST be added to the site plans for review. IFC 503.1.2. Access lane MUST be at least 20' wide.**

2. **MUST provide a secondary access point to the parking lot for Unit 5.**

3. **The minimum width of a posted fire lane is 20 feet. The minimum height of a posted fire lane is 14 feet. *(Fire Prevention Ord.)***

4. **Fire apparatus access drives to and from buildings through parking lots shall have a minimum fifty (50) feet outside turning radius and designed to support a minimum of thirty-five (35) tons. *(D.C.S. Sec 11-239(b)(5))* – *Plans show turning radii measured at 44', this will need to be re-designed for 50'outside and 30' inside turning.* Unit 7, Unit 5, on plan 4, in parking lot in front of unit 4 and on the south side of Unit 3, Secondary access road near water tower. MUST have 50' outside turning radius and 30' inside turning radius.**

5. **Fire access road MUST not exceed 150' in length. If the**

CITY COUNCIL

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Director of EMS/Fire Operations
Jeffery R. Johnson

Assistant Chief of Police
Erick W. Zinser

Assistant Chief of Police
Scott R. Baetens

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

cityofnovi.org

access road is longer than 150' you MUST provide some type of turn around. By Unit 5 on the east side of building.

6. **The distribution system in all developments requiring more than eight hundred (800) feet of water main shall have a minimum of two (2) connections to a source of supply and shall be a looped system. *(D.C.S. Sec. 11-68(a))***

7. **For interior fire protection systems a separate fire protection line shall be provided in addition to a domestic service for each building. Individual shutoff valves for interior fire protection shall be by post indicator valve (P.I.V.) or by valve in well and shall be provided within a public water main easement. (D.C.S. Sec.11-68(a)(9))**

8. **Hydrants shall be installed in a manner to be in compliance with the City of Novi "Design and Construction Standards", Chapter 11 of the Code of Ordinances. Hydrant spacing is 300' from fire hydrant to fire hydrant. Not as the crow flies. 11-68(F)(1)c. MUST put fire hydrant location on pg13 or put buildings with parking lot plans on the Utility plans for review.**

9. **Fire hydrants location per the International Fire Code 2012 (IFC), you MUST have a fire hydrant within 600' from ALL portions of the exterior of the ground floor of the structure. (Not as the crow flies). IFC 507.5.1.**

10. **Hydrant outlets shall be eighteen (18) inches above final grade, measured from final grade to bottom of outlet. (D.C.S. Sec. 11-68 (f)(1)c.4)**

11. **No parking shall be allowed within fifteen (15) feet of a hydrant. (D.C.S. Sec. 11-68 (f)(1)c.4)**

12. **Additional hydrants may be required, depending on the specific hazard or use, to protect the structure. (D.C.S. Sec. 11-68 (f)(1)c.6)**

13. **All hydrants shall have two 2-1/2 inch male outlets and one 4-1/2 inch male steamer connection. Threads shall be National Standard. (D.C.S. Sec. 11-68 (f)(2))**

14. **Fire department connections shall be located on the street side of buildings, fully visible and recognizable from the street or nearest point of fire department vehicle access or as otherwise approved by the code official. (International Fire Code)**

15. **Immediate access to fire department connections shall be maintained at all times and without obstruction by fences, bushes, trees, walls or any other object for a minimum of 3 feet (914 mm). (International Fire Code)**

16. **Proximity to hydrant: In any building or structure required to be equipped with a fire department connection, the connection shall be located within one hundred (100) feet of a fire hydrant. (Fire Prevention Ord. Sec. 15-17)**

17. **Maximum Building heights will need to be addressed, as the Novi Fire Department has only 1 - 100' aerial apparatus, and is limited to approx.. 55' height Emergency Access. Proposed buildings in access of 55' may need to conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) construction.**

GENERAL:

To facilitate fire protection during site preparation and construction of buildings, the following are required:

18. **Water mains and fire hydrants shall be installed prior to construction above the foundation. Note this on all plans.**

19. **The building address is to be posted facing the street throughout construction. The address is to be at least 3 inches high on a contrasting background. Note this on all plans.**

20. **Street names on suitable poles shall be established and installed prior to construction above the foundation. Note this on all plans.**

21. **Prior to construction above the foundation of non-residential buildings, an all-weather access road capable of supporting 35 tons shall be provided. Note this on all plans.**

22. **Free access (unobstructed) from the street to fire hydrants and to outside connections for standpipes, sprinklers or other fire suppression equipment, whether permanent or temporary, shall be provided and maintained at all times.**

23. **Fire prevention practice during construction shall be in accordance with the adopted Building Code and Fire Prevention Code**

24. **The installation of security gates across a fire apparatus access road shall be approved by the fire marshal. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200**

25. Correct the scale on plan A1.2 (1/16" = 1').

26. MUST provide the height clearance dimensions on plans A-202. **MUST** have 14' of clearance.

27. On plan A-101, is there storage in the stairwell?

Recommendation:
APPROVAL WITH CONDITIONS

Sincerely,

Kevin S. Pierce-Fire Marshal
City of Novi – Fire Dept.

cc: file

SIGN REVIEW

ORDINANCE SIGN REVIEW REPORT

August 14, 2018

Sign Permit Review

ADELL CENTER

APPLICANT: ADELL / ORVILLE PROPERTIES LLC
SITE LOCATION: 96 / Novi Road

1. TYPE OF SIGN: Entranceway

Code requirement: 28-1 SIGN (5); 28-5(d)(11); 28-5(f)(3)
Proposed: 1 ground signs depending on the distance between sign faces (no greater than 2 feet distance between the faces of a single sign is permitted)
Staff Comments: One entranceway sign is permitted at each entrance. One (1) entrance is proposed

2. NUMBER OF SIGNS:

Code requirement: 28-5(a)
Proposed: 1 ground sign
Staff Comments: 1 ground sign is permitted

3. SIGN LOCATION:

Code requirement: 28-1 SIGN (5); 28-5(d)(11); 28-5(f)(3)
Proposed: 1 sign at entrance of planned development
Staff Comments: The sign shall be placed not less than 10 feet from any street right-of-way. Distance from nearest street right-of-way is 14 feet per plan.

4. SIGN AREA:

Code requirement: 28-1 & 28-5(b)(2)a.
Proposed: 32.66 square feet
Staff Comments: The diagram for the sign measurement is inaccurate because the entire sign was not measured in accordance with 28-1 'Area of sign'. The whole sign including background must be included in the calculation. See diagram in 28-1. Per 28-5(b)(2)(a) ground signs shall not exceed 30 sq. ft. or 1 square foot of sign area for every 2 feet of setback from nearest street centerline. Setback is 89 feet. Maximum sign area allowed is 44.5 sq. ft.

5. SIGN HEIGHT:

Code requirement: 28-5(a) – Six (6) feet maximum height
Proposed: 15 feet
Staff Comments: a variance of 9 feet would be required

6. OTHER:

Code requirement:
Proposed:
Staff Comments:

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or munderhill@cityofnovi.org.

_____

Maureen Underhill, Code Compliance Officer

ORDINANCE SIGN REVIEW REPORT

August 14, 2018

Sign Permit Review

ADELL CENTER

APPLICANT: ADELL / ORVILLE PROPERTIES LLC
SITE LOCATION: 96 / NOVI ROAD

Code requirement: 28-1 Ground Sign
Proposed: One (1) EXPRESSWAY FRONTAGE – ground sign
Staff Comments: the following comments apply

1. NUMBER OF SIGNS:

Code requirement: 28-5 (a) one ground sign and one wall sign are permitted
Proposed: 1 ground sign
Staff Comments: permitted

2. SIGN LOCATION:

Code requirement: 28-5(f)(1) Ground sign placement
Proposed: Expressway Frontage sign is 9.5 ft. from right-of-way
Staff Comments: A ground sign must be at least 3 feet from right-of-way. Proposed sign complies

3. SIGN AREA:

Code requirement: 28-5(b)(2)a. Ground signs shall not exceed thirty (30) sq. ft. OR one (1) sq.ft. of sign area for each 2 feet of setback from the nearest street centerline – Maximum size 100 sq. ft.
Proposed: 54.25 square feet – calculations not correct on plan
Staff Comments: 28-5(b)(2)a. the sign 'area' allowance cannot be calculated because the distance from nearest adjacent thoroughfare centerline was not indicated on the plan.

28-1 - The diagram for the sign measurement is inaccurate because the entire sign was not measured in accordance with 28-1 'Area of sign'. The whole sign including background must be included in the calculation. See diagram in 28-1.

4. SIGN HEIGHT:

Code requirement: 28-5(a) - Six (6) feet maximum height
Proposed: 15'
Staff Comments: a variance of 9 feet would be required

5. OTHER:

Code requirement: 28-4
Proposed:
Staff Comments: No sign shall be located within, project into, or overhang any public right-of-way .....

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or munderhill@cityofnovi.org.

_____
Maureen Underhill, Code Compliance Officer

PLAN REVIEW CENTER REPORT

August 15, 2018

SignPermit Review

Individual Unit Monument Signs

APPLICANT: ADELL

SITE LOCATION: Throughout the development on individual parcels.

TYPE OF SIGN: Monuments Signs

Proposed: It appears that one monument sign per each parcel of land is proposed except for Unit 6.

Staff Comments: The monument signs are designed to be 10 feet wide and 6 feet in height.

A formal review of these monument signs has not been completed due to lack of sign permit application, detail regarding the easement (right-of-way) locations and inconsistent dimensions of the sign and the green space as listed below.

1. NUMBER OF SIGNS:

Code requirement: 28-5(a)
Staff Comments: Each parcel of land is permitted one ground sign. The applicant should provide a sign table that confirms the number of monument signs per each unit. Unit 6 appears to have one ground sign for individual business and one development sign for the whole development.

2. SIGN LOCATION:

Code requirement: 28-5(f)(1); Code section 28-5(f)(1) states that ground signs shall be placed no closer than three (3) feet from future (planned) right-of-way line in this case, the private road access easement
Proposed: As depicted on the plan, the signs appear to be on the private road access easement (which is considered as the Right-of-way for the purpose of this review) within the development and also in some cases may be wider than the grass area between the street and the sidewalk (appears to be 9 feet wide) and would not allow any shy distance.

3. SIGN AREA (SIZE):

Code requirement: 28-5(b)(2)(a)
Staff Comments: ...ground signs shall not exceed thirty (30) square feet or 1 square foot of sign for every 2 feet of setback from the nearest street centerline ... whichever is greater, with a maximum area of one hundred (100) square feet. **Provide details as noted and as required in the Sign permit application.**

4. OTHER:

Code requirement:
Proposed:
Staff Comments:

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or munderhill@cityofnovi.org.

Maureen Underhill, Code Compliance Officer

ORDINANCE SIGN REVIEW REPORT

July 9, 2018

SignPermit Review

ADELL CENTER

APPLICANT: CARVANA
SITE LOCATION: 96 / NOVI ROAD

1. TYPE OF SIGN: WALLS SIGNS

Code requirement: 28-5 (a); 28-5 (d)(10)
Proposed: 9 wall signs
Staff Comments: 2 wall signs and 1 ground sign will be permitted at this location

2. NUMBER OF SIGNS:

Code requirement: 28-5(a); 28-5(b)(1) b. and 28-5(d)(10)
Proposed: 9 wall signs of varying sizes are proposed
Staff Comments: 2 wall signs and 1 ground sign are permitted at this location with a maximum size of any one wall sign being 250 square feet according to setback from the nearest thoroughfare centerline. A VARIANCE FOR 7 ADDITIONAL WALL SIGNS WOULD BE REQUIRED

3. SIGN LOCATION:

Code requirement:
Proposed:
Staff Comments:

4. SIGN AREA:

Code requirement: 28-5(b)(1)b.
Proposed: 4 wall signs at 57.33 sq. ft.; 4 wall signs at 24.17 sq. ft.; 1 wall sign at 9 square feet
Staff Comments: The sizes of the signs appear to be approvable based on the anticipated setback of the building from the nearest street centerline but the setback distance was not provided. Provide a plan with the setback distance from the nearest thoroughfare centerline. Also – in reading the narrative provided by Carvana, there seems to be a misunderstanding that the area of sign size is collective. Code section 28-5(b)(1)b. refers to the maximum size of 'a wall sign' as being 250 square feet based on 1 square foot of sign area for every 2 feet of setback from the street centerline. https://library.municode.com/mi/novi/codes/code_of_ordinances?nodeId=PTIICOOR_CH28SI_S28-5PESIPEACDI

5. SIGN HEIGHT:

Code requirement:
Proposed:
Staff Comments:

6. OTHER:

Code requirement:
Proposed:

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or munderhill@cityofnovi.org.

_____

Maureen Underhill, Code Compliance Officer

APPLICANT RESPONSE PACKET

August 16, 2018

1. **Cover Letter**
2. **Traffic Review**
3. **Wetlands review response**
4. **Woodlands review response**
5. **Fire review response**
6. **Ordinance review response**
7. **Planning review response**
8. **Engineering review response**
9. **Landscape review response**
10. **Unit 4: Conceptual Rendering**
11. **Revised PRO Concept Plan** (to be reviewed by Staff)
12. **Update on Parking Counts**
13. **Traffic Response Memo** (08-15-18)
14. **Updated PRO Deviation Narrative** (08-16-18)

GREENTECH
ENGINEERING, INC.

51147 W. Pontiac Trail
Wixom, MI 48393
Office: (248) 668-0700
Fax: (248) 668-0701

August 16, 2018

Ms. Barbara McBeth, AICP
City Planner
City of Novi – Planning Department
47175 10 Mile Road
Novi, MI 48375

Subject: Proposed PRO Re-Submittal
Proposed Adell Center Development

Dear Ms. McBeth:

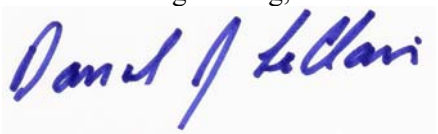
We thank you and your staff for the thorough comments received yesterday August 14th. In response, please find this letter which addresses each of the new comments for your consideration and presentation to the planning commission at the August 22nd planning commission meeting.

Based on the review comments received yesterday, we offer the following responses to the various comments as follows:

These plans have been updated based on previous staff review comments and comments from the July 11th planning commission meeting.

If you have any questions, please do not hesitate to contact me.

Sincerely,
GreenTech Engineering, Inc.



Daniel J. LeClair, PE, PS

JSP18-0027 Adell Center Revised PRO Concept Traffic Review
In response to letter from AECOM, Maureen N. Peters, P.E., dated August 13, 2018.

General Comments:

1. Noted.
2. Noted.
3. Noted.
4. Noted.
5. Noted. Planet Fitness will provide a loading zone. Loading area and parking shown is at the direction of the specific users. Units that have been requested for deviation do not anticipate using a loading area or the amount of spaces as required. The requirement for construction of a loading area/parking for these users would come at the cost of a loss of green space and parking areas in exchange for paving an area that will not be used.

Traffic Impacts:

1. Noted.
2. Noted. See attached letter from Bergmann, Timothy J. Likens, P.E., August 15, 2018.

External Site Access and Operations:

1. Three lanes will be provided as requested. Will update notes as recommended.
2. Noted.
3. Gate locations are shown on the Roads & Utilities Plans. Sign will be added as requested.
4. Noted.
5. Will update L-1 as requested.
6. Ingress/egress easements will be required and provided.
7. Noted.
8. Noted.
9. Noted.
10. Noted.
11. Additional cross walks added at 5/6 and 2/7. See attached updated PRO plan sheet with additional crossings.

General Traffic Flow:

1. Three lanes will be provided as requested.
2. Noted. Will be provided for individual unit site plan submittals.
3. Noted. Will be provided for individual unit site plan submittals.
4. Loading area shown is at the direction of the specific users. Units that have been requested for deviation do not anticipate using a loading area as required. The requirement for construction of a loading area for these users would come at the cost of a loss of green space and parking areas in exchange for paving an area that will not be used.
5. Noted. Will be provided for individual unit site plan submittals.
6. Carvana will provide a landscaped island as part of their final site plan package.
7. Requesting variance with requirement to provide asphalt within (2) years if unit 2 does not get built out.

Parking Facilities:

1. Noted.
2. Additional parking information provided in attachment and response to planning review comments.
3. Noted.
4. Noted. Will be provided for individual unit site plan submittals.
5. Noted. Will be provided for individual unit site plan submittals.
6. Noted. Will be provided for individual unit site plan submittals.
7. Noted. Will be provided for individual unit site plan submittals.

Sidewalk Requirements:

1. Noted.
2. Noted.
3. Noted.
4. Noted. Will be provided for individual unit site plan submittals.
5. Noted.
6. Additional cross walks added at 5/6 and 2/7. See attached updated PRO plan sheet with additional crossings.

Signing and Striping:

1. Noted. Will comply and adjust notes/details as requested.

Wetland Review of the Revised PRO Concept Plan (PSP18-0111)
In response to letter from ECT, Pete Hill, P.E., dated August 13, 2018.

Wetland and Watercourse Comments:

1. Impact to on-site wetlands and 25' buffers have been minimized. The foundations, wing walls, sidewalk, limestone path and grading will be located outside of wetland #1, flood way, and flood plain. Construction of the foundations, wing walls, sidewalk, limestone path and grading will be with in the 25' wetland buffer.
2. The pedestrian bridge has been provided in the Roads & Utilities package currently under review. Additional detail required for the foundation and wing walls. Noted that a MDEQ Part 301 will likely require a permit.
3. Further detail will be provided as requested, trail will be out of wetland limits and minimal impact to the 25' buffer, along with no impact protected woodland trees. The proposed trail will be staked prior to construction for the City of Novi's Landscape Architect or Forestry Asset Manager to approve alignment prior to construction of the trail.
4. Noted. Proposed cf/cy of cut/fill will be provided in addition to proposed impact indicated.
5. 25' wetland buffers are labeled and offset line provided on plans.
6. 25' wetland buffer impacts will be added as requested.
7. Noted.
8. Noted.
9. Temporary buffer restoration will be indicated along with how they will be restored (including seed mixes proposed).
10. The applicant can have language added to the condominium documents that directs unit owners as comment requested.

11. Additional signage can be added as requested at the wetland limits. Sign detail will be adjusted specific to the site.
12. Trail will be out of wetland limits and with minimal impact to the 25' buffer, along with no impact to the protected woodland trees. In order for the trail to loop, connect to the pedestrian bridge and future loop road, along with zero impact to the protected woodland trees, there will be some impact to the 25' buffer.
13. Storm water pre-treatment systems are provided prior to entering the underground storage/wetlands.
14. A restoration plan will be provided as requested.

Woodland Review of the Revised PRO Concept Plan (PSP18-0111)
In response to letter from ECT, Pete Hill, P.E., dated August 7, 2018.

Wetland and Watercourse Comments:

1. Calculation for required replacement trees will be updated per comment and the landscaped plan adjusted accordingly. A conservation easement will be provided around the replacement trees and clearly shown.
2. Calculation for required replacement trees will be updated per comment and the landscaped plan adjusted accordingly.
3. Trail will be out of wetland limits and with minimal impact to the 25' buffer, along with no impact to the protected woodland trees. In order for the trail to loop, connect to the pedestrian bridge and future loop road, along with zero impact to the protected woodland trees, there will be some impact to the 25' buffer.
4. Noted.
5. Noted.
6. Noted.
7. Noted.
8. A conservation easement will be provided over the area that the five replacement trees are planted.
9. A restoration plan will be provided as requested.

Fire Department Review
In response to letter from City of Novi, Kevin S. Pierce, dated July 30, 2018.

Comments:

1. Secondary access, 20' wide, provided through unit 2 and 9 to adjacent property to the west. See sheet 12.
2. A secondary access will be provided for unit 5.
3. Noted and provided.
4. Secondary access noted in comment 2 will be provided by connecting parking lot in unit 4 and 5 which will also provide turning radius as required for units 4 and 5. Unit 3 and 7 will be adjusted and greater detail will be provided for individual unit site plan submittals.
5. Unit 5 will provide more dimensions and <u>not exceed</u> the 150' distance.

6. The water distribution is proposed to be connected in (2) locations, one in the southwest and one in southeast. This information is provided on sheet 14. The system is looped with a 12" ductile iron pipe, per City of Novi Requirements.
7. A separate fire conection and domestic water connection will be provided for each unit, with the exception of unit 9. The line from the valve to the main will be provided in an easement.
8. Hydrant spacing provided at 300' spacing (not as the crow flies). City of Novi details and notes directing contractors are provided for construction to follow the "Design and Construction Standards", see sheet 14. Hydrants will be added to sheet 13.
9. Noted. Additional detail will be provided on individual unit site plan submittals.
10. City of Novi details and notes directing contractors are provided for construction to follow the "Design and Construction Standards", see sheet 14.
11. Noted. Will comply.
12. Noted. Will comply.
13. City of Novi details and notes directing contractors are provided for construction to follow the "Design and Construction Standards", see sheet 14.
14. Noted. Additional detail will be provided on individual unit site plan submittals.
15. Noted. Additional detail will be provided on individual unit site plan submittals.
16. Noted. Additional detail will be provided on individual unit site plan submittals.
17. Buildings above the 55' height will conform to IBC standards for high rise (Type I or II) construction.
18. Noted. Will add note to the phasing plan.
19. Noted. Will add note to the demolition and site plan.
20. Noted. Will add note to the phasing plan and site plan.
21. Noted. Will add note to the phasing plan and site plan.
22. Noted. Will add note to the site and utility plan.
23. Noted. Will add note to the site and utility plan.
24. Noted. Will provide addition information on site plan, utility plan, and gate detail as requested.
25. Will comply.
26. Will comply.
27. No storage in the stairwell.

Ordinance Sign Review Report
In response to letter from City of Novi, Maureen Underhill, dated July 30, 2018.

Entranceway Sign Review:

1. Noted.
2. Noted.
3. Sign location will be adjusted to 10' from the ROW.
4.
5. Variance/deviation requested of 9', to provide proposed height of 15'.
6. No comment

28-1 Ground Sign (expressway frontage) Review:

1. Noted.
2. Noted.
3.
4. Variance/deviation requested of 9', to provide proposed height of 15'.
5. Noted.

Individual Monument Sign Review.

1. A deviation is requested for unit 6 to be able to provide "28-1 Ground Sign (expressway frontage)" sign and an individual monument sign specific for the unit.
2. Individual monument sign details will be located and applied for by the individual units, per City of Novi requirements.
3. Noted.
4. No comment.

PLAN REVIEW CENTER REPORT

August 13, 2018

Planning Review

Adell Center PRO

JZ 18-24 with Rezoning 18.724

PETITIONER

Orville Properties, LLC

REVIEW TYPE

1st Revision: Rezoning Request from EXPO (Expo) to TC (Town Center) with a Planned Rezoning Overlay (PRO)

PROPERTY CHARACTERISTICS

Section	15	
Site Location	Address: 43700 Expo Center Drive; Parcel Id: 50-22-15-476-045 north of Grand River Avenue and south of I-96 in Section 15	
Site School	Novi Community School District	
Current Site	Expo: Expo	
Proposed Site	TC: Town Center	
Adjoining Zoning	North	C: Conference (across I-96)
	East	TC: Town Center
	West	I-2: General Industrial
	South	I-1: Light Industrial
Current Site Use	Vacant; Existing unused parking lot	
Adjoining Uses	North	Novi Oaks Hotels
	East	Retail/Restaurants
	West	Industrial Office
	South	Industrial Office
Site Size	Approximately 21.8 Acres (950,073 SF)	
Plan Date	Revised: July 19, 2018 (Original: June 6, 2018)	

PROJECT SUMMARY

The applicant is proposing to develop the property as a multi-unit commercial development consisting of nine units accessed by a proposed private drive. The development proposes a mix of two hotels, one fitness center, two restaurants, one indoor recreational facility, off-street parking lot for seasonal events and an unlisted use similar to automobile sales facility. The existing water tower on site is proposed remain on a separate unit. The current PRO Concept Plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance.

The table below lists the prospective users for each unit based on the information provided by the applicant at the time of Pre-application meeting.

Unit No.	End Users	Proposed Height	Proposed Use Category
Unit 1	**I-Fly**	70 ft.	Indoor Commercial Recreation Facilities

Unit 2	**Planet Fitness**	40 ft. to 50 ft. (2 stories)	Indoor Commercial Recreation Facilities
Unit 3	**Fairfield Inn & Suites**	63 ft. (5 stories)	Hotels
Unit 4	**Temporary parking lot**	Not provided	Off-street Parking Lot
Unit 5	**Drury Inn & Suites**	84.5 ft.. (7 stories)	Hotels
Unit 6	**Restaurant**	20 ft. -30ft. (1 story)	End user to be determined
Unit 7	**Restaurant**	20 ft. -30ft. (1 story)	End user to be determined
Unit 8	**Carvana**	75'-10" (8 tiers)	Unlisted Use
Unit 9	**Water Tower**	120 ft. Existing tower	Existing Structure

Note, however, that the current revised Concept plan does not appear to clearly identify the same end users as are set forth in the Table above. The applicant's response letter prior to Planning Commission meeting dated July 3, 2018 requested to include the end users in the PRO agreement. References to the specific users that are still identified may appear throughout this review. As of today (8/15/2018), all of the users listed in the above table are correct. Kevin Adell is currently finalizing purchase agreements for Units 6 and 7.

The applicant is not proposing a phased construction; however, the applicant is proposing to build the roads and the utilities first. Individual users will build within the respective unit boundaries shown on the plan. The applicant submitted a narrative and a Community Impact Statement.

CHANGES WITH THE CURRENT SUBMITTAL

The applicant has provided a revised concept plan submittal following the last Planning Commission public hearing. The revised submittal addressed some of the issues raised in the last round of reviews and some of the comments discussed by the Planning Commission. Staff's summary of changes is listed below. Except for the change to road width and associated changes, other revisions are minor. Staff comments in detail are provided throughout the report:

1. Increased the proposed private road width from 30 feet to 36 feet
2. Unit 2 and 3 are sited closer to each other with the current layout
3. Unit 1, 6, 7 and 8 are reduced in size to accommodate road expansion
4. Internal parking lot layout for Unit 6, 7, Unit 2 (Fairfield) and Unit 8(Carvana) is changed
5. Provided a revised list of deviations
6. Provided updated Open space calculations. Staff comments provided later in the review.
7. Indicated pedestrian trail in the southern area on the revised PRO Concept plan
8. Proposed additional pedestrian nodes and connections to individual buildings
9. Indicated Future Right Of Way lines on the PRO Concept plan
10. Provided additional signage details for Adell property signs
11. Revised elevations for I-Fly building (supplemented via e-mail after hard copy submittal)
12. Revised narrative for Carvana
13. Provided parking calculations on the plans
14. Proposed parking spaces reduced from 911 to 811 (reduction of 100 spaces), most likely due to roadway expansion
15. Required parking spaces are reduced by 38 spaces from last submittal, because the applicant has eliminated Unit 4 parking from required calculations.
16. Dumpster locations are indicated for some of the units
17. Unit 4 is now referred to as temporary use and a reference to seasonal events is removed from the plans.
18. A list of revised allowable uses within Town Center district is provided.

PROJECT REVIEW HISTORY

The applicant submitted for a Pre-Application Meeting, which was held on May 14, 2018. Staff indicated that the proposed zoning conflicts the future land use designation and requested additional information to make an informed recommendation to the Planning Commission and the City Council.

The proposed rezoning category requested by the applicant is currently not supported by the Future Land Use Map. The applicant has requested to waive the requirement to attend Master Planning and Zoning Committee with a letter dated June 11, 2018

Planning Commission held a public hearing on July 11, 2018 and postponed their recommendation to Council based on the following motion: Staff Comments based on the current submittal are provided in **bold.**

In the matter request of Orville Properties, L.L.C. for the Adell Center, JZ18-24 with Zoning Map Amendment 18.724, a motion to postpone making a recommendation on the proposed PRO and Concept Plan to allow the applicant time to provide additional information and to allow the City staff and consultants, and the Planning Commission, to evaluate all aspects of the Concept Plan as proposed. This recommendation is made for the following reasons:

1. *Additional information is required regarding parking. The applicant's materials refer to a shared parking study, but no such study has been provided for review by the staff and consultants or the Planning Commission. In addition, at this time, the materials provided by the applicant do not include information regarding the minimum number of spaces that are required by ordinance to be provided, and the number provided per each proposed use or site, so that the City staff and consultants and Planning Commission can determine the nature and extent of the variance or deviation requested as part of the PRO. Information that the City normally would have includes things such as parking counts per use or site based, for example, on the number of hotel rooms and amount of banquet space (for the hotel uses) and/or the number of seats or employees for the restaurants proposed. The materials and documentation provided so far is insufficient for the review required.* **Parking calculations are provided as a separate table. The applicant has provided total number of parking spaces required per ordinance, spaces required per user and spaces proposed. There is no supporting data that shows that how the applicant has arrived at those numbers. Staff is not able to confirm the numbers provided as required due to missing information. Please refer to the Parking memo attached to the review letter for more details.** The number of required spaces listed in the table are requested based on the request from each of the individual unit purchasers. Each of the users are national companies with a vast amount of knowledge and experience in each of their industries. We kindly request that the city approve this deviation request based on their actual requirements vs. the parking space count as generated by city ordinance.

2. *The staff and the Planning Commission require more information regarding the effect of widening the pavement for the roadway, as recently proposed by the applicant (such as a revised concept plan with updated lot lines, setbacks, greenbelt, conceptual parking lot layout, etc.), from 30 feet to 36 feet, which may result in different/additional variances or deviations as described in the planning staff's memo. The current revised concept plan indicates* **Current revised plan proposes a 36 foot wide road as recommended by the Engineering review. Lot layout is adjusted accordingly. Units 6, 7 and 8 appear to be made smaller to allow for the expansion. The revisions eliminate the three major deviations listed by the Engineering review. However, the Planning deviations from previous layout are similar to the ones with the current layout.** We concur.

3. *If the road is not widened from 30 feet to 36 feet, the City staff and consultants have asked for additional information as described in the planning staff's memo.* **This item is not applicable anymore as the road has been revised to 36 feet wide. However, staff recommends the applicant consider striping it for a 3-lane roadway for better traffic flow throughout the development.** Based on our discussions with our traffic consultant, we concur that the proposed roadway should be striped for a 3 lane roadway. This information will be added to the final site plan submittal.

4. *Information regarding the use of the water tower, if any, as part of the development has not been provided.* **The applicant did not explicitly provide additional information with regard to a use for the water tower, as part of development, in the response letter. A note on sheet 10-Demolition Plan refers to revising water lines to and from the water tower for future connection to irrigation system. A reference to irrigation plans is made, but those plans are not included in the submittal.** Mr. Adell has decided to use the water tower as a reservoir for the on-site irrigation system for the roadway greenbelt, pocket parks and the I-96 berm and landscape areas. He will also extend the irrigation line to each of the individual units to be used exclusively for irrigation purposes. The irrigation line will be a completely private system and will not be part of the City of Novi domestic system connections to each individual unit.

5. *Additional information is required with regard to the proposed uses for Unit 4; more specifically, if the uses are more intense than simply parking they may require additional improvements (e.g., a turn lane), and additional trip generation information may be required.* **Additional information with regard to possible uses for Unit 4 is not listed on the plans or in a response letter.** Mr. Adell has no current plans to sell Unit 4 as a development lot, but he does reserve the right to do so at some point in the future. Currently, the intent of Unit 4 is to provide a location for the development visitors to gather for small events. He is currently working with Providence Park in creating a location for which visitors can utilize this unit for purposes such yoga classes, health trail (through the southerly open space area) as well as small participant events such as art exhibits or small musical events. The attached exhibit illustrates a conceptual layout of Unit 4. The information illustrated on the attached is very preliminary and subject to change before we make a formal submittal to the city.

6. *The City's facade consultant has requested additional information regarding certain of the uses as described in the façade review letter.* **Additional information requested by Façade with regard to Fairfield and Planet Fitness elevations which have not been provided. The submittal packet included older version of the I-Fly elevations. However, I-Fly's representatives requested staff to review a PDF version of updated elevations. The applicant is asked to insure that the requested elevations be included with subsequent submittals.** We defer the comments from the façade consultant's review to the individual unit users. We do offer the following comments from the end users.

    - IFLY is currently working on a new building façade associated with their Generation 9 building. IFLY has been communicating with staff and the city's façade consultant toward their deviation request for building materials.

7. *Additional information is required regarding sign packages for certain of the uses, in particular Carvana and I Fly, which have not been completed and submitted in the required format with all required information.* **Additional information is required regarding sign packages for certain of the uses, in particular Carvana and I-Fly, which have not been completed and submitted in the required format with all required information. This issue is not addressed with the current submittal. Additional dimensions for the Adell development signage have been provided.** We understand that IFLY and Carvana are working through their signage packages with city staff. As indicated in our list of deviations, we humbly request signage deviations to allow for the signage for IFLY and Carvana as they have presented to staff.

8. *The City's Traffic Consultant and City Engineer have not resolved the speed limit on the roadway, which may affect the driveway spacing between Units 3 and 4, and between Units 2 and 3.* **The City's Traffic Consultant is in agreement with the 25 mph speed limit proposed by the applicant for Adell Drive**. We concur. The final site plan will include the posted speed limit of 25 mph.

9. *The location and exact description of the 15% open space needs to be clarified; the trails referred to need to be shown, and the effects on woodlands as described in the woodland consultant's letter must also be clarified.* **Applicant has identified 15 percent open space in various locations within the site, the majority of it being located along the southern part. This area contains about an acre of wetlands that account for about 25 percent of the open space area in the southerly portion. Wetlands are not considered usable open space. Staff would support a deviation for not meeting the minimum requirements for open space, provided the applicant considers restoration efforts to existing wetlands and woodlands are in order to make it more usable and aesthetically pleasing as recommended in Wetlands review letter. The proposed trail is shown on the PRO Concept plan. It appears that there are no impacts to any regulated woodlands. The plan notes that path will be field located. Staff recommends that field location is inspected by staff prior to installation. Ideally, the applicant should attempt to locate the trail outside of regulated wetlands and 25-foot wetland buffers while preserving existing trees.** We take this opportunity to correct what may be a misinterpretation of the PRO concept plan. Sheet 19 of the PRO plan set illustrates all of the open space area (see the cross hatch area on the legend). In addition to the open space area, the regulated wetlands are indicated with shading. The open space areas are not inclusive of the wetlands areas as indicated by the cross hatch, therefore the total open space area provided is 16.78 percent of the overall site area.

10. *The applicant is encouraged to address and/or reduce the number of deviations required and provide information showing how each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and would be consistent with the Master Plan and the surrounding area.* **The applicant has provided a revised list of deviations. Please refer to Page 15 for detailed comments on this item.**

11. *The applicant should have the opportunity to clarify if any PRO conditions are being offered under the PRO provisions of the Zoning Ordinance.* **The applicant did not provide any information addressing this item.** Mr. Adell has authorized a limited number of PRO conditions including the following restricted uses:

    - Gas Stations
    - Tattoo Parlors
    - Medical/Recreational Marijuana Uses
    - Adult Uses
    - Pawn shope
    - Hookah bar/lounges or similar uses
    - Vape Shops or similar uses
    - 24-hr Convenience Stores
    - Fast-food or fast-food with drive-through restaurants

12. *The applicant should incorporate more elements of the Town Center (TC) District relative to pedestrian walkability and shared parking in order to comply more with the TC District requirements and guidelines.* **With the current revised submittal, the applicant added little pocket parks at regular intervals and provided pedestrian connections to individual buildings. The plan also proposes a decorative brick wall along Adell Drive. These requirements are however required by the Town Center Ordinance. Some additional elements like small pocket**

parks, a promenade in Unit 4 and a trail in the open space area are proposed. The applicant should still consider providing connectivity between northern and southern developments and providing larger pocket parks. As part of the final site plan submittal, we will add a pedestrian crosswalk connecting the two proposed pocket parks in the front of Units 5 & 6 as currently indicated on the PRO Plan. This pedestrian connection will provide walking pedestrians access to both the northerly and southerly portions of the Adell Center project. The proposed crossing location is situated along the straight roadway portion of Adell Center Drive between the two curves. Note that this roadway will be posted 25 MPH, therefore the crosswalk will be located in a highly visible slow traffic area. With the strategically placed and frequent pocket park locations throughout the site in addition to the larger park area in the southerly portion of the property, Mr. Adell is not proposing to make any of the park areas larger. Note that the overall open space area is larger than the minimum 15% open space requirement.

PRO OPTION

The PRO option creates a "floating district" with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from EXPO to TC) and the applicant enters into a PRO agreement with the City, whereby the applicant submits a conceptual plan for development of the site. The City Council reviews the Concept Plan, and if the plan may be acceptable, it directs for preparation of an agreement between the City and the applicant, which also requires City Council approval. Following final approval of the PRO concept plan and PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires and the agreement becomes void.

RECOMMENDATION

Planning Commission will be provided with a motion for postponement, approval and denial in the Planning Commission packets to be shared prior to the meeting. The Commission should consider **postponing** the decision to a later date to allow the applicant additional time to address the additional information/clarification as discussed in the Parking Memo attached and other comments discussed in this review. Based on our discussion with Mr. Adell, we are requesting that this project not be delayed again, and that this case be moved forward to City Council.

COMMENTS

It is staff's opinion that the proposed rezoning district of TC, Town Center may be a reasonable alternative for the subject property, even though it is not supported by future land use map. However, the application is missing information and there are too many deviations from the ordinance standards for Planning Staff to be able to support the request at this time. Some of the concerns are as follows;

1. As the applicant stated in the submitted narrative dated June 05, 2018, staff agrees that it is highly unlikely that another exposition center will be built on this property since Suburban Collection showplace is well established in City of Novi. **However, as the current EXPO zoning district allows, alternative uses to an exposition facility are currently permitted, and the intent indicates the EXPO district is also designed to promote research, office and light industrial development, and help meet the needs of the City's expected future economy for all types of research, office, light industrial and related uses. In addition to the permitted Exposition facilities uses, the EXPO District also allows professional office buildings, offices and offices sales and service activities, public or private health and fitness facilities and clubs, medical offices, research and development, technical training and design of pilot or experimental products, data processing centers, warehousing, and many other uses as listed in the ordinance. As noted, many of the uses permitted in the I-1 Light Industrial District in Section**

3.1.18, except greenhouses and pet boarding facilities are currently permitted as the property is zoned. Based on our previous discussions with staff, and upon our review of the EXPO portion of the ordinance, many of the listed uses within the EXPO district are allowed but only when part of a development which includes an exposition facility. Knowing that the City of Novi cannot support two exposition facilities, Mr. Adell feels there is no viable way to develop the subject property under the current zoning.

2. The last operating building on the subject property was the Novi Exposition facility which was demolished in 2012. The site has been vacant since then. The subject property is an ideal candidate for redevelopment either under the current zoning, or another zoning district.
3. The subject property is the only undeveloped property located near the edge of the existing Town Center District boundary.
4. The City's Future Land Use map indicates Office Service Technology (OST) which allows most of the uses previously identified such as hotels and motels (when designed to be an integral part of the office development), sit-down restaurants, indoor recreational facilities and Off-street parking lots as permitted uses. One exception to this is Carvana, which requires City Council approval for unlisted use determination. The submitted development plan is not currently proposing any office related uses; therefore the hotel and restaurant uses would currently not fit within the OST District. (Staff does not agree with applicant's interpretation that the OST retail overlay services are applicable to the subject property)

The proposed uses (except Carvana which is subject to separate City Council approval) and the rezoning category could therefore be acceptable alternative to the current zoning, or to the Town Center zoning district, <u>but the proposed Concept Plan does not meet the design intent of Town Center district Ordinance for multiple reasons and is also not conforming to multiple requirements of the Ordinance.</u> Staff believes that the applicant has ample opportunity to modify the plan to meet the intent of TC district and note the following for applicant's consideration:

1. **TOWN CENTER AREA STUDY:** The property's proximity to the surrounding retail, restaurants and hotels could make the proposed rezoning category appropriate; the applicant should be able to achieve greater compliance with the design guidelines from Town Center Area Study and redesign the site layout to more closely meet the intent of Town Center district. Town Center area study offers the following recommendations for northwest area which is immediately abutting the subject property.
    a. Use Middle Rouge in site design
    b. Pedestrian-oriented with small front/side setbacks.
    c. Shared parking located at rear or side of building.

2. **DESIGN AND LAYOUT CONCERNS: The current layout is more consistent with a traditional industrial park layout we typically see in Light Industrial districts. The applicant has stated that the current unit boundaries have been mutually agreed upon with purchasers and the applicant has confirmed our understanding that the applicant is reluctant to make major layout changes in their response letter dated July 3, 2018.** We can reaffirm the applicant's position on the layout. The applicant can still consider:
    a. Providing additional amenities within the site such as benches, safety paths, decorative lighting etc., **which the applicant has indicated that the end users will provide with individual site plan applications.** We reaffirm that each of the end users will provide their own site plan applications and go through the review process.
    b. Enhancing the site design to use the existing branch of the Middle Rouge River as an amenity or focal point. **A restoration plan suggested by our Wetland review would address this concern.** The applicant will submit a wetland enhancement plan as part of the final site plan approval process.
    c. Creating safe and attractive pedestrian connections between the units by creating breaks in the sea of parking. **A couple of pedestrian nodes and sidewalks are added, but no changes to parking lot are proposed.** Pedestrian sidewalks have been added

from each of the individual buildings to the public walkway system. We anticipate that the end users will continue to propose this amenity as part of their individual site plan submittal package.

d. Expanding and enhancing the proposed pocket parks.
e. Better defining the potential uses and layout for Unit 4. **It is not referred to as temporary uses. A reference to seasonal events is removed.** See our comments above.
f. Proposing shared parking among the various proposed uses; and thereby providing additional green spaces by reducing the parking spaces. **A formal Shared parking agreement is currently not proposed.** Each of the individual end users (excepts units 6 and 7 to which purchase agreements have not been finalized) has expressed opposition to shared parking due to complexities with long term maintenance and common peak usage times between units. It is possible that a shared parking study may be created for units 6 and 7 as the conceptual plans for those units are further defined.
g. Considering revisions to site plan to minimize the number of deviations requested. **Road layout is modified thereby eliminating all Engineering deviations.** We concur.

3. **PEDESTRIAN ORIENTED DEVELOPMENT:** As stated in Sec. 3.1.25.A., *'The TC, Town Center district is designed and intended to promote the development of a pedestrian accessible, commercial service district in which a variety of retail, commercial, office, civic and residential uses are permitted'. The p*roposed uses (with the exception of Carvana) can be classified as commercial/entertainment uses which align with the intent of TC, Town Center district. The current revised submittal proposed some pedestrian nodes and pedestrian connections to buildings. **There appears to be a disconnect between northern and southern parts of development along Adell Drive. The applicant can consider crosswalk as recommended in Traffic review to allow for better pedestrian connectivity and use this opportunity to create larger pocket parks in those areas.** Mr Adell has agreed to construct a crosswalk between the pocket parks located along the frontages of units 5 and 6. The location of this crosswalk is desirable as it is located at the midpoint of the straight portion of the road between the two major curves. It should be noted that this is a 25 mph speed area, which allows for safer pedestrian movement across the proposed roadway.

4. **ALLOWABLE USES FOR FUTURE DEVELOPMENT: List of suggested allowable uses provided by the applicant on sheet 2, should be revised to address the following:**
   a. Regroup as permitted uses and special land uses as listed in Section 3.1.25.
   b. Add a note that each of the uses is subject to Use Standards in Article 4 of Zoning Ordinance A note will be added to the PRO Plan
   c. Drive-thru is allowed in TC subject to special land use and certain conditions. They should be located within 300 feet from intersection of two arterials. Units 6 and 7, proposed for a drive-thru do not qualify. A reference to drive-thru should be eliminated. A deviation request has been added to allow for a drive thru on Unit 6.
   d. Medical offices and laboratories is a not a permitted use under TC district. This item should be removed. Medical offices and laboratories will be removed from the list.
   e. Last two bullet points on sheet 2 that references to other uses and accessory structures should be removed. Other uses and accessory uses as listed on Sheet 2 are included as principal permitted uses in the TC zoning district.
   f. The applicant should also provide a list of restricted uses on the PRO Concept plan, to be included in the agreement to ensure a quality development. Some of the staff recommended uses are as follows: We concur with all except the drive through restriction.
      - Gas Stations
      - Tattoo Parlors
      - Medical/Recreational Marijuana Uses
      - Adult uses

- Pawn shops
- Hookah bar/lounges or similar uses
- Vape Shops or similar uses
- 24-hour Convenience Stores
- Fast-food or fast-food with drive-through restaurants

5. **POSSIBLE USES FOR UNIT 4:** Sheet 2 notes that "The parking lot and gazebo shown on the proposed unit is planned to be a temporary use by the developer and is subject to future developer in accordance with PRO agreement for the Adell center." The future building is estimated to be 7,000 square feet. There are 38 spaces proposed at this time. The applicant should note that the future use and size for the proposed building is limited by the parking available. For example, a 7,000 sq. feet restaurant could not be allowed because it would require 100 spaces and a loading zone. Due to unknown factor of future use, location and size of the building, any future changes to use and/or layout would require an amendment to the PRO agreement. It is staff's opinion that a 7,000 square feet building is not feasible and large for this Unit size. The PRO agreement will need to address future changes to the use, if any. Currently there are no plans to develop Unit 4, however Mr. Adell reserves the right to develop Unit 4 at some point in the future. We agree that Unit 4 may not be a desirable site for a restaurant in the future, but we anticipate a future use will come about that will fit on Unit 4 in compliance with the city's TC ordinance requirements and the PRO agreement.

6. **OFF-STREET PARKING LOTS FOR SEPARATE USES:** *'The TC Town Center district is further designed and intended to discourage the development of separate off-street parking facilities for each individual use, and to encourage the development of off-street parking facilities designed to accommodate the needs of several individual uses'.* The proposed concept plan depicts each unit as having related parking within their respective unit boundaries, with the exception of the both the restaurants. All the parking lots are mostly connected to each other with shared access drives with the exception of Unit 5 (Drury Hotel). **It is staff's opinion that this development provides an opportunity to reduce parking by proposing shared parking arrangement, supported by a shared parking study, thus leaving additional space for public gathering or usable open space or to reduce deviations. Carvana noted in their narrative that they have reduced their minimum parking from 40 to 30 in order to address this comment. Data to support such as a reduction is recommended to be provided (i.e. shared parking study etc.).** Each of the individual end users (excepts units 6 and 7 to which purchase agreements have not been finalized) has expressed opposition to shared parking due to complexities with long term maintenance and common peak usage times between units. It is possible that a shared parking study may be created for units 6 and 7 as the conceptual plans for those units are further defined.

19. **PARKING CALCULATIONS:** With the current revised submittal, proposed parking spaces are reduced from 911 to 811 (reduction of 100 spaces), most likely due to roadway expansion. Required parking spaces are reduced by 36 spaces from last submittal, because the applicant has eliminated Unit 4 parking from required calculations. Based on the calculations, the applicant has provided, which the staff is unable to confirm at this time, it appears that additional 42 spaces are proposed within the development. Of those, 38 are proposed on Unit 4. If Unit 4 is considered overflow parking for the development, then its possible future development would eliminate the parking overage. **The applicant should provide information requested by staff in planning memo on establishing the minimum parking requirement so that staff can establish the minimum parking requirement, i.e. verify applicant's counts. The applicant should note that any further reduction to established minimum parking requirement would warrant a shared parking study or an amendment to PRO agreement for reduction in parking requirement at that time**, by the individual user who makes the request. The scope of work for a shared parking will be determined based on the units affected by the request at that time and would need to be agreed to by all affected units. The current PRO deviation

is being requested to allow for a reduction in on-site as indicated on the PRO plan. The proposed parking on each unit (except units 6 and 7) comes at the request of each individual end user based on their parking needs at other facilities across the nation.

7. **UNLISTED USE DETERMINATION:** The intent of the Town Center District recognizes that uses such as new and used motor vehicle sales can have a disruptive effect on the intended pedestrian orientation of the districts. One of the proposed uses, Carvana, is a non-traditional model used for used vehicle sales. It does not have traditional style of larger horizontal parking lots for sale vehicles display**. It is an experimental concept. However there is no guarantee for the long-term viability of the use.** Please refer to Unlisted Use Determination memo provided under a separate packet for more comments on unlisted use determination. **Staff is currently unable to make a full determination on the nature of the use because of the lack of information such as alternate use for the building, identified use category in other communities and date to support the proposed parking counts. The applicant is asked to refer to the attached memo and address the staff's concerns.** Based on the presentation by Carvana at the July 11th planning commission meeting and the numerous existing Carvana locations, one could argue that Carvana is not an experimental concept. Given the current technological world of today, there are numerous existing brick and mortar establishments (such as several malls and big box stores) that are being re-purposed into other uses. In the event that any of the uses within the Adell Center development goes dormant, one would anticipate that the currently proposed buildings would be either repurposed or torn down to be replaced by a new use.

8. **ADELL DRIVE:** Traffic review recommends that the developer develop the road with a three-lane cross-section to further accommodate left-turning activities and provide a wider "buffer zone" for large vehicles entering/exiting the various facilities without entering into the opposing traffic through lane. We concur. The Final Site Plan will include striping for a 3 lane roadway.

5. **OPEN SPACE AND RESTORATION PLAN:** The Open Space Plan (Sheet 19) proposes the required open spaces on Unit 6, Unit 4, end of the cul-de-sac and south side of the Middle Rouge River. The southerly area contains about an acre of wetlands that account for about 25 percent of the open area**.** The southern area of the site contains a large quantity of undesirable, invasive plant and shrub species located in the wetlands and woodland areas as well as refuse and debris generally located along the banks of the Walled Lake Branch. The applicant should consider providing a proposed restoration/site enhancement plan that addresses these items in order to provide for a more usable and aesthetic Open Space area for the development. The applicant will submit a wetland enhancement plan as part of the final site plan approval process.

6. **RING ROAD/PROPERTY LEGAL DESCRIPTION:** The Revised Concept Plan indicates the City-owned Right-of-Way for the Ring Road improvements. However, the ALTA survey (sheet 06) and legal description are not updated. **The applicant should provide the accurate legal description to PRO Concept Plan approval.** Sheet 19 indicates the following square footages for the site
    - Property Area: 979,123 SF
    - Potential Future Right-of-way Area: 29,050 SF (0.67 Acres)
    - Net property Area: 950,073 SF
    - Total wetlands: 0.92 Acres

    A new legal description that reflects the city owned Right-of-Way is included as part of this submittal package and will be reflected on the final PRO plan, and in the final PRO agreement.

7. **DEVIATIONS:** The applicant has provided a revised list of deviations with the current submittal. The widening of the proposed private drive eliminated three Engineering deviations and

minor change to layout eliminated another parking lot design deviation. The current list provided some clarity to some concerns discussed by staff, but does not propose to reduce the number of deviations. Please refer to Page xxx for detailed comments from staff. Staff continues to believe that there is some opportunity to reduce a few deviations or at least provide additional date to support the request such as reduction of parking and side parking setbacks etc.

8. **PRO CONCEPT PLAN**: Sheet 2 states that the proposed building and parking lot layouts are conceptual only. This does not meet the intent of PRO Concept plan. **This note must be removed.** This note will be removed and replaced with a note that states "The proposed buildings and parking lot layouts are preliminary and subject to final site plan approval per the City of Novi TC zoning district and the Adell Center PRO Development Agreement". Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan. The applicant should note that the following would possibly require an amendment to the PRO Agreement, unless otherwise agreed upon:

    a. Any major changes to building and parking layout from the approved PRO Plan would possibly require an amendment to the PRO plan.
    b. Any deviations that are not requested/approved at this time
    c. Change of use for any of the units that are not listed as part of the allowable uses
    d. Reduction of established minimum parking count. A shared parking study may be required at that time.
    e. Future development for Unit 4
    f. Deviations from Sign Ordinance

9. **FUTURE SITE PLAN REVIEWS:** The proposed development is an ambitious project that would require a carefully laid out implementation plan. The applicant, who is also the current land owner, is proposing to build the roads and the utilities and divide the land into individual condominium units. Each future buyer will then be responsible for getting necessary site plan and other permit approvals, and be responsible for each unit's construction. There is no tentative timeline indicated for completion of all units. Until all units are completed, the impacts of construction traffic to the surrounding areas/businesses are hard to contemplate.

    Since the development will be tied to PRO plan, when individual site plans are submitted for review, they are expected to conform to the code requirements for all items that are not are regulated by the approved deviations and conditions as part of the PRO Agreement. For these reasons, it **is vital staff to have a clear understanding of what is being proposed at this time in order to provide clarity for future reviews. The applicant should provide the intent to address possible or anticipated future deviations if they are not requested at this time. This information is provided with the current submittal.** The information currently presented represents the best available information for the proposed uses of each of the individual units within the Adell Center Development. The current list of deviations is generated from our review of the City of Novi zoning ordinance and input from each of the current end users. As final site plans are submitted by each individual user, it is expected that all City of Novi TC zoning ordinances will be complied with unless approved as a deviation as part of the Adell Center PRO agreement. If any of the future users deem it necessary to request an additional deviation, then they will be required to file an PRO amendment request with the City of Novi.

COMPARISON OF ZONING DISTRICTS

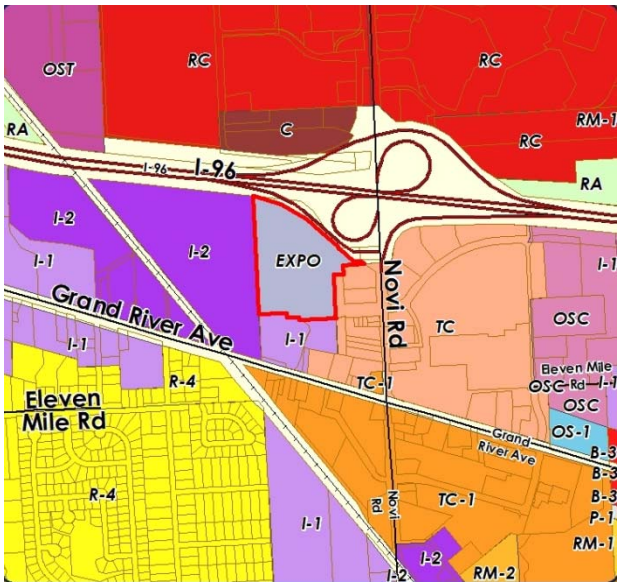
The following table provides a comparison of the current (EXPO) and proposed (TC) zoning classifications.

	EXPO Zoning (Existing)	TC (Proposed)
Intent	The EXPO Exposition Overlay district is designed to accommodate the development of a planned exposition facility. The EXPO district is also designed to promote research, office and light industrial development, and help meet the needs of the City's expected future economy for all types of research, office, light industrial and related uses	The TC, Town Center district is designed and intended to promote the development of a pedestrian accessible, commercial service district in which a variety of retail, commercial, office, civic and residential uses are permitted.
Principal Permitted Uses	See attached copy of Section 3.1.14.B for EXPO uses Uses permitted in the I-1 Light Industrial District in Section 3.1.18, except greenhouses and pet boarding facilities. See attached copy Section 3.1.18.B and Sec. 4.77 I-1 uses in EXPO	See attached copy of Section 3.1.25.B Most of the proposed uses are permitted; Carvana is considered an unlisted use and subject to City Councils approval. More comments are provided in this letter
Special Land Uses	See attached copy of Section 3.1.14.C	See attached copy of Section 3.1.25.C
Minimum Lot Size	Section 3.24	Sec. 3.6.2.D determined by lot layout
Maximum Lot Coverage		
Building Height	65 feet or 5 stories	65 feet or 5 stories whichever is less
Building Setbacks	50 ft. or height of building (See section 3.24 for more regulations)	Sec. 3.27.1.C Depends on type of road frontage; Unlike EXPO, buildings are expected to be closer to the street. Proposed street for the current PRO is considered a non-residential collector; Front: 0 ft. minimum; 10 feet maximum Side and rear: 0 feet minimum; no maximum
Usable Open Space	Not Applicable	200 sq. ft. Minimum usable open space per dwelling unit 15% gross open space
Minimum Square Footage	Not Applicable Minimum FAR 0,5	Not applicable

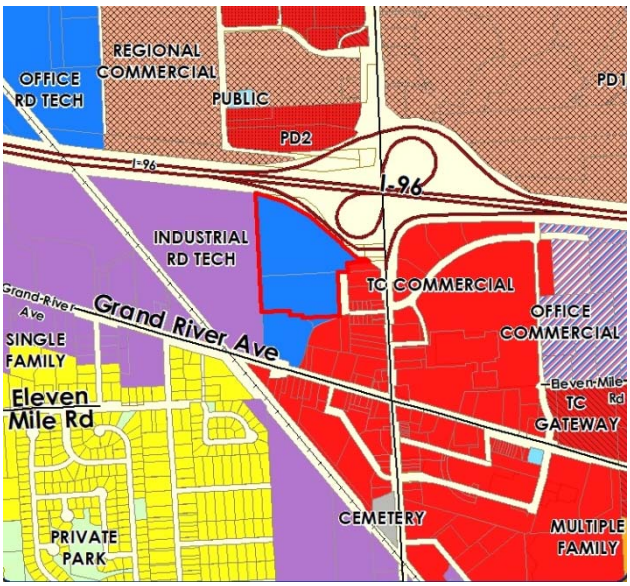
COMPATIBILITY WITH SURROUNDING LAND USE

The surrounding land uses are shown in the chart below. The compatibility of the proposed rezoning with the zoning and uses on the adjacent properties should be considered by the Planning Commission in making the recommendation to City Council on the rezoning request. The following table summarizes the zoning and land use status for the subject property and surrounding properties.

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	Current: EXPO	Vacant/unused parking lot	Office Research Development Technology (uses consistent with OST Zoning District)
Eastern Parcels	TC: Town Center	Retail/Restaurants	TC Commercial (uses consistent with TC Zoning District)
Western Parcels	I-2 General Industrial	Industrial Office	Industrial Research Development Technology (uses consistent with I-1 Zoning Districts)
Northern Parcels	C: Conference (across I-96)	Novi Oaks Hotels	PD2 and Regional Commercial (uses consistent with RC Zoning District)
Southern Parcels	I-1 Light Industrial	Industrial Office	Office Research Development Technology (uses consistent with OST Zoning Districts)



Zoning



Future Land Use

The subject property is tucked in a dead-end corner abutted by interstate to the north and heavily wooded area to the South and strip retail to the east. The site location provides limited to zero connectivity to adjoining properties to north, west and south. The nearest property boundary is approximately 400 feet from Novi Road to the east.

Comau Industries, located to the **west**, is the only property between the subject property and rail road tracks. It is a well-established industrial automation company. The only connection between **the subject property and the Comau site is the secondary emergency access proposed by the applicant. There is no other vehicular or pedestrian connection proposed. <u>It is highly unlikely that Comau property will be redeveloped for a different land use.</u>**

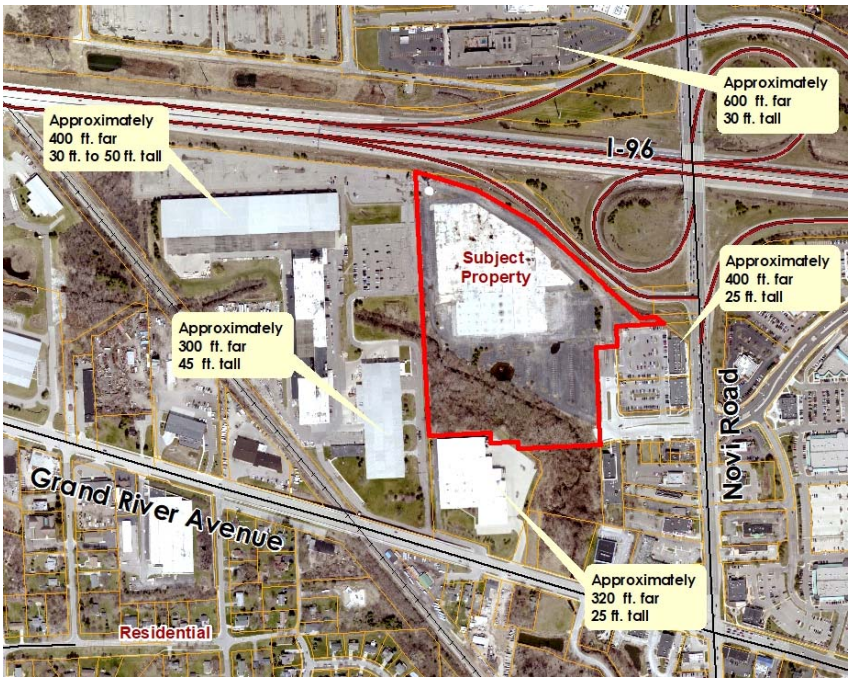
There is an existing water tower which is proposed to remain in its own unit as a non-conforming structure and/or use. The purpose of the tower as a part of the new development is not defined at this time. <u>It appears that no changes are proposed to the tower itself.</u>



Existing Land Uses in the Vicinity

Existing land use patterns indicate a concentration of retail and restaurants on all sides with some residential to the south of Grand River Avenue and railroad tracks as shown in the image to the right. **The subject property is an ideal candidate for redevelopment.** It is currently zoned as Expo (Expo) and has been vacant since 2012. Suburban Showplace is a successful exposition facility in Novi. The last operating building on the

subject property was the Novi Exposition facility which was demolished in 2012. **It is highly unlikely that another exposition facility will be developed in close proximity. Although significant opportunities exist both as zoned (EXPO uses including I-1 uses except greenhouses and pet boarding facilities) and as master planned (OST uses). It is staff's opinion that the proposed rezoning to Town Center district may be appropriate reasonable alternative to the recommendations of the Master Plan recommendation.**



Approximate Building Heights in the Vicinity

It is evident that the proposed development that includes taller buildings up to 85 feet tall with unique uses and unique architectural styles is going to change the existing streetscape (see image below) dramatically along I-96 frontage. Other buildings along the I-96 frontage range in height from approximately 25 feet to 50 feet in height. The applicant is proposing a unified landscape and hardscape design along the proposed Adell drive to unify the development. The concept plan proposes a 3 feet tall berm with landscaping along I-96 frontage. The image above indicates the approximate heights of existing buildings in the vicinity.



Existing Streetscape along I-96 frontage

Refer to Review Summary on Page 13 for potential traffic impacts created by this property.

DEVELOPMENT POTENTIAL

The Novi Expo Center was located on the subject property from 1992 till the building was demolished in 2012. The site has been vacant since then. Currently, the only structure on the property is the existing water tower in the northwest corner of the site, the previous building concrete slab and the unused parking lot. Previously, the owner proposed a couple of conceptual ideas for redevelopment, but none of those concepts moved forward.

The current zoning of EXPO District allows hotels, restaurants and recreational facilities as permitted uses, when part of a development that includes an exposition facility, I-1 uses except greenhouses

and pet boarding facilities). The site measures approximately 23 acres of which approximately only 4 acres are covered by regulated wetlands and woodlands. This leaves about 19 acres of contiguous land for development. **The redevelopment potential for the site using the current zoning is entirely possible, given the flexibility that the EXPO District affords.**

The Future Land Use map recommends Office Service Technology (OST) uses of the site. The OST District allows most of the uses such as hotels and motels (when designed to be an integral part of the overall OST Office development), sit-down restaurants (when part of an office building) and indoor recreational facilities, as well as Off-street parking lots, as permitted uses. The primary exception to that appears to be Carvana. The current development is not proposing any office related uses. The recommended rezoning category of TC may not allow all the proposed uses. **Due to its proximity to the surrounding retail, restaurants and hotels, the proposed rezoning to TC, Town Center may be appropriate.**

With the current revised submittal, the applicant added little pocket parks at regular intervals and provided pedestrian connections to individual buildings. The plan also proposes a decorative brick wall along Adell drive. These requirements are required by the Town Center Ordinance. However, as previously discussed, the applicant should be able to achieve greater compliance with the design guidelines from similar areas within the Town Center Area Study, and redesign the site layout to more closely meet the intent of Town Center district. The current layout is more consistent with a traditional industrial park layout we typically see in Light Industrial districts.

REVIEW CONCERNS

ENGINEERING: The requested rezoning to Town Center will result in utility demands that are approximately equal to the utility demand if the property were to be redeveloped under the current EXPO zoning. The conceptual storm water management plan indicates underground storage in three locations sized for bankfull volume. The PRO plan is now revised to meet the general requirements of Chapter 11 of the Code of Ordinances, the Storm Water Management Ordinance and/or the Engineering Design Manual. **Please refer to Engineering review letter for more details.**

TRAFFIC: Based on the initial results of a preliminary analysis that was done to assess roadway capacity impacts of the proposed Adell Center development, the City's consultants identified that the intersection of Novi Road and Crescent Boulevard is expected to be able to accommodate the additional traffic during the AM and PM peak periods. The intersection of Novi Road and Grand River currently operates under congested conditions which may worsen with the added traffic demand. It should be noted that the construction of Crescent Boulevard from Adell Drive to Grand River Avenue is could alleviate some of the pressure of the Novi Road and Grand River intersection. **Please refer to Traffic review letter for more details.**

WOODLANDS: Based on the Woodland Summary information on the Tree Inventory Plan (Sheet 17), there appear to be a total of 312 surveyed trees on the subject property. Of these, 32 of the trees are not located within the Regulated Woodland Boundary leaving a total of 280 Regulated Woodland Trees. Two trees are proposed to be removed for proposed utility installation. The Plan proposes a compacted limestone pedestrian path to be located south of the Walled Lake Branch of the Middle Rouge River. The Landscape Plan Phase 1 (Sheet L-2) notes that the limestone path is to be field located in order to minimize the impact to the existing understory. The applicant in his deviation # 20 listed in the cover letter indicated all low deadfall and small brush throughout the southerly portion of the site will be removed. A proposer restoration plan is required to be reviewed and approved by the City staff and consultants.

WETLANDS: The southern portion of the site (south of the existing asphalt parking lot) contains the Walled Lake Branch of the Middle Rouge River, wetlands, floodplains and trees. This area (approximately 7 acres), contains the areas of City-regulated wetlands. Our wetland consultant is unable to identify the impacts to wetlands or buffers accurately. It appears some buffer impacts may be required for proposed parking lot improvements for Units 3, 4 and 5. The site plan proposes a pedestrian connection over the Middle Rouge River. A limestone path is also proposed within some of the wetland buffers. A wetland restoration plan is also recommended. **Additional comments and concerns are detailed in wetland review letter.**



Regulated Woodlands and Wetlands

FIRE SECONDARY EMERGENCY ACCESS: Unit 5 would require a secondary emergency access as it is not connected to rest of the parking lot. The applicant is proposing a temporary gravel surface for secondary access within Unit 2. The applicant indicated that the access will be paved with the construction for Unit 2. The deviation can be supported if the gravel surface is temporary and short-term. The timeline for paving the access in the event Unit 2 is not completed within a certain period of time should be addressed in the PRO agreement.

2016 MASTER PLAN FOR LAND USE: GOALS AND OBJECTIVES

The proposed development could be said to follow some of the objectives listed in the 2016 Master Plan for Land Use update (adopted by Planning Commission on July 26, 2017) as listed below. Staff comments are in **bold.**

1. **COMMUNITY IDENTITY**
   a. Maintain quality architecture and design throughout the City. **The development proposes various buildings with different architectural styles. However, the applicant is proposing a consistent entryway wall and landscape along the proposed private drive that may serve to unify the development, as required by the Town Center Ordinance.**

2. **ECONOMIC DEVELOPMENT**
   a. Retain and support the growth of existing businesses and attract new businesses to the City of Novi. **The property is positioned to accomplish this goal with any appropriate development.**

3. **ECONOMIC DEVELOPMENT / COMMUNITY IDENTITY**
   a. I-96/Novi Road Study Area. Develop the I-96/Novi Road Study Area in a manner that reflects the importance of this important gateway to the City in terms of its location, visibility, and economic generation. Mitigate impacts to the City's infrastructure. **The subject property falls in that study area and is located at an important gateway to the City. Impacts to city's infrastructure and mitigation required are yet to be determined.**

4. **ENVIRONMENTAL STEWARDSHIP**
   a. *Protect and maintain the City's woodlands, wetlands, water features and open space.* **The proposed concept plan is not proposing to impact regulated wetlands. It is unclear whether the applicant is proposing to preserve the site's remaining wetlands and woodlands by way of a conservation easement.** With the exception of the existing wetlands, the southerly portion

of the property is proposed to be used as an open space area, therefore we are not proposing a conservation easement over this area.

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

The Planned Rezoning Overlay process involves a PRO concept plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Section 7.13.2). Within the process, which is initiated by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval which must be reflected in the Concept Plan and or the PRO agreement.

g. The PRO conditions must be in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district. *Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan, and/or in the PRO Conditions imposed, and/or in other conditions and provisions set forth in the PRO Agreement.* **The applicant should submit a list of conditions that they are seeking to include with the PRO agreement. The applicant's narrative does not specifically list any such PRO conditions at this time. <u>The current submittal did not include a response letter or a revised narrative that would have addressed this issue.</u>** The proposed list of conditions include use restrictions including the following:
   - Gas Stations
   - Tattoo Parlors
   - Medical/Recreational Marijuana Uses
   - Adult uses
   - Pawn shops
   - Hookah bar/lounges or similar uses
   - Vape Shops or similar uses
   - 24-hour Convenience Stores
   - Fast-food or fast-food with drive-through restaurants

Sheet 2 states that the proposed building and parking lot layouts are conceptual only. This does not meet the intent of PRO Concept plan. **<u>This note should be removed.</u>** This note will be removed and replaced with a note that states "The proposed buildings and parking lot layouts are preliminary and subject to final site plan approval per the City of Novi TC zoning district and the Adell Center PRO Development Agreement". As stated above, development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan. The applicant should note, any major deviations from the approved PRO plan would possibly require an amendment to the PRO plan.

ORDINANCE DEVIATIONS

Section 7.13.2.D.i.c(2) permits deviations from the strict interpretation of the Zoning Ordinance within a PRO agreement. These deviations must be accompanied by a finding by City Council that "*each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas.*" Such deviations must be considered by City Council, who will make a finding of whether to include those deviations in a proposed PRO agreement. A proposed PRO agreement would be considered by City Council only after tentative approval of the proposed concept plan and rezoning.

The Concept Plan submitted with an application for a rezoning with a PRO is not required to contain the same level of detail as a preliminary site plan. Staff has reviewed the applicant's Concept Plan in as much detail as possible to determine what deviations from the Zoning Ordinance are currently shown. The applicant may choose to revise the concept plan to better comply with the standards of the Zoning Ordinance, or may proceed with the plan as submitted with the understanding that those

deviations would have to be approved by City Council in a proposed PRO agreement. The following are deviations from the Zoning Ordinance and other applicable ordinances shown on the concept plan. The applicant has submitted a narrative describing the requested deviations.

The applicant has provided a list of deviations in the cover letter that is not complete or accurate. The applicant is asked to revise the list based on staff's comments provided in this letter and the other review letters. The applicant is asked to be specific about the deviations requested and provide a justification to explain how if each deviation "…were not granted, [it would] prohibit an enhancement of the development that would be in the public interest, and that approving the deviation would be consistent with the Master Plan and compatible with the surrounding areas."

Following is the list of deviations is in the same order listed in the applicants cover letter dated July 19, 2018 and the Sheet 2.

1. **Exceeding building height** *(Sec.3.1.26.D):* TC allows a maximum building height of 65 ft. or 5 stories whichever is less. Unit 5 Drury Hotel (84'-5", 7 stories), Unit 8 Carvana (75'-10", 8 tiers) and Unit 1 I-fly (70 feet) exceed the maximum height and number of stories allowed. **The applicant has requested the deviation for all three buildings. Buildings in excess of 55' may need to conform to the 2015 International Building Code standards for High-Rise (Type I or Type II) construction.** Per Drury Development, the proposed Drury Inn and Suites building will be constructed to meet "Type 1B" building requirements as discussed with the fire marshal on 6/12/2018

2. **Lack of frontage on a Public Street for Units 1 through 8** *(Sec. 5.12):* Each of the proposed lots (units 1 through 8) has access from the proposed private drive. **The applicant has requested this deviation for Units 1 though 8. Staff supports the deviation as the proposed private drive is built to City standards.**

3. **Lack of frontage on a Public/Private Street for Unit 9** *(Sec. 5.12):* Unit 9 does not have any frontage on any drive. It is considered a landlocked parcel with no frontage. Access is proposed to be provided by a private access easement. This access easement also allows a secondary emergency access for the entire development. **The applicant has requested this deviation.**

4. **Exterior Side Yard Building Setbacks** *(Sec 3.1.25 D):* Unit 1 does not meet the minimum required building setback for the exterior side yard fronting I-96. A minimum of 50 ft. is required, approximately 35 ft. is proposed. **The applicant has now requested a deviation, but did not specify the distance. The applicant states it is mechanical equipment compound. Generation 9 elevations include the mechanical equipment inside the building. The deviation appears to be for entire height of the building within the required yard. Staff requests clarification/update for the impact of this deviation.** Based on the latest concept plan as provided by IFLY (Unit 1), the proposed exterior side yard fronting I-96 may be reduced to 32.5 Feet (see attached plan).

5. **Exceeding Cul-de-sac street distance (**11-194(a)(7))**:** Adell Drive exceeds the maximum allowable length of the proposed cul-de-sac street length of 800 (proposed 1,450 feet) from the centerline intersection of Crescent Boulevard to the center of the bulb of the Adell Center Drive cul-de-sac. **The applicant has requested this deviation and is supported by staff.**

6. **Front Parking Setback** *(Sec 3.1.25.D): TC requires a minimum front yard parking setback of* 20 ft. from the access easement. A deviation is required from all parking adjacent to Adell drive. There appears to a proposed reduction of 2 ft. Instead of asking for a reduction in setback deviations, the applicant is requesting to allow measuring the setback from edge

of sidewalk. The Concept plan proposes a 20 ft. setback from edge of sidewalk. **Staff supports the request if the request is revised for a reduction of setback as opposed changing the way to measure the setback.** We kindly request that this deviation be amended to include an 18' setback from the 70' wide roadway easement to all adjacent parking.

The applicant is also requesting a deviation for front parking setbacks from Crescent Boulevard, I-96 ROW and all other PRO perimeter boundaries. This is not applicable as the Concept plan proposes minimum front setback from I-96 ROW and Crescent Boulevard.

7. **Side Parking Setback** (Sec. 3.1.25.D):20 ft. minimum is required from all side lot lines. Proposed setbacks are listed below :
   a. **Unit 1:** 14 ft. approximately along West, 0 ft. along South
   b. **Unit 2:** 15 ft. approximately along South
   c. **Unit 3:** 5 ft. approximately along South
   d. **Unit 4:** 5 ft. approximately along East
   e. **Unit 5:** 5 ft. approximately along East (We measure 20' (East) and 10' (West)
   f. **Unit 6:** 0 ft. approximately along West
   g. **Unit 7:** 0 ft. approximately along East and 10 ft. along West
   h. **Unit 8:** 10 ft. approximately along East

   The applicant requests a deviation to allow 0 ft. setback for all side yards for Units 1, 2, 3, 6, 7 and 8. A deviation is required for Unit 4 and 5 as well which is not required at this moment. Staff does not support the request and recommends identifying the approximate minimums for each unit instead of 0 setbacks for overall site. Allowing a possibility for 0 side setbacks allows a possibility of lesser green space. Based on the above comment, we have revised our deviation request to include units 4 and 5. The reasoning for the request for the reduction in side yard parking setback is to allow for multiple units to share drive approaches wherever possible. The reduction in additional drive approaches allows for an increase in green space along the frontage which off-sets the loss in green space along the side lot lines. In addition, the reduction in drive approaches increases public safety due to less conflicting turning movements and reduction in deviation requests for minimum driveway spacing requirements.

   Unit 1-I-fly: Trip generation study provided. Parking for up to 46 spaces is justified. The applicant can consider reducing the parking and comply with the parking setback requirement.

   Note: The applicant is also asked to clarify the actual setback distance for each of these lots. The above provided numbers are just approximations.

   The minimum setback request is as follows:
   a) Unit 1: 14' west side, 0' south side
   b) Unit 2: 15' south side
   c) Unit 3: 0' north side, 5' south side
   d) Unit 4: 5' east side
   e) Unit 5: 10' west side
   f) Unit 6: 0' west side
   g) Unit 7; 0' east side, 10' west side
   h) Unit 8, 10' east side

8. **Water Tower (unit 9) (Sec. 3.1.25.B& C):** The applicant is proposing that the water tower is to remain where it is currently located, but on its own separate site (Unit 9). This is not a principal permitted use of a site. It is also not considered an accessory use, since its proposed use is not detailed. The creation of a new, separate legal parcel of limited size for the purpose of housing the tower on its own is therefore a required deviation that will need

to be addressed in the PRO Agreement (e.g., what happens to the property if the owner determines to remove it, access, etc). The future and current use and maintenance of this Unit must be addressed in the PRO agreement, at a minimum. Mr. Adell's attorney is addressing the water tower in the PRO agreement.

9. **Dumpsters in Exterior side yard (Sec. 4.19.2.F.):** Dumpsters are required to be in rear yard only. Dumpsters are shown in exterior/interior side yards for Units 5, 6, 7 and 8 on the Concept plan. Dumpster locations are not indicated for other units. The applicant is requesting to allow dumpster in exterior side yard for Units 1, 5, 6, and 7. The request should be amended to allow interior side yard and Unit 1. Staff supports the request if it does not impact traffic circulation and appropriate screening is provided. The deviation request #9 has been revised to allow the dumpster for Unit 1 to be placed in an interior side yard.

10. **Lots in floodplain (Sec. 4.03A):** Lots cannot be created within floodplain that increases danger to health, life or property. Units 3, 4, and 5 lie partially within the floodplain. There appears to be no impacts proposed for Units 3 and 5. A pedestrian bridge is proposed on Unit 4. The applicant has made this request. Staff supports the request noting additional permits may be required for pedestrian bridge. We are currently preparing the necessary permits for the pedestrian bridge as part of our final site plan process.

11. **Lack of Loading Areas (Sec. 5.4.2.):** loading space is required for uses in TC district. The applicant requests a deviation for lack of loading zone for Unit 1, 3, 4, 5 and 9. Loading areas are not indicated for the remaining units and a deviation is also not requested at this time. **Staff does not support this request except for Unit 9 for reasons detailed in Plan Review Chart and Traffic review letter** On behalf of the end users, we humbly appeal to planning commission and city council to approve this waiver request. This request is at the direction of the specific users who do not anticipate using a loading area. The requirement for construction of a loading area for these users would come at the cost of a loss of green space and parking areas in exchange for paving an area that will not be used.

12. **Location of loading space in exterior/interior side yard:** Loading zones are to be located in rear yard or interior side yard for double frontage lots. **The applicant has requested a deviation for alternate location for Unit 1, 2, 3, 5, 6 and 7. This request is made in the event Item 11 is not approved for units 1, 3 and 5.** Staff supports this request provided the applicant demonstrates that proposed locations do not conflict with traffic circulation and appropriate screening will be provided at the time of Preliminary Site Plan review. **It appears that loading space for Unit 8 is also located in exterior side yard, but a deviation is not requested.** In the event that planning commission and city council do not grant the deviation request in #11 above, we humbly request a positive consideration of this request as an alternative. At the request of Carvana, we are not requesting a deviation to allow for the loading area to be placed within the interior side yard of Unit 8.

13. **Reduction of Loading Area (Sec. 5.4.2.):** A minimum of 10 square feet per each front foot of building is required. The applicant has requested a deviation for reduction of minimum required loading space for all units except 4 and 9. **This request is made in the event Item 11 is not approved for units 1, 3, 5 and 9.** Staff can support the deviation if the applicant can provide additional data to support the area requested. For example, we believe Unit 8 may require a larger space than 750 square feet due to the nature of vehicle delivery. In the event that planning commission and city council do not grant the deviation request in #11 above, we humbly request a positive consideration of this request as an alternative.

14. **Loading area in building setback**: The applicant has requested a deviation to allow loading areas within building setback. This is **not applicable**, as loading areas subject to parking setbacks, not building.

15. **Section 9 Waivers**: The applicant has provided building elevations for I-Fly, Carvana, Planet Fitness, Fairfield Inn and Suites and Drury Inn.
    a. **Unit 1 I-Fly:** Elevations provided. Section 9 waiver supported contingent on some revisions made as suggested in Façade review letter.
        i. Underage of brick (30% minimum required, 7% on front, 10% on right, 10% on left, 18% on rear)
        ii. Underage of combined brick and stone (50% minimum required, 7% on front, 10% on right, 10% on left, 18% on rear)
        iii. This review assumes no EIFS.
    b. **Unit 2 Planet Fitness:** Elevations provided. Incomplete submittal. Deviations identified. Section 9 waiver not supported.
    c. **Unit 3 Fairfield Inn:** Elevations provided. Incomplete submittal. Deviations identified. Section 9 waiver not supported. With the current submittal, Fairfield's representative has provided a letter dated 07-18-18 stating that the elevations will conform to the Ordinance requirements at the time of Site Plan review. We interpret this to mean that all façade materials will be brought into full compliance with the Façade Chart and that no Section 9 Waiver(as listed below) will be required after said revisions are made.
        i. Under of brick (30% minimum required, 14% on front, 16% on right, 16% on left and 23% on Rear proposed)
        ii. Underage of combined brick and stone (50% minimum required, 15% on front, 19% on right, 19% on left and 25% on Rear proposed)
        iii. Overage of EIFS (25% maximum allowed, 67% on front, 34% on right, 34% on left and 55% on Rear proposed)
        iv. Overage of Phenolic simulated wood (25% maximum allowed, 44% on right and 44% on left proposed)
    d. **Unit 5 Drury Inn:** Elevations provided. Section 9 waiver supported.
        i. Overage of EIFS (25% maximum allowed, 43% on front, 47% on right, 47% on left and 58% on Rear proposed)
    e. **Unit 8 Carvana:** Elevations provided. Section 9 waiver supported.
        ii. Underage of brick (30% minimum required, 7% proposed on front side)
        iii. Underage of combined brick and stone (50% minimum required, 7% on front, 30% on right, 30% on left and 39% on Rear proposed)
        iv. Overage of display glass (25% maximum allowed, 80% on front, 63% on right, 63% on left and 57% on Rear proposed)

16. **Sign Deviations for individual units:** The application has provided information about signage for I-Fly, Drury and Carvana as part of the original PRO Concept plan submittal. However, formal sign permit applications were provided for Drury, Adell Center and Carvana. Our permit reviewers have identified multiple deviations for the proposed signage. At the same time, they have requested additional information to further verify conformance to other sign permit requirements. Please refer to their comments provided under separate cover for more details. As mentioned earlier, staff do not recommend a blanket approval for deviations without reviewing the complete submittal or without knowing the extent of deviations sought**. The current submittal included updated information for Adell Center development signage only. The applicant has requested a deviation to allow for building signage for I fly, Drury, Planet Fitness, Carvana and Adell Center Development Signs (see item 18). All monument signs for individual units are subject to sign ordinance requirements. Any signage, wherein the deviations are not approved as part of the current PRO plan approval, should conform to the code requirements at a later time.** It is unclear whether signage deviations (City Code) are appropriate as part of the PRO process (Zoning Ordinance), also staff is unable to identify all the deviations that are required at this time. Upon further discussion with staff, we are removing the detail for the individual unit

monument signs. Mr. Adell desires to have all individual monument signs be consistent throughout the development, and will control said monument signage within the master deed.

17. **Minimum required parking:** The applicant should provide information requested by staff in Plan review chart so that staff can establish the minimum parking requirement, i.e. verify Parking Counts. The applicant should note that any further reduction to established minimum parking requirement would warrant a shared parking study or an amendment to PRO agreement for reduction in parking requirement at that time. Staff is not able to make a determination as the minimum listed by the applicant is not verified. An updated chart is being submitted with this request. See attached.

18. **Sign deviations for Adell Center development signs:** Refer to sign review letter attached for more information.

19. **Side Lot lines:** The current unit layout does not conform to the Section 4.02.B of Subdivision Ordinance. Side lot lines between Units 6 and 7, 4 and 5, 1 and 2 do not meet the requirement. **The applicant is requesting the deviation for lot lines for 1, 6, 7, and 8.** It should be revised as listed above. There is possibility, how much do we want to stress? The deviation request has been revised accordingly.

20. **Open Space:** 15 percent of the total site area is required to be planned Open Space. It should include permanently landscaped open areas and pedestrian plazas. The applicant is proposing to meet the requirement by proposing it as part of common elements as opposed to individual units. The applicant has identified 15 percent open space in various locations within the site, the majority of it being located along the southern part. This area contains about an acre of wetlands that account for about 25 percent of the open space area in the southerly portion. Wetlands are not considered usable open space. **Approximately 13 percent open space is proposed when wetlands are deducted from the Open Space calculations. Staff would support a deviation for not meeting the minimum requirements for open space, provided the applicant considers restoration efforts to existing wetlands and woodlands are in order to make it more usable and aesthetically pleasing as recommended in Wetlands review letter.** Mr. Adell has agreed to prepare a wetland enhancement plan to be presented as part of the Final Site Plan package that is currently under review with city staff.

21. The applicant requested a deviation to allow all future renovations, alterations or additions shall be brought into compliance with the approved PRO agreement. This is not considered a deviation. This is a condition of approval. **Any elevations which are not part of current request are expected to conform to City's Façade Ordinance. This should be removed from list of deviations.** Comment Noted. We humbly request that this deviation be approved to allow for future façade changes to be made so long as the material percentages continue to be either in conformance with city code or as approved within the PRO agreement.

22. **Lack of Traffic Impact Study (Sec. 7.13.1.D.):** Lack of traffic study as the site falls under the study boundaries for Comprehensive Traffic study, which is ongoing. The applicant has provided trip generation information for the development that will be incorporated into the region-wide traffic impact study. AECOM supports the variance for lack of a full Traffic Impact Study as part of the plan review process such that the applicant understands that they may be requested to provide additional traffic-related data and information during the review of the Prelminary Site Plan. The applicant should also confirm the understanding that they may be subject to certain off-site and/or on-site mitigation measures as a result of the region-wide traffic impact study. Mr. Adell has asked his attorney to work with the city attorney toward a amenable resolution to this matter.

23. **Lighting spillover front property lines (Sec. 5.7.3.K.):** Maximum illumination at the property line shall not exceed 1 foot candle. The intent of this requested deviation is unclear. The proposed access easement acts as a Right-of-way for the subject property**. Staff can support a deviation to exceed 1 foot candle along access easements along Adell Drive, within reason, upon review of a Conceptual photometric plan.** A photometric plan was submitted with the Roads and Utilities package that is currently under staff review. In addition, each unit will be submitting a photometric plan with their site plan submittal package.

24. **Lighting spillover along interior property lines (Sec. 5.7.3.K.):** Maximum illumination at the property line shall not exceed 1 foot candle. The applicant requested a deviation to allow illumination to exceed 1 foot candle along interior side parking lot lines between units. Staff supports the deviation as parking is either spread along the Unit lines or is closer than the minimum parking setback. However, this deviation can be supported is the average to minimum light level ratio is kept the maximum allowable 4:1. The applicant has not demonstrated if this can be achieved. This can be demonstrated by providing a lighting plan with assumed light pole locations for an estimated calculation. A photometric plan was submitted with the Roads and Utilities package that is currently under staff review. In addition, each unit will be submitting a photometric plan with their site plan submittal package.

25. The deviation request to allow 53.5 foot front building setback for Unit 3. This is not applicable as the minimum required front building setback for interior front lot lines is 15 feet, which Unit 3 appears to comply.

Other deviations that may be required

Following is the list of deviations that may or may not be required. The applicant is asked to provide clarification whether it is their intent to meet the Ordinance requirements at the time of Preliminary site plan submittal or whether any of those deviations are requested at this time. If any deviations are requested at this time, the applicant is asked to submit additional information for review. Staff does not recommend blanket deviations with many unknown factors.

1. **Minimum Bike Parking Required Per Use** *(Sec. 5.16):* Refer to Planning chart for requirements We are not asking for a deviation for this ordinance requirement.
2. **Side Building Setbacks** *(Sec 3.1.25 D)*: Units 6 and 7 do not appear to meet the minimum 15 ft. side yard building setback. **The applicant is asked to clarify the distance in order to determine whether this deviation is required.** An additional deviation request has been added to allow for a reduced side yard building setback for units 6 and 7.
3. **End Islands** *(Sec. 5.3.12):* **A landscape island is required every 15 spaces.** Units 2, 4, 7 have parking bays greater than 15 contiguous space. **This deviation is not supported by staff as revisions can be made so that the deviations can be avoided.** We are not asking for a deviation for this ordinance requirement. The parking bay layouts will be revised as part of the final site planning process to meet this ordinance requirement.
4. **Please refer to Façade review for additional comments and revisions recommended. Any monument signs, accessory structures over 200 square feet, rooftop appurtenances and dumpster enclosures are subject to Façade Ordinance requirements and are required to conform to the Ordinance requirements if deviations are not sought prior to PRO concept plan approval.** We are not asking for a deviation for this ordinance requirement.
5. Should the minimum same side driveway spacing requirements not be met, the applicant may be required to seek a deviation. Comment Noted
6. Should the proposed number of drive approaches and/or the drive approach system not comply with the guidance in the ordinance, the applicant may be requested/required to provide justification and/or apply for deviations. Comment Noted.

7. A waiver is required if the applicant moves forward with painted islands. We are not asking for a deviation to allow for painted islands.
8. On Unit 8, the applicant shall provide a landscaped end island on the east end of the northern parking bay, or may seek a variance for lack of an end island. Carvana is not asking for a deviation for this ordinance requirement.
9. The applicant is proposing a gravel emergency access driveway, per sheet 12. The use of gravel would require a variance. The timeline for paving the access in the event Unit 2 is not completed within a certain period of time should be addressed in the PRO agreement. We request that the temporary gravel secondary access drive be allowed for a period of two years following completion of Adell Center Drive. We propose that the applicant post surety with the City of Novi for the paving of the secondary access road as indicated on the PRO plan. The amount of surety to be determined by the design engineer and approved by the city engineer. Said surety to be in the form of a surety bond or letter of credit.
10. **Please note that this review is just based on the plans submitted for the overall development, as no landscape plans for the individual units were provided except for the greenbelt plantings. As such, it is assumed that each unit's other landscaping (parking lot interior and perimeter), building foundation, and loading zone screening) will meet all landscaping requirements. If any landscape waivers are requested for a unit, that unit's site plans will need to be submitted for consideration by the Planning Commission prior to PRO Concept plan approval.** Comment Noted
11. A stub street to the property boundary at intervals not to exceed 1,300 feet along the perimeter is required by ordinance. Refer to Engineering review for more details. An additional deviation request has been requested. See deviation request #29.

APPLICANT'S BURDEN UNDER PRO ORDINANCE

The Planned Rezoning Overlay ordinance (PRO) requires the applicant to demonstrate that certain requirements and standards are met. The applicant should be prepared to discuss these items, especially in number 1 below, where the ordinance suggests that the enhancement under the PRO request would be unlikely to be achieved or would not be assured without utilizing the Planned Rezoning Overlay. Section 7.13.2.D.ii states the following:

1. *(Sec. 7.13.2.D.ii.a) Approval of the application shall accomplish, among other things, and as determined in the discretion of the City Council, the integration of the proposed land development project with the characteristics of the project area, and result in an enhancement of the project area as compared to the existing zoning, and such enhancement would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay.*
2. *(Sec. 7.13.2.D.ii.b) Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement on the basis of which the City Council concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land use proposed by the applicant, it would be in the public interest to grant the Rezoning with Planned Rezoning Overlay; provided, in determining whether approval of a proposed application would be in the public interest, the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.*

PUBLIC INTEREST/ BENEFITS TO PUBLIC UNDER PRO ORDINANCE

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and the benefits to public of the proposed PRO rezoning would clearly outweigh the detriments. The following are being suggested by the applicant (as listed in their narrative dated June 05, 2018 as benefits resulting from the project. The applicant has not provided an update since then. Our comments from previous remain because staff is still indicating that additional information about aspects of the project is needed:

1. *The proposed development will convert a vacant parcel of property at a major intersection and entryway into the City of Novi.*
2. *The development of this property will reduce any chances of crime associated with a vacant parcel by providing new development with continuous movement of people and vehicles throughout the property.*
3. *This development will convert a property that is currently zoned EXPO center into a zoning district that will allow a use that is beneficial to neighborhood businesses and the community in general.*
4. *This development will help produce a more positive image of the City of Novi by the 100,000 plus motorists travelling along Interstate on a weekly basis.*
5. *The approval of this development will bring additional entertainment, overnight stay and dining opportunities to the City that will benefit the City of Novi residents as well as bring in residents and visitors from neighboring communities.*
6. *This development is centrally located to several communities that will serve as a weekend long youth sporting tournaments and weekly events held at the Suburban showplace. These events typically bring in people from all over southeast Michigan and the United states.*
7. *The approval of this development will trigger a sale of proposed units within Adell Center thereby generating an increase in property values in addition to the value of neighboring properties.*
8. *The approval of this development will create 200-300 temporary construction jobs and permanent jobs.*
9. *The approval of this development will increase the tax base within the City of Novi. As reported by the Mayor at a recent City Council meeting, the city desires to increase the tax base to fund additional services such as police, fire and parks departments.* **Items 1 through 9 may be accurate statements, but the applicant might want to address whether it requires a PRO rezoning process (as opposed, for example, to a "straight" rezoning to a district like TC) to accomplish them.**
10. *It is estimated that this development will increase the tax base by over $3 million annually, plus an additional personal property tax generated from the new businesses.* **Staff cannot comment on the accuracy of this figure.**
11. *The approval of the proposed development will include the improvement of over three acres of existing city regulated woodlands/wetland areas to allow for better access by the public.* **This may be accurate, but the City would need more detail to understand the extent of benefits to the public.**
12. The *approval of this development will include a consistent and cohesive streetscape and signage package throughout.* **This is a determination for the Planning Commission and Council to make.**
13. *The proposed development includes new public art (pocket parks) locations for placement of community art.* **More information on the art being referred to is required to evaluate this.**
14. The creation of a wetland enhancement plan to be implemented as part of the final site plan for the roads and utilities will benefit the public in reducing and/or eliminating the invasive species and creating a more appealing atmosphere in the area of the existing on-site wetland areas.

SUMMARY OF OTHER REVIEWS

1. Engineering Review (dated 08-09-18): It meets the general requirements on Chapter 11, Storm water management ordinance or Engineering design manual. Engineering recommends approval.
2. Landscape Review (dated 08-08-18): Landscape review has identified deviations that may be required. Staff supports only a few. Refer to review letter for more comments. Landscape recommends approval provided individual site plan conform to the code at the time of site plan approval.

3. Wetland Review (dated 08-0618): An authorization to encroach into 25 foot buffer setback is required for this site plan at the time of Preliminary Site Plan review. Wetlands recommend approval. A wetland restoration plan is recommended for the southerly portion.
4. Woodland Review (dated 08-07-18): A City of Novi woodland permit is not required for the proposed plan. Additional comments to be addressed at the time of Preliminary Site Plan review. A woodland restoration plan is recommended for the southerly portion.
5. Traffic Review (dated 08-13-18): Traffic requested additional information to verify conformance and identify additional deviations. Additional Comments to be addressed with the revised concept submittal. Traffic is currently **not** recommending approval.
6. Facade Review (dated 08-14-18): There appear to be significant deviations on the proposed elevations. Façade review was unable to make a determination as to the degree of compliance with the Façade Ordinance due to a lack of information for a few. Façade is currently **not r**ecommending approval for some of the building elevations. Refer to Façade review for more details.
7. Fire Review (dated 07-30-18): Fire has provided additional comments and questions that would require clarification. Revisions to plan are required to conform to secondary access and maximum length of fire access drives without a turn around.

NEXT STEP: PLANNING COMMISSION

Some of the reviews are currently not recommending approval at this time. While the applicant addressed the roadway width issue and other minor design changes, staff does not believe that some aspects of the plans are fully completed as requested at the last Planning Commission meeting. There are a number of items that still need to be clarified and further information is requested for additional review. However, the PRO Concept Plan is scheduled to go before Planning Commission for consideration on August 22, 2018 based on applicant's request. Please provide the following by 10 am on **August 16, 2018**. **Staff reserves the right to make additional comments as this expedited review continues.**

1. Concept Plan submittal in PDF format. Staff has received this item with the initial submittal
2. A response letter addressing ALL the comments from ALL the review letters and primarily **a request for waivers as you see fit based on the reviews.**
3. A color rendering of the Site Plan, if any to be used for presentation purposes.
4. Façade boards as requested by Façade review letter. If you want to bring the board to the meeting, please send a picture of the façade board by August 16th to include in the PC packet.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or skomaragiri@cityofnovi.org



Sri Ravali Komaragiri – Planner

Attachments: Planning Review Chart
Section 3.1.14.B – EXPO Permitted Uses
Section 3.1.14.C - EXPO Special Land Uses
Section 3.1.18.B – I-1 permitted uses
Section 3.1.25.B – TC Permitted Uses
Section 3.1.25C – TC Special Land Uses
Sec. 4.77. I-1 uses in EXPO district

Response to Engineering Review, per Darcy N. Rechtien, P.E., dated August 9, 2018.

Comments:

The PRO Concept plan meets the general requirements of Chapter 11 of the Code of Ordinances, the Storm Water Management Ordinance and/or the Engineering Design Manual, with items to be addressed with future submittals: Refer to Roads and Utilities plans for additional detail, submitted July 19th, 2018, that are currently under review.

Additional Comments (to be addressed upon Preliminary Site Plan submittal)**:**

1. A right-of-way permit will be required from the City of Novi for work in the Crescent Boulevard and Expo Center Drive right-of-way. Comment Noted.
2. Refer to Section 26.5-35 for requirements for private roadways:
    a. A private maintenance covenant is required for any private street. Comment Noted.
    b. Per Section 26.5-35(h), a statement is required on any plan containing a private street with the following language: "City of Novi has no responsibility to improve or maintain the private streets contained within or private streets providing access to the property described in this plan". This note will be added to all future submittals pertaining to the proposed private street.
3. Soil borings shall be provided for a preliminary review of the constructability of the proposed development (roads, underground detention, etc.). Borings identifying soil types, and groundwater elevation should be provided at the time of Preliminary Site plan. Soil Borings have been completed and are included as part of the Roads and Utilities plans currently under review by the city.
4. Non-domestic user survey forms will be required from each occupant with the site plan submittals for development of each unit. This form will be submitted with each site plan.
5. A stub street to the property boundary at intervals not to exceed 1,300 feet along the perimeter is required by ordinance. **A request for variance from Appendix C Section 4.04(A)(1) of the Novi City Code can be requested.** City staff supports this request. This variance request will be added to the PRO Plan.
6. The length of Adell Drive exceeds the maximum cul-de-sac street length of eight hundred (800) feet. **A variance from Section 11-194(a)7 of the Design and Construction Standards can be requested.** Staff can support this request. This variance request is currently indicated as a deviation on the PRO Plan. See deviation request #5.
7. A letter from either the applicant or the applicant's engineer must be submitted with the Preliminary Site Plan submittal highlighting the changes made to the plans addressing each of the comments in this review. Comment Noted.

Utilities

8. Minimum water main size on the site shall be 12-inch to serve the development. Comment Noted.
9. Fire hydrants shall be provided as required by the Fire Marshal, generally at no more than five hundred (500) foot intervals and such that no part of a building is more than three hundred (300) feet of hose length from a hydrant. Comment Noted.
10. Valves shall be provided to limit pipe runs to a maximum of eight hundred (800) feet between valves. Comment Noted.
11. Confirm size and location of sanitary sewer and sewer easement to the southwest to determine if any off site easements are needed for proposed sanitary sewer extension. The size and location of the existing sanitary sewer infrastructure Is indicated on the PRO plan and the Final site plan that is currently under review. No off-site sanitary sewer easements are anticipated.
12. Each building is required to have a unique sanitary sewer monitoring manhole, within a dedicated 20-foot wide access easement to the monitoring manhole from the public right-of-way (rather than a public sanitary sewer easement). Comment Noted.
13. Revise the sanitary sewer alignment to outside the sidewalk. Water main and sewer main can be placed along the same or opposite sides Adell Drive to minimize utility crossings and conflicts. The sanitary sewer layout will be revised on the Final Site Plan so that the alignment is located outside the sidewalk.

Paving & Grading & Floodplain

14. Provide existing topography and 2-foot contours extending at least 100 feet past the site boundary. Any off-site drainage entering this site shall be identified. This information will be added to the Final Site Plan.
15. Site grading shall be limited to 1V:4H (25-percent), excluding landscaping berms. This information will be added to the Final Site Plan.
16. Provide spot grades along property lines adjacent to perimeter curb line to demonstrate that site drainage is self-contained. This information will be added to the Final Site Plan.
17. Show the limits of the 100-year floodplain and floodway and Base Flood Elevations for the Walled Lake Branch of the Middle Rouge River. This information is indicated on the PRO Plan and the Final Site Plan.
18. A City of Novi floodplain use permit may be required for any proposed floodplain impact. An MDEQ floodplain use permit may also be required for discharge to the Middle Rouge. The applicant will need to confirm any required MDEQ permitting. Comment Noted.
19. The secondary access road to the west is proposed with a temporary gravel surface within the limits of the Unit 2 lot. **A request for variance from Section 11-194(a)19 of the Design and Construction Standards can be requested for gravel surface for the secondary emergency access road.** This request may be

supported for a short-term, temporary solution only. The developer may be responsible for paving of the access route depending on the timing of the build out of Unit 2. We request that the temporary gravel secondary access drive be allowed for a period of two years following completion of Adell Center Drive. We propose that the applicant post surety with the City of Novi for the paving of the secondary access road as indicated on the PRO plan. The amount of surety to be determined by the design engineer and approved by the city engineer. Said surety to be in the form of a surety bond or letter of credit.

20. An emergency access easement is required on Units 2 and 9 for the 20 foot secondary emergency access route shown on the plans. Said easement will be granted as part of the Final Site Plan.

Storm Sewer

21. A minimum cover depth of 3 feet shall be maintained over all storm sewers. This information is indicated on the PRO Plan and the Final Site Plan.
22. An easement is required over the storm sewer accepting and conveying off-site drainage. This information is indicated on the PRO Plan and the Final Site Plan.

Storm Water Management Plan

23. The Storm Water Management Plan (SWMP) shall comply with the Storm Water Ordinance and Chapter 5 of the Engineering Design Manual (refer to the runoff coefficients, 1V:4H allowable basin slopes, etc.). Comment Noted.
24. The conceptual storm water management plan indicates underground storage in three locations sized for bankfull volume. Indicate the proposed location of each first flush storm water quality treatment unit for each building unit and the roadway. Each unit will require its own Storm Drain Facility Maintenance Easement Agreement. The location of the first flush storm water quality treatment unit will be added to the PRO Plan and the Final Site Plan.
25. Provide supporting calculations for runoff coefficient determination. A runoff coefficient of 0.35 shall be used for all turf grass lawns (mowed lawns). This information is indicated on the Final Site Plan.
26. Identify the location of each underground detention outlet control structure and indicate the invert elevation where discharging to the Walled Lake Branch of the Middle Rouge. MDEQ permitting will be required for any new outlet locations. This information is indicated on the Final Site Plan. We are currently preparing all required MDEQ permit applications.
27. An adequate maintenance access route to the outlet structures and any other pretreatment structures shall be provided (15 feet wide, maximum slope of 1V:5H, and able to withstand the passage of heavy equipment). The access route(s) must not conflict with proposed landscaping. This information is indicated on the Final Site Plan for each individual site.
28. A Storm Drain Facility Maintenance Easement Agreement and access easement the outlet structures will be required for the underground detention units. Comment Noted.

29. Indicate the overland routing or storm sewer bypass designed for the event that the underground system cannot accept flow. This information is indicated on the Final Site Plan for the roads and utilities, and will be included on each individual site plan.
30. Provide a soil boring in the vicinity of the proposed underground detention system to determine bearing capacity and the high water elevation of the groundwater table. This information is indicated on the Final Site Plan for the roads and utilities which is currently review by city staff.
31. Provide a cross-section of each underground detention system showing critical elevations (low water, and bankfull high water, and pavement elevation). Ensure at least 1 ft. of freeboard between the high water elevation and the subgrade elevation under the pavement. This information is indicated on the Final Site Plan for the roads and utilities which is currently review by city staff.
32. The underground detention system(s) shall be kept outside the influence of any planting areas. Comment Noted.

Off-Site Easements

33. Any required off-site easements must be executed prior to final approval of the plans. Drafts shall be submitted at the time of the Preliminary Site Plan submittal. Comment Noted.

The following must be provided at the time of Preliminary Site Plan submittal:

34. A letter from either the applicant or the applicant's engineer must be submitted with the Preliminary Site Plan highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved. Comment Noted.

The following must be submitted at the time of Final Site Plan submittal:

35. A letter from either the applicant or the applicant's engineer must be submitted with the Final Site Plan highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved. Comment Noted.
36. An itemized construction cost estimate must be submitted to the Community Development Department at the time of Final Site Plan submittal for the determination of plan review and construction inspection fees. This estimate should only include the civil site work and not any costs associated with construction of the building or any demolition work. ***The cost estimate must be itemized*** for each utility (water, sanitary, storm sewer), on-site paving, right-of-way paving (including proposed right-of-way), grading, and the storm water basin (basin construction, control structure, pretreatment structure and restoration). This information has been submitted as part of the Final Site Plan for the roads and utilities which is currently review by city staff.
37. Draft copies of any off-site utility easements, a recent title search, and legal escrow funds must be submitted to the Community Development Department

for review and approved by the Engineering Division and the City Attorney prior to being executed. Comment Noted.

The following must be submitted at the time of Stamping Set submittal:

38. A draft copy of the maintenance agreement for the storm water facilities, as outlined in the Storm Water Management Ordinance, must be submitted to the Community Development Department. Once the form of the agreement is approved, this agreement must be approved by City Council and shall be recorded in the office of the Oakland County Register of Deeds. Comment Noted.
39. A draft copy of the 20-foot wide easement for the water main to be constructed on the site must be submitted to the Community Development Department. Comment Noted.
40. A draft copy of the 20-foot wide easement for the sanitary sewer to be constructed on the site must be submitted to the Community Development Department. Comment Noted.
41. A 20-foot wide drainage easement where off-site drainage is conveyed via storm sewer within the development. Comment Noted.
42. A draft copy of the emergency access easement across Units 2 and 9. Comment Noted.
43. Executed copies of reviewed and approved off-site easements, if applicable. Comment Noted.

PLAN REVIEW CENTER REPORT

August 8, 2018

PRO Revised Concept Site Plan

Adell Center

Review Type | **Job #**

Rezoning Revised Concept Plan Landscape Review | JZ18-0024

Property Characteristics:

- Site Location: Northwest of Novi Road/Crescent Drive.
- Site Zoning: Expo – Proposed rezoning to TC with PRO
- Adjacent Zoning: North: I-96, East: TC, South: TC/I-1, West: I-2
- Plan Date: July 19, 2018

Recommendation:

This concept plan, which only covers the internal drive and I-96 frontage, is **recommended for approval**. The landscaping along Adell Drive has adopted some of the recommendations from the Town Center Study to provide a link with adjacent sites in the Town Center District. This is appreciated. Some revisions are necessary to meet all ordinance requirements, but most don't need to be considered as deviations. They can be handled as part of the site plan approval process.

Please note that this recommendation for approval is just based on the plans submitted for the internal drive and I-96 frontage, as no landscape plans for the individual units were provided except for the greenbelt plantings. As such, it is assumed that each unit's other landscaping (parking lot interior and perimeter, building foundation, and loading zone screening) will meet all landscaping requirements. If any landscape deviations are requested for a unit, that unit's site plans will need to be submitted for consideration by City Council. We concur that all of the individual unit owners will be required to meet the current ordinance requirements (except for those deviations allowed by the PRO approval) or they will have to request an amendment to the PRO agreement.

GENERAL NOTE: Please add call-outs on Sheets L-1 and L-2, labeling each Focus area with the area label shown on L-3 and making clear that they will be constructed as Part of Phase I. The additional Focus Area call outs will be added to sheets L-1 and L-2

LANDSCAPE DEVIATIONS NOTED ON OVERALL PLAN:

Units 2, 4, 7 have parking bays greater than 15 contiguous spaces. ***This deviation is not supported by staff.*** If islands 10 feet across (at back of curb) and 200 sf in area minimum are added to decrease the bays to no more than 15 contiguous spaces, and at least 1 deciduous canopy tree is planted in each of those islands, the deviations can be avoided. The individual site plans for each unit will be revised to include parking bays of no more than 15 contiguous spaces. We are not seeking a deviation for this requirement.

Ordinance Considerations:

This project was reviewed for conformance with Chapter 37: Woodland Protection, Zoning Article 5.5 Landscape Standards**,** the Landscape Design Manual and any other applicable provisions of the Zoning Ordinance. Items in **bold** below and on the accompanying Landscape Chart must be addressed and incorporated as part of the Preliminary Site Plan submittal. Underlined items must be addressed and incorporated as part of the Final Site Plan submittal.

On the Landscape Chart, items that need to be addressed on the units' landscape plans are noted. Please follow guidelines of the Zoning Ordinance and Landscape Design Guidelines. This review and the accompanying landscape chart are summaries and are not intended to substitute for any Ordinance.

Existing Soils (Preliminary Site Plan checklist #10, #17)

Provided

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

1. Provided.
2. **Please add all proposed lighting fixtures to the landscape plans to help avoid conflicts.** All proposed lighting fixtures will be added to the final site plan submittal package.

Existing Trees (Sec 37 Woodland Protection, Preliminary Site Plan checklist #17 and LDM 2.3 (2))

1. A tree survey is provided.
2. It appears that all but two non-regulated trees, north of the stream, will be removed. Two trees within the regulated woodland are shown as being removed and will be replaced with nine trees.

Proposed topography. 2' contour minimum (LDM 2.e.(1))

1. Conceptual berms along Adell Drive are shown on the landscape plans.
2. A berm is also proposed along the I-96 frontage. **That berm should undulate in height, with a minimum height of 36".** No berm is required for Unit 1, where the building fronts directly on the I-96 right-of-way or in front of the sign at the east end of the site. The final site plan will be revised to include an undulating berm with minimum height of 36". We note the comment that no berm is required for Unit 1 or in front of the east sign.

Street Tree Requirements (Zoning Sec. 5.5.3.E.i.c and LDM 1.d.)

1. Street trees are not required along I-96, or in the TC district.
2. The area between the sidewalk and curb has been widened to 8 feet. Thank you.
3. 57 of the required greenbelt trees along Adell Drive are proposed as street trees. This is acceptable and appreciated.

Adjacent to Public Rights-of-Way – Berm (Wall) & Buffer (Zoning Sec. 5.5.3.B.ii and iii)

I-96**.**

1. A 36" berm is proposed for all of the frontage except between the cul-de-sac and the I-96 right-of-way, where a wall is proposed
2. **The berm should have undulations with a minimum height of 36".** The final site plan will be revised to include an undulating berm with minimum height of 36".
3. **The wall should be at least 36" high to screen headlights from reaching I-96.** The final site plan will be revised to include a 36" high wall.
4. The required 20 foot minimum greenbelt for areas adjacent to parking is provided along the entire I-96 frontage.
5. An acceptable number of canopy and subcanopy trees are provided. See the landscape chart for calculations.
6. **Some of the subcanopy trees along the I-96 berm should be changed to canopy trees to meet the parking lot perimeter tree requirements.** The final site plan will be revised to meet this requirement.

Adell Drive**.**

1. A mix of berm, 2.5' tall brick wall and 2.5' brick pilasters and ornamental fencing, as requested in the Town Center Study, is provided along both sides of Adell Drive.
2. The 20 foot greenbelt starts at the back edge of the sidewalk. The unit lines are drawn to the back of curb, not 1' behind the sidewalk as is typically the case.
3. An acceptable number of canopy and subcanopy trees are provided. See the

landscape chart for calculations.

Corner Clearance (Zoning Sec 5.9)

1. Provided.
2. **Please adjust the trees at the new Unit 7 entrance to take them out of the corner clearance zones.** The final site plan will be revised to meet this requirement.

Parking Lot Landscaping – interior and perimeter (Zoning Sec. 5.5.3.C.)

1. No landscape plans for the units are provided.
2. **The site plans for each unit must conform to the ordinance requirements or the unit's site plans must be taken through the process and back to the City Council for whatever landscape waivers are requested.** We concur that all of the individual unit owners will be required to meet the current ordinance requirements (except for those deviations allowed by the PRO approval) or they will have to request an amendment to the PRO agreement.

Snow Deposit (LDM.2.q.)

1. Snow deposit areas are shown on the site, along with a note that snow will be deposited along the edge of the road.
2. **Please add at least one snow deposit area along Adell Drive for snow that can't be handled along the side of the road.** The final site plan will be revised to meet this requirement.

Building Foundation Landscape Requirements (Sect 5.5.3.D)

No building foundation landscaping or landscape areas are indicated for any of the units. The landscaping must comply with the ordinance or the unit(s) with non-compliant foundation landscaping will need to go to City Council for approval of the deviations. We concur that all of the individual unit owners will be required to meet the current ordinance requirements (except for those deviations allowed by the PRO approval) or they will have to request an amendment to the PRO agreement.

Transformer/Utility Box Screening (Zoning Sec 5.5.3.D.)

When utility box locations are provided, required screening should be added to plan and plant list. As the utility box locations are determined for each individual site plan, the additional screening will be added to the plan and plant list.

Storm Basin Landscape (Zoning Sec 5.5.3.E.iv and LDM 1.d.(3)

1. As only underground storm water detention is proposed, no detention landscaping is required.
2. If any surface level detention is required or proposed, the required detention basin landscaping must be provided.

Plant List (LDM 2.h. and t.)

1. Plant lists for the I-96 and Adell Drive greenbelts, and the focus areas, are provided.
2. Since no list is proposed for the units, it is assumed that plant lists conforming to city requirements will be provided for those units with their site plans.
3. **Please adjust each plant list as necessary to provide species native to Michigan for at least 50% of the species used.** The final site plan will be revised to meet this requirement.

Planting Notations and Details (LDM)

Provided

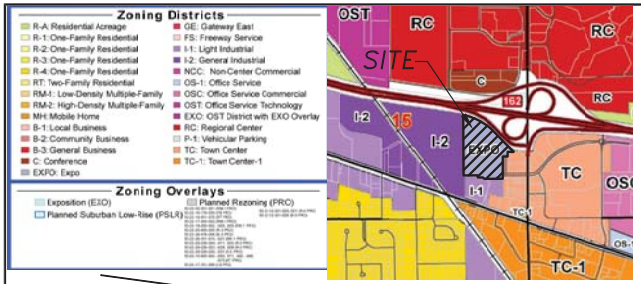
Irrigation (LDM 1.a.(1)(e) and 2.s)

Irrigation plan for landscaped areas or an alternative plan for ensuring that plants get the water required for establishment and long-term survival is required for Final Site Plans.

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

Rick Meader – Landscape Architect


OUTDOOR
YOGA
AREA
PATHWAY
PATHWAY
GAZEBO
WOODEN
BRIDGE
SLOPE
PARK
AREA
WALLED LAKE BRANCH MIDDLE ROUGE RIVER
SLOPE
TRAILS
OUTDOOR
PERFORMANCE
AREA



LOT COVERAGES

UNIT	APPROX. BUILDING BLDG AREA	UNIT AREA	% LOT COVERAGE
1	6000	47731	13
2	20000	137034	15
3	14100	100807	14
4	0 *	67383	0 *
5	18500	132912	14
6	7000	94744	7
7	8000	61593	13
8	5800	56534	10
9	400	20246	2

*UNIT 4 NOTE:
THE PARKING LOT AND GAZEBO AS SHOWN ON THE PROPOSED UNIT 4 IS PLANNED TO BE A TEMPORARY USE BY THE DEVELOPER AND IS SUBJECT TO FUTURE DEVELOPMENT IN ACCORDANCE WITH PRO AGREEMENT FOR THE ADELL CENTER.

FUTURE BUILDING: MAXIMUM 7,000 SF
FUTURE PERCENT LOT COVERAGE: 11%

PROPOSED UNIT LINE BETWEEN UNITS 6 AND 7 MAY MOVE SUBJECT TO THE FINAL LAYOUT CONFIGURATION FOR UNITS 6 AND 7

REQUESTED DEVIATIONS (EXCERPTS FROM PRO AGREEMENT):



UNIT WIDTH TO DEPTH RATIOS

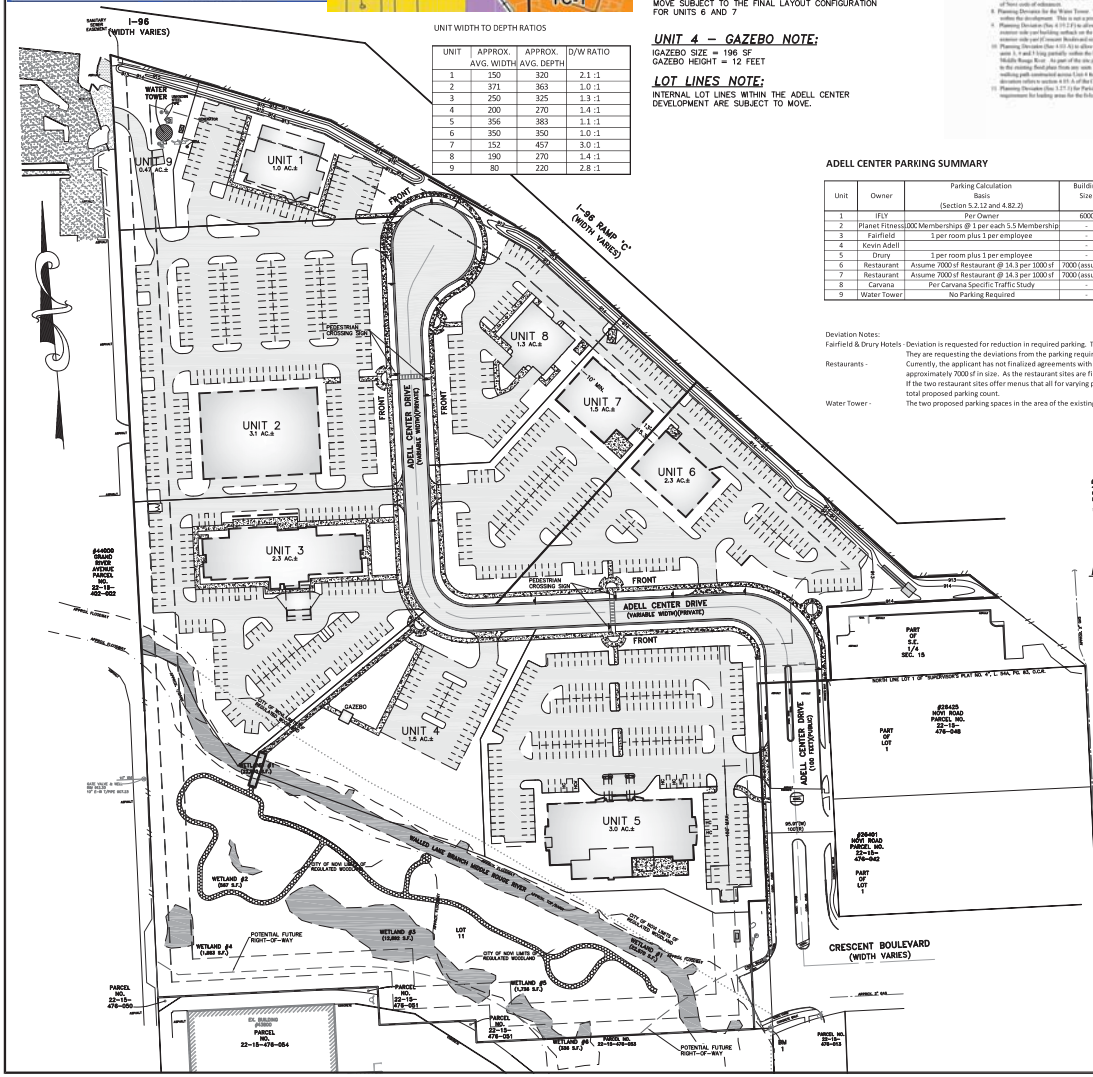
UNIT	APPROX. AVG. WIDTH	APPROX. AVG. DEPTH	D/W RATIO
1	150	320	2.1 :1
2	371	363	1.0 :1
3	250	325	1.3 :1
4	200	270	1.4 :1
5	356	383	1.1 :1
6	350	350	1.0 :1
7	152	457	3.0 :1
8	190	270	1.4 :1
9	80	220	2.8 :1

UNIT 4 – GAZEBO NOTE:

IGAZEBO SIZE = 196 SF
GAZEBO HEIGHT = 12 FEET

LOT LINES NOTE:

INTERNAL LOT LINES WITHIN THE ADELL CENTER DEVELOPMENT ARE SUBJECT TO MOVE.



ADELL CENTER PARKING SUMMARY

Unit	Owner	Parking Calculation Basis (Section 5.2.12 and 4.82.2)	Building Size	Number of Rooms	Meeting/Restaurant Space	Employees Largest Shift	Employees Peak Parking Shift	Temporary Vehicle Staging	Memberships	Required Spaces Per Ordinance	Proposed Spaces	Deviation Request
1	IFLY	Per Owner	6000	-	-	-	-	-		38	50	-
2	Planet Fitness	1000 Memberships @ 1 per each 5.5 Membership	-	-	-	-	-	-	1000	181	182	-
3	Fairfield	1 per room plus 1 per employee	-	129	0	3	1	-	-	132	129	3
4	Kevin Adell		-	-	-	-	-	-	-	0	36	-
5	Drury	1 per room plus 1 per employee	-	180	0	4	1	-	-	184	181	3
6	Restaurant	Assume 7000 sf Restaurant @ 14.3 per 1000 sf	7000 (assumed)	-	-				-	100	84	16
7	Restaurant	Assume 7000 sf Restaurant @ 14.3 per 1000 sf	7000 (assumed)	-	-				-	100	100	-
8	Carvana	Per Carvana Specific Traffic Study	-	-	-	12	8	9	-	29	30	-
9	Water Tower	No Parking Required	-	-	-	-	-	-	-	-	-	-
									Total Parking Spaces per Ordinance:	764		
									Total Spaces Proposed:		792	

Deviation Notes:
Fairfield & Drury Hotels - Deviation is requested for reduction in required parking. The peak parking demand is during the overnight hours when there is one employee at the business. They are requesting the deviations from the parking requirements to allow for the actual peak parking demand of one space per room and the employee count during the peak demand time.
Restaurants - Currently, the applicant has not finalized agreements with the restaurant users for Units 6 & 7. The above calculations are created utilizing the assumption the each restaurant will be approximately 7000 sf in size. As the restaurant sites are finalized, detailed parking calculations will be performed based on the size of the proposed restaurants. If the two restaurant sites offer menus that all for varying peak dining periods, then the applicant may elect to provide a shared parking study for Units 6 & 7 in an effort to reduce the total proposed parking count.
Water Tower - The two proposed parking spaces in the area of the existing water tower are located within a fenced in area, therefore, these spaces are not counted in the total proposed spaces.

NOTES:

1. SEE CITY OF NOVI PAVING STANDARD DETAILS FOR ASPHALT PAVEMENT CROSS SECTION, CURB & GUTTER, AND CONCRETE SIDEWALK DETAILS.
2. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
3. ALL PROPOSED BUILDINGS HAVING A BUILDING WIDTH OF OVER 125 FEET SHALL HAVE A PEDESTRIAN ENTRANCEWAY LOCATED AT LEAST EVERY 125 FEET.

LEGAL DESCRIPTION (AS SURVEYED):

PART OF THE SOUTHEAST 1/4 OF SECTION 15, T. 1N., R. 8E., CITY OF NOVI, OAKLAND COUNTY, MICHIGAN, DESCRIBED AS:
BEGINNING AT A POINT BEING DISTANT S00°00'50"E 1217.37 FEET ALONG THE EAST LINE OF SAID SECTION 15, AND S89°29'16"W 174.05 FEET FROM THE EAST 1/4 CORNER OF SAID SECTION 15; THENCE ALONG THE SOUTHERLY LINE OF INTERSTATE 96 THE FOLLOWING (8) COURSES;
(1) THENCE N49°21'55"W 49.41 FEET;
(2) THENCE N89°42'38"W 76.56 FEET;
(3) THENCE N45°13'48"W 209.02 FEET;
(4) THENCE S89°56'34"W 8.15 FEET;
(5) THENCE N31°29'37"W 24.21 FEET;
(6) THENCE N45°13'48"W 449.77 FEET;
(7) THENCE N57°40'28"W 326.71 FEET;
(8) THENCE N70°39'38"W 313.36 FEET;
THENCE S00°17'12"E 895.50 FEET TO THE NORTHWEST CORNER OF LOT 11 OF "SUPERVISOR'S PLAT NO. 4", AS RECORDED IN LIBER 54A OF PLATS, PAGE 83, OAKLAND COUNTY RECORDS; THENCE ALONG THE WEST LINE OF SAID LOT 11, S00°01'11"W 341.53 FEET; THENCE S55°21'10"E 35.35 FEET; THENCE N89°58'10"E 227.22 FEET; THENCE 260.15 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 380.30 FEET, A DELTA ANGLE OF 39°11'42", AND A CHORD BEARING S70°25'56"E 255.11 FEET; THENCE 17.03 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 459.04 FEET, A DELTA ANGLE OF 02°07'33", AND A CHORD BEARING S49°48'53"E 17.03 FEET; THENCE S48°42'38"E 22.56 FEET; THENCE N89°56'41"E 126.43 FEET; THENCE 182.36 FEET ALONG A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 549.28 FEET, A DELTA ANGLE OF 19°01'22", AND A CHORD BEARING N60°14'29"E 181.53 FEET; THENCE N00°09'48"E 84.49 FEET; THENCE S89°49'24"E 25.00 FEET; THENCE N00°13'11"E 296.15 FEET; THENCE S89°53'30"E 100.00 FEET; THENCE N00°01'30"W 100.00 FEET; THENCE N89°29'16"E 233.28 FEET TO THE POINT OF BEGINNING. CONTAINS 21.81 ACRES, AND SUBJECT TO ANY RIGHTS OF WAY, RESTRICTIONS, AND EASEMENTS OF RECORD.

3.27.1.C SETBACK WAIVER FOR DISTANCE FROM I-96 CENTERLINE

AS PART OF THIS PRO APPROVAL, WE REQUEST A WAIVER FROM THE ABOVE REQUIREMENT THAT BUILDINGS BE SET BACK NO LESS THAN 80 FEET, AND NO GREATER THAN 137 FEET, AS MEASURED FROM THE CENTERLINE OF THE ARTERIAL. SINCE THIS SITE IS LOCATED ADJACENT TO THE I-96/NOVI ROAD RAMP, THIS STANDARD IS NOT APPLICABLE TO THIS PROJECT SINCE THIS SITE LACKS DIRECT FRONTAGE ON I-96.

BUILDING SETBACKS	
PERIMETER	50 FT
ADELL DRIVE	30 FT
INTERIOR SIDE	0 FT
INTERIOR REAR	15 FT

PARKING SETBACKS	
PERIMETER	20 FT
ADELL DRIVE	20 FT
INTERIOR SIDE	0 FT
INTERIOR REAR	0 FT

ALLOWABLE USES:

ALLOWABLE USES WITHIN THE ADELL CENTER DEVELOPMENT.

- RETAIL BUSINESSES
- PROFESSIONAL OFFICE
- SALE OF PRODUCTS AND SEASONAL GOODS (INDOOR AND OUTDOOR)
- AUTOMOBILE VEHICLE VENDING FULFILLMENT CENTER
- PUBLIC OR PRIVATE INDOOR OR OUTDOOR PARKS, PARKWAYS AND RECREATION FACILITIES
- PUBLIC OR PRIVATE INDOOR RECREATION FACILITIES
- PUBLIC OR PRIVATE HEALTH AND FITNESS FACILITIES AND CLUBS
- MICROBREWERIES, WINERIES AND BREW PUBS
- HOTELS & MOTELS
- SIT DOWN RESTAURANTS, BANQUET FACILITIES OR OTHER PLACES SERVING FOOD OR BEVERAGES (DRIVE THRU ALLOWED ONLY ON UNITS 6 AND 7)
- DAY CARE CENTER
- OFF-STREET PARKING LOTS
- OTHER USES OF A SIMILAR AND NO MORE OBJECTIONABLE CHARACTER TO THE ABOVE USES
- ACCESSORY STRUCTURES AND USES CUSTOMARILY INCIDENT TO THE ABOVE PERMITTED USES

NOTE:

THE PROPOSED BUILDINGS AND PARKING LOT LAYOUTS ARE PRELIMINARY AND SUBJECT TO FINAL SITE PLAN APPROVAL PER THE CITY OF NOVI TC ZONING DISTRICT AND THE ADELL CENTER PRO DEVELOPMENT AGREEMENT.

UNIT 4 NOTE:

THE PARKING LOT AND GAZEBO AS SHOWN ON THE PROPOSED UNIT 4 IS PLANNED TO BE A TEMPORARY USE BY THE DEVELOPER AND IS SUBJECT TO FUTURE DEVELOPMENT IN ACCORDANCE WITH PRO AGREEMENT FOR THE ADELL CENTER.

RESIDENTIAL
Subdivision Site Condominium Multi-Family Site Plans
COMMERCIAL
Site Planning Industrial & Multi-Tenant
SURVEYING
Boundary Survey Topographic Survey Parcel Splits Condominium Staking
GREENTECH ENGINEERING, INC.
CIVIL ENGINEERS & LAND SURVEYORS
51147 Pontiac Trail, Wixom, MI 48393
Phone: (248) 668-0700 Fax: (248) 668-0701

Know what's below Call before you dig.

CLIENT:
ADELL CENTER

P.R.O. PLAN (OVERALL)

43700 EXPO CENTER DRIVE – PARCEL NO. 22-15-476-045
SECTION: 15 TOWNSHIP: 1N RANGE: 8E
CITY OF NOVI
OAKLAND COUNTY
MICHIGAN

REVISED
2018-6-4 PER REVIEW
2018-7-19 PER REVIEW
2018-8-16 PER REVIEW

DATE: 4-30-2018
DRAWN BY: RMS
CHECKED BY: DJL/JMF
0 40 80
FBK: --
CHF:
SCALE HOR 1"= 80 FT.
VER 1"= FT.
2
17-334

ADELL CENTER PARKING SUMMARY

Unit	Owner	Parking Calculation Basis (Section 5.2.12 and 4.82.2)	Building Size	Number of Rooms	Meeting/Restaurant Space	Employees		Temporary Vehicle Staging	Memberships	Required Spaces Per Ordinance	Proposed Spaces	Deviation Request
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6	Restaurant	Assume 7000 sf Restaurant @ 14.3 per 1000 sf	7000 (assumed)	-	-				-	100	84	16
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8	Carvana	Per Carvana Specific Traffic Study	-	-	-	12	8	9	-	29	30	-
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									Total Parking Spaces per Ordinance:	**764**		
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Deviation Notes:

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BERGMANN
ARCHITECTS ENGINEERS PLANNERS

TECHNICAL MEMOARNDUM

To: Mr. Daniel J. LeClair, PE, PS
Greentech Engineering

Re: Novi Expo Center - Novi, MI
Trip Generation Analysis

From: Timothy J. Likens, PE, PTOE
Transportation Engineer

Date: August 15, 2018

Bergmann is in receipt of review comments from the City of Novi dated August 13, 2018 regarding the Novi Expo redevelopment project. We have reviewed the 116-page packet and offer the following technical information for your use in response, and the City's consideration. This memo is not intended to be a comprehensive response; whereas many of the comments will be addressed via the site plan. Key items outlined in the review packet that pertain to our work and expertise include:

1. Given the proposed Adell Center Drive width of 36 feet, the request to stripe this roadway to have three lanes (12 feet each), including a center lane for left turns, is reasonable and appropriate.
2. As noted by AECOM, we have provided trip generation data to supplement the region-wide traffic study in lieu of submitting a study specific to this development. We are "on board" with this process and have been in regular communication with AECOM in this regard. That said, the Applicant should reserve the right to review the traffic data and computer analysis models associated with any and all traffic related requirements that may be levied by the City. AECOM should provide technical justification for any "off-site and/or on-site mitigation measures [that would be required] as a result of the region-wide traffic impact study."
3. Any mitigation measures that are determined as part of the region-wide traffic impact study should consider existing congestion and network deficiencies absent this project, as well as the proportion of existing versus future traffic, in the evaluation and determination of responsibility for such measures.

At this time, we have no further comments.

7050 West Saginaw Highway, Suite 200
Lansing, MI 48917
TEL: 517.272.9835
www.bergmannpc.com

GREENTECH ENGINEERING, INC.

51147 W. Pontiac Trail
Wixom, MI 48393
Office: (248) 668-0700
Fax: (248) 668-0701

August 17, 2018 (Revision 1)

Ms. Barbara McBeth, AICP
City Planner
City of Novi – Planning Department
47175 10 Mile Road
Novi, MI 48375

Subject: **Adell Center Rezoning, EXP, Exposition District to TC, Town Center District with a Planned Rezoning Overlay (PRO)**
43700 Expo Center Drive, Novi
Parcel ID: 22-15-476-045

Dear Ms. McBeth:

Please find the herein our revised list of requested deviations. These revisions are based on the review letters received on Friday, June 29th and our meeting last week. The following deviations from the City of Novi zoning ordinances are requested as part of the proposed PRO development.

1. Planning Deviation (Section 3.1.26.D) for maximum building height of structures not to exceed the greater of seven (7) stories or eighty-five feet in height which is consistent and compatible to the buildings of the proposed unit owner's facilities nationally. This deviation refers to section 3.27.2.A.i of the City of Novi code of ordinances. This deviation request would allow for the building height of the proposed Drury Hotel which is 84'-5" in height. Based on discussions with Drury, it is understood that the proposed hotel will be built to category 1 standard. Based on discussion at the pre-application meeting, we understand that the fire department has no objection to the height of the Drury building if it is constructed to category 1 standards.
   The proposed Carvana Building is 75'-10" (8 tier) in height. The upper stories of the Carvana building will be used only for stationing vehicles for sale.
   The proposed IFLY building is under 70' in height. The existing water tower is in excess of the maximum building height, however it is an existing non-conforming use that is not occupied.
2. Planning Deviation (Section 5.12) for the requirement for frontage upon a public street to allow for the creation of site condominium units that front on a private road. This deviation is requested for the proposed Units 1 through 8. This deviation refers to section 5.12 and section 6.3.2A of the City of Novi code of ordinances.
3. Planning Deviation (Section 5.12) for the requirement for frontage upon a public street to allow for the creation of a separate condominium unit site for the existing on-site water tower. It is specifically intended that the proposed unit for the water tower is tucked away from the common access drive to minimize the desire of the general public to approach the water tower. Access to the proposed unit that includes the existing water tower will be via a proposed private easement across the adjacent unit. Unit 9 will be subject to all of the rules

and restrictions of the master deed, but will not be part of the common open space (general common element) so that the cost of maintaining the water tower does not become the responsibility of the condominium association. This deviation refers to section 5.12 and section 6.3.2A of the City of Novi code of ordinances.

4. Planning Deviation (Section 3.1.25.D) for the exterior side yard Building Setback requirement for Unit 1 to allow for construction of a wall enclosure structure and mechanical equipment for the IFLY building. The mechanical equipment for this building is specifically located on the expressway side of the proposed IFLY building as it provides an additional sound barrier from the noise from the I-96 expressway. This benefits the City of Novi and its residents as it allows construction of the mechanical equipment within a setback that will most likely not be used for any pedestrian activities due to its close proximity to the I-96 expressway and allows for more efficient design of the remaining portion of the property. This deviation refers to section 3.1.25.D of the City of Novi code of ordinances.
5. City Council variance (11-194(a)(7)) for the maximum length of the proposed cul-de-sac street length of 1540 feet from the centerline intersection of Crescent Boulevard to the center of the bulb of the Adell Center Drive cul-de-sac.
6. Planning Deviation (Sec 3.1.25.D) to allow for a parking setback of 18' from the proposed Adell Center Drive access easement. This 2' deviation is requested for Unit's 1 through 9 of the development. This deviation refers to section 3.1.25.D of the City of Novi code of ordinances.
7. Planning Deviation (Sec 3.1.25.D) for a minimum side yard parking setback of 0' between units within the Adell Center development. This deviation is being requested to allowed for the construction of common access drives between adjacent units. This deviation is requested for Unit's 1, 2, 3, 4, 5, 6, 7, 8. This deviation refers to section 3.1.25.D of the City of Novi code of ordinances.
8. Planning Deviation for the Water Tower. The water tower is to remain on its own Unit within the development. This is not a principal permitted or accessory use of the site.
9. Planning Deviation (Sec 4.19.2.F) to allow for construction of a dumpster enclose within the exterior side yard building setback on the I-96 side of the buildings for Units 1, 6 and 7, and exterior side yard (Crescent Boulevard side) of unit 5 of the development. This deviation request is to clarify the positioning of proposed dumpsters along the I-96 and Crescent Boulevard frontage units due to there being multiple front yards for these units.
10. Planning Deviation (Sec 4.03.A) to allow for the recording of proposed site condominium units 3, 4 and 5 lying partially within the flood plain of the Walled Lake Branch of the Middle Rouge River. As part of the site plan, there will be no proposed impacts/alterations to the existing flood plain from any units 3 and 5. There will be a pedestrian bridge and walking path constructed across Unit 4 that will be within the flood plain area. This deviation refers to section 4.03.A of the City of Novi code of ordinances.
11. Planning Deviation (Sec 3.27.1) for Parking, Loading, Signs, Landscaping, etc. to eliminate requirement for loading areas for the following Units 1, 3, 4, 5, 9.

LOADING SPACE AREA (SEC 5.4.2)
- BY CODE, LOADING AREAS ARE REQUIRED FOR ALL UNITS

UNIT	LOADING AREA NEEDED	DEVIATION REQUESTED	DEVIATION REQUESTED FOR LOADING AREA LOCATION
1	NO	YES	NOT NEEDED PER USER
2	YES		
3	NO	* YES	NOT NEEDED PER USER
4	NO	YES	NO BUILDING
5	NO	* YES	NOT NEEDED PER USER
6	YES		
7	YES		
8	YES		
9	NO	YES	NO BUILDING

* USERS INDICATED THAT THE FEW DELIVERIES ARE MADE BY A TYPICAL DELIVERY TRUCK (IE: UPS, FED-EX, ETC) TO WHICH THE DELIVERY VEHICLE TEMPORARILY PARKS BENEATH THE CANOPY BY THE FRONT DOOR DURING NON-PEAK GUEST TIMES DURING THE DAY.

This deviation refers to section 3.27.1 of the City of Novi code of ordinances.

12. Planning Deviation (Sec 3.27.1) for Parking, Loading, Signs, Landscaping, etc. to allow for the proposed loading areas in the interior side yards or exterior side yard area, or front yard area as indicated in the following table:

LOADING SPACE AREA (SEC 5.4.2)
- BY CODE, LOADING AREAS TO BE LOCATED IN REAR YARD OR INTERIOR SIDE YARD
- SOME USERS ARE REQUESTING A DEVIATION TO ELIMINATE THE LOADING AREA, BUT IF A DEVIATION IS NOT GRANTED, THEN THE FOLLOWING REQUEST APPLIES:

UNIT	DEVIATION REQUESTED	PROPOSED LOADING AREA LOCATION
1	YES	INTERIOR OR EXTERIOR SIDE YARD
2	YES	INTERIOR OR EXTERIOR SIDE YARD
3	YES	INTERIOR OR EXTERIOR SIDE YARD
4	NO	
5	YES	FRONT YARD BENEATH CANOPY OR EXT. SIDE YARD
6	YES	EXTERIOR SIDE YARD
7	YES	EXTERIOR SIDE YARD
8	NO	
9	NO	

13. Planning Deviation (Sec 3.27.1) for Parking, Loading, Signs, Landscaping, etc. to allow for a reduction in the size of the proposed Loading Area as indicated in the following table:

LOADING SPACE AREA (SEC 5.4.2)
- BY CODE, LOADING AREAS TO BE LOCATED IN REAR YARD OR INTERIOR SIDE YARD
- LOADING AREA SIZE TO BE 10SF FOR EACH FRONT FOOT OF BUILDING
- SOME USERS ARE REQUESTING A DEVIATION TO ELIMINATE THE LOADING AREA,
BUT IF A DEVIATION IS NOT GRANTED, THEN THE FOLLOWING DEVIATION REQUEST APPLIES:

UNIT	ANTICIPATED BUILDING F.F.	REQUIRED LOADING AREA	REQUESTED LOADING AREA	REASON FOR DEVIATION REQUEST
1	30' +/-	300 SF +/-	300 SF	NO DEVIATION REQUESTED
2	80' +/-	800 SF +/-	400 SF	TO ALLOW FOR ONE LOCAL DELIVERY VEHICLE
3	56' +/-	560 SF +/-	400 SF	TO ALLOW FOR ONE LOCAL DELIVERY VEHICLE
4	-	-	-	NO BUILDING
5	200' +/-	2000 SF +/-	400 SF	TO ALLOW FOR ONE LOCAL DELIVERY VEHICLE
6	100' +/-	YES	400 SF	TO ALLOW FOR ONE LOCAL DELIVERY VEHICLE
7	90' +/-	YES	400 SF	TO ALLOW FOR ONE LOCAL DELIVERY VEHICLE
8	75' +/-	750 SF +/-	750 SF +/-	NO DEVIATION REQUESTED
9	-	-	-	NO BUILDING

14. Planning Deviation (Sec 5.4.2) to allow for construction of a loading area within building setback area adjacent to the I-96 Right of Way for Units 1, 7, 8 and 9 of the development. This deviation request is to clarify the positioning of proposed loading areas if required as part of the currently proposed users or future users of said units. Note that this deviation is subject to the waiver to eliminate the requirement of loading areas as requested in item 111 above.
15. Planning Deviation to allow for Maximum allowable wall material percentages per building facade according to the following Units.
    i. Unit 1 – IFLY – See plan sheets submitted for percentages
    ii. Unit 2 – Planet Fitness – See plan sheets submitted for percentages
    iii. Unit 3 – Fairfield – See plan sheets submitted for percentages
    iv. Unit 5 – Drury – See plan sheets submitted for percentages
    v. Unit 8 – Carvana – See plan sheets submitted for percentages

    This deviation refers to section 5.15 of the City of Novi code of ordinances.
16. City Council Deviation from the existing sign ordinance 17-188 to allow for building signage for the following proposed units.
    i. Unit 1 – IFLY – See sign application for requested deviations
    ii. Unit 2 – Planet Fitness – See sign application for requested deviations
    iii. Unit 5 – Drury Hotel – See sign application for requested deviations
    iv. Unit 8 – Carvana – See sign application for requested deviations

    This deviation refers to section 3.27.1 of the City of Novi code of ordinances.
17. Planning Deviation for a 5% reduction in parking lot space count as required by Novi City Code 5.2.12. or minimum number of parking spaces per unit based on each unit owners current parking requirement and as shown on the following table:

ADELL CENTER PARKING SUMMARY

Unit	Owner	Parking Calculation Basis (Section 5.2.12 and 4.82.2)	Building Size	Number of Rooms	Meeting /Restaurant Space	Employees		Temporary Vehicle Staging	Memberships	Required Spaces Per Ordinance	5% Reduction from Required	Proposed Spaces
						Largest Shift	Peak Parking Shift					
1	IFLY	Per Owner	6000	-	-	-	-	-	-	38	37	50
2	Planet Fitness	1000 Memberships @ 1 per each 5.5 Memberships	-	-	-	-	-	-	1000	181	172	182
3	Fairfield	1 per room plus 1 per employee	-	129	0	3	1	-	-	132	126	129
4	Kevin Adell		-	-	-	-	-	-	-	0	0	36
5	Drury	1 per room plus 1 per employee	-	180	0	4	1	-	-	184	175	181
6	Restaurant	Assume 7000 sf Restaurant @ 14.3 per 1000 sf	7000 (assumed)	-	-				-	100	95	84
7	Restaurant	Assume 7000 sf Restaurant @ 14.3 per 1000 sf	7000 (assumed)	-	-				-	100	95	100
8	Carvana	Per Carvana Specific Traffic Study	-	-	-	12	8	9	-	29	28	30
9	Water Tower	No Parking Required	-	-	-	-	-	-	-	-		-
								Total Parking Spaces per Ordinance:		764	728	
								Total Spaces Proposed:				792

Deviation Notes:
Fairfield & Drury Hotels - Deviation is requested for reduction in required parking. The peak parking demand is during the overnight hours when there is one employee at the business. They are requesting the deviations from the parking requirements to allow for the actual peak parking demand of one space per room and the employee count during the peak demand time.
Restaurants - Currently, the applicant has not finalized agreements with the restaurant users for Units 6 & 7. The above calculations are created utilizing the assumption the each restaurant will be approximately 7000 sf in size. As the restaurant sites are finalized, detailed parking calculations will be performed based on the size of the proposed restaurants. If the two restaurant sites offer menus that all for varying peak dining periods, then the applicant may elect to provide a shared parking study for Units 6 & 7 in an effort to reduce the total proposed parking count.
Water Tower - The two proposed parking spaces in the area of the existing water tower are located within a fenced in area, therefore, these spaces are not counted in the total proposed spaces.

As of the time of this submittal, the users for units 6 and 7 have not been finalized. This deviation request will allow a coordinated parking configuration between the end users of units 6 and 7 as the plans are finalized for these units. As the site plans are fully developed for these units, this deviation will allow for possible shared parking between these two units if becomes necessary. This deviation request will allow shared parking between units 6 and 7 as recommended by the applicant's traffic consultant and with approval of city staff and traffic consultant.

All of the proposed end users within the Adell Center Development are national chains with multiple locations across the United States. Based on their current facilities, they are requesting the proposed parking space numbers that reflect what they need to serve their businesses. In some instances, the proposed parking counts reflect a parking space count that is less than that required by city ordinance. The reduced parking count will benefit the City of Novi and its residents by reducing the overall parking space count, thus reducing the storm water runoff and increasing the green space area within this development.

18. Planning Deviation for construction of two development monument signs over 200 square feet to be constructed as shown on the PRO plan and located as indicated on the PRO plan and as submitted on a separate sign application package with the City of Novi.
19. Planning Deviation (Secton 4.02.B) for Side Lot Lines. This section of the ordinance requires side lot lines to be at right angles or radial to the street lines. This deviation request is to allow the side unit lines for units 1, 4, 5, 6, 7 and 8 to be non-radial or non-perpendicular to the street lines. This deviation request is in part based on the fact that the site is irregularly shaped with only one viable access point at the southeast corner of the property. This deviation benefits the City of Novi and its residents by making the site layout more efficient and reducing the amount of un-usable area within each proposed unit, thus making the site layout more efficient.
20. Planning Deviation (Section 3.271.F) to allow for a minimum of fifteen (15) percent of the gross overall site area for each site within the development to be included as part of the proposed non-developed area in the southerly portion of the overall development. There is significant benefit to the City of Novi and its residents by way of providing all of the open space in one area as it provides a larger and more contiguous park setting with walking paths and nature area. In addition to the larger park area, the applicant is proposing several

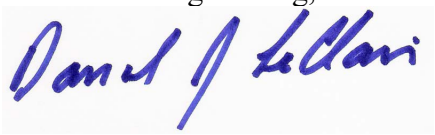
smaller pocket park locations along Adell Center Drive throughout the development as indicated on the PRO plan. The development plans for the proposed park area include removal of all of the low deadfall and small brush throughout the southerly portion of the site. In addition, a foot bridge is planned to the open space area to provide a connection from the northerly portion of the property to the proposed crushed aggregate pathway that will make a connection to the proposed City of Novi loop road and sidewalk system. An additional benefit resulting from this request will be the accommodation of all of the required open space in a general common element area so that the unit owners association will be responsible for maintenance rather than relying on each unit owner to maintain the required open space areas.

21. Planning Deviation (Sec 3.27.1.G) to allow for future renovations, alterations, or additions are made to the buildings within this development, the exterior building facades of the entire building shall be brought into compliance with the approved PRO agreement for this development. This deviation request is to ensure future building modifications are in compliance with approved PRO agreement.
22. City Council variance to eliminate the requirement for a traffic impact study due to the city is currently undertaking a traffic study for this area.
23. Planning Deviation (Sec 5.7) to allow street and parking lot lighting to spill-over interior and/or front property lines onto adjacent properties within the Adell Center development. Since this development proposal includes the use of common driveways and 0' interior side parking area setbacks, the proposed parking areas may cross over interior side property lines. This deviation will allow for a site lighting layout that will be consistent with the proposed parking layouts between units. This deviation request is for units 1-9.
24. Planning Deviation (Sec 5.7) to allow for light levels and glare to spill-over onto adjacent properties along their interior side property lines. This deviation is requested to allow street and parking lot light poles to be located in coordination with the proposed parking lot landscaped islands. This deviation will allow a more coordinated and consistent parking lot lighting layout.
25. Engineering Variance from Appendix C Section 4.04(A)(1) of the Novi City Code for relief from the requirement of a stub street to the property boundary at intervals not to exceed 1,300 feet along the perimeter.
26. Engineering Variance from Section 11-194(a)19 of the Design and Construction Standards is requested to allow for the construction of a temporary gravel surface (Secondary Access Road) within the limits of the Unit 2 lot.
27. Planning Deviation for Entranceway Sign Area (Section 28-1 & 28-5(b)(2)a) to allow for an increased sign area of 60 square feet. A deviation of 20 square feet is requested.
28. Planning Deviation for Entranceway Sign Height (Section 28-5(a) to allow for a 15' high monument sign. A deviation of 9 feet is requested.
29. Planning Deviation for Ground (express way) Sign Area (Section 28-1 & 28-5(b)(2)a) to allow for an increased sign area of 265 square feet. A deviation of 165 square feet is requested.
30. Planning Deviation for Ground (express way) Sign Height (Section 28-5(a) to allow for a 15' high monument sign. A deviation of 9 feet is requested.

31. Planning Deviation for construction of two ground signs on Unit 6, one monument sign for the unit and the other for the overall development (express way) monument sign as submitted on a separate sign application package with the City of Novi.

On behalf of the applicant and based on the above description and attachments, we kindly request positive consideration by the City of Novi on this matter.
If you have any questions, please do not hesitate to contact me.

Sincerely,
GreenTech Engineering, Inc.



Daniel J. LeClair, PE, PS
President

Attachments

SUPPLEMENTAL INFORMATION PROVIDED WITH THE FIRST PRO CONCEPT PLAN SUBMITTAL

1. PRO Narrative
2. Benefits to Public
3. Request to Waive MPZ meeting
4. Existing Zoning v Proposed Zoning
5. Community Impact Statement

PRO NARRATIVE
June 05, 2018

GREENTECH
ENGINEERING, INC.

51147 W. Pontiac Trail
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June 5, 2018

Ms. Barbara McBeth, AICP
City Planner
City of Novi – Planning Department
47175 10 Mile Road
Novi, MI 48375

Subject: **Adell Center Rezoning, EXP, Exposition District to TC, Town Center District with a Planned Rezoning Overlay (PRO)**
43700 Expo Center Drive, Novi
Parcel ID: 22-15-476-045

Dear Ms. McBeth:

Please find the attached application, site plans and fees for consideration by the city to re-zone the above referenced parcel of land from EXPO, Exposition District, to TC, Town Center District with a Planned Rezoning Overlay (PRO). We are excited by the opportunities this project presents for the City of Novi and signature image it will create from I-96. The following is a brief description of the property history and narrative supporting the requested rezoning and why it is the most appropriate development for this site.

Property History
The subject parcel of land is located on the South side of I-96, between I-96 and Grand River Avenue, West of Novi Road, in the City of Novi, Michigan. This property has been in Kevin Adell's family since 1965, when his father purchased the property and built his auto parts company, Adell Industries. Afterword, the same building housed the Mohawk Liqueur Corporation. In 1992, the property became home to the Novi Expo Center, which ultimately closed, and the building was demolished in 2012.

Current Site Conditions
The only structure remaining on the property at the present time is the existing water tower. Some remnants of the former Novi Expo Center still remain, including the concrete building slab, asphalt parking lot and site entrance. The approximate seven (7) acres of land on the south end of the property contains an existing creek, wetlands, floodplain and several trees. Access to and from the site is very limited with only one access connection to Crescent Boulevard, located near the southeast corner of the property. Crescent Boulevard extends to the property from Novi Road, where a signalized intersection is located. It is understood that the City of Novi will be extending Crescent Drive from the current terminus to Grand River Avenue.

Overall Development Objective
As a way to carry on his family legacy, Kevin Adell wishes to develop this property in a manner that creates an attractive and exciting hotel and entertainment center. Mr. Adell's goals are consistent with what is believed to be the city's goals. The Novi City Council adopted in the 2015 Economic Development Goals and Strategies in 2015, Article 3, Section 3.2 which reads, "Market

redevelopment of Adell site, using enhanced services and the MEDC Redevelopment Ready Communities Program." More specifically we are creating a horizontal mixed-use district that is in keeping with the RRC Best Practice 2.1.

Prior to meeting with and/or making any submittals to the City of Novi, Mr. Adell prepared a conceptual layout for the property and presented his plan, visions and strategy to the market. To date, all of the sites have committed purchasers including very unique and national companies such as Drury Hotels, I-FLY Indoor Skydiving, Planet Fitness, Texas Roadhouse and Carvana. In recent weeks, much media excitement has been generated by the proposed uses. Two of the building sites (Units 6 & 7) have tentative commitments and are in the process of finalizing their conceptual layout plans. Mr. Adell is intending to keep the last remaining building site (Unit 4) for purposes of small hosting seasonal events and for overflow parking if needed.

Rezoning Request

Throughout the planning process, our planning and design team has remained focused on meeting the site requirements of the committed purchasers, while creating a development to be consistent with the city ordinances and master plan. Due to the uniqueness of some of the intended purchasers, there is no single zoning classification that applies to this creative proposed development. Upon reviewing the development objectives and reviewing staff comments from the predevelopment meeting, it was determined that the proposed TC, Town Center District with a Planned Rezoning Overlay (PRO) would be the best option. Also due to the uniqueness of the site and uses being proposed, a handful of ordinance deviations are required, using the intended flexibility of the PRO. Some of the benefits of this PRO rezoning request include:

1. The Improvement and unified redevelopment of an existing property that presents a poor image of the community;
2. Creation of an attractive entryway into the City of Novi, along the highly visible I-96 ramp, by fronting front quality buildings and uses that are unique to this area;
3. The introduction of higher-quality uses under the TC, Town Center District than might be possible under the current EXPO, Exposition District;
4. Enhanced, coordinated site design that will greatly surpass that of individual developments under the current EXPO District;
5. Creating a cumulative attraction destination for visitors by clustering indoor recreation, hotel, restaurant and destination sales uses together in a coordinated fashion; and
6. Implementation of a horizontal, mixed-use development that meets the standards of the MEDC Redevelopment Ready Communities (RRC) Program and also matches the intent of the City of Novi Master Plan.

The subject property is currently zoned EXPO, Exposition District, from when the site was home to the Novi Expo Center. Now that the Suburban Showplace Collection is located farther to the west on Grand River Avenue, it is highly unlikely, and even unwanted per the City of Novi Master Plan, that another expo center be built. Some of the proposed uses under this application, such as hotels and restaurants, are only allowed as part of an exposition facility in the EXPO District. Still other uses, such as warehousing, public utility buildings, and manufacturing with outdoor storage and distribution, might not be the best transitional uses from the abutting TC, Town Center District to the east. The mixing of extensive tractor trailer traffic with passenger vehicle traffic might prove problematic and negatively impact the business of the commercial uses fronting Novi Road. Nor

would the more industrial-type uses provide an upscale image for a key entryway to the City of Novi, since the site abuts the I-96 ramp and can be seen by thousands of motorists each day.

The proposed development would compliment the abutting uses to the east and utilize the road network already planned for the area. The uses would generate less tractor trailer traffic than some of the above-mentioned permitted uses in the current EXPO District and also present an attractive development at one of the city's primary entryways. Moreover, the PRO option combined with the TC, Town Center District, will help provide the flexibility necessary to accommodate some valued and innovative uses in the city. The architecture for two of the uses (Carvana and I-FLY Indoor Skydiving) will be unique to the area and create visual interest for drivers passing by and exiting onto Novi Road. Since these are new uses to the City of Novi the flexibility of the PRO District will help accommodate the developments while still meeting the intent of ordinance standards.

Compliance with City of Novi Master Plan
The Future Land Use (FLU) designation for the subject site is Office, Research, Development and Technology. The FLU description in the master plan indicates that "This land use is designated for a variety of medium-scale and large-scale general and medical office buildings or complexes and research, development and technology facilities, with or without related manufacturing or warehouse facilities. The area may also include facilities for office, research and development support services, human care, ***hotels,*** motels, higher education and ***indoor or outdoor recreation***. In addition, this designation incorporates the former Office, Research, Development, and Technology with Retail Service Overlay (see text that follows) that may allow a limited amount of retail services in appropriate locations to serve the employees and visitors of these use areas, including but not limited to fuel stations, car washes, ***restaurants (including drive-through)*** and convenience stores as implemented through the Zoning Ordinance.

As shown on the PRO Plan, each of the proposed uses match the above FLU designations including hotels, indoor recreation and restaurants. The only use that does not specifically fall under this FLU description is the proposed Carvana facility, which is a relatively new use. It will certainly serve employee and visitors of the above uses and would fall under the phrases "retail uses" and "including but not limited to" which is intended to provide the City with discretion for such uses that could not be anticipated. Moreover, this use requires a highly visible location from I-96 and is similarly no more objectionable or impacting than the uses specifically identified above. In fact, it will likely have less impact on the infrastructure by generating less vehicle trips and related parking. We recognize that an Unlisted Use Determination, per Section 4.87 of the ordinance, will be needed for Carvana and is addressed in a separate letter.

In summary, the proposed PRO development does meet the Future Land Use designation for the site, as detailed in the 2016 City of Novi Master Plan Update. The uses not only meet the descriptions in the Office, Research, Development and Technology district, but also present a quality re-use of the former Novi Expo site. In addition, the proposed uses provide an appropriate transition between the retail uses to the east and industrial uses to the west, recognizing that the site is oddly-shaped and fronts one of the ramps to I-96.

Requested Deviations: (which ones still apply under the revised plan)

As indicated above, no single City of Novi zoning classification allows all of the proposed uses. In order to accommodate all of the committed purchasers, the following deviations from the City of Novi zoning ordinances are requested as part of the proposed PRO development.

- Planning Deviation for maximum building height of structures not to exceed the greater of seven (7) stories or eighty-five feet in height which is consistent and compatible to the buildings of the proposed unit owners facilities nationally. This deviation refers to section 3.27.2.A.i of the City of Novi code of ordinances. This deviation request would allow for the building height of the proposed Drury Hotel which is 84'-5" in height. Based on discussions with Drury, it is understood that the proposed hotel will be built to category 1 standard. Based on discussion at the pre-application meeting, we understand that the fire department has no objection to the height of the Drury building if it is constructed to category 1 standards. The proposed IFLY building is under 58' in height. The existing water tower is in excess of the maximum building height, however it is an existing non-conforming use that is not occupied.
- Planning Deviation for the requirement for frontage upon a public street to allow for the creation of a separate condominium unit for the existing on-site water tower. It is specifically intended that the proposed unit for the water tower is tucked away from the common access drive to minimize the desire of the general public to approach the water tower. Access to the proposed unit that includes the existing water tower will be via a proposed private easement across the adjacent unit. Unit 9 will be subject to all of the rules and restrictions of the master deed, but will not be part of the common open space (general common element) so that the cost of maintaining the water tower does not become the responsibility of the condominium association. This deviation refers to section 5.12 and section 6.3.2A of the City of Novi code of ordinances.
- Planning Deviation for the requirement that the development has access to a major thoroughfare. The general location of this development has previously been a significant traffic generator from the previous Novi Expo center. We feel that with the major infrastructure improvements that were constructed at the end of the tenure of the Novi Expo including roadway and boulevard improvements as well as the more recent improvements that were constructed with the adjacent retail center, the existing infrastructure has the capacity to accommodate the off-site impacts of this development. Per our traffic consultant, the on-site private Adell Drive improvements also have the capacity to handle the proposed improvements. This deviation refers to section 5.13 of the City of Novi code of ordinances.
- City Council deviation from the Engineering Design Standards requirement of a 60' wide access easement. Our proposal includes a 30' area of general common element which coincides with the proposed 30' wide (back of curb to back of curb width). The proposed condominium unit lines will extend to the line of general common element. An access easement will extend beyond the general common element for an additional 10 feet to accommodate a roadside greenbelt and sidewalk area.
- Planning Deviation for the requirement for Minimum lot area and width to allow for the creation of a separate condominium unit for the existing on-site water tower. It is specifically intended that the proposed unit for the water tower is tucked away from the common access drive to minimize the desire of the general public to approach the water tower. Access to the proposed unit that includes the existing water tower will be via a proposed private easement

across the adjacent unit. Unit 9 will be subject to all of the rules and restrictions of the master deed, but will not be part of the common open space (general common element) so that the cost of maintaining the water tower does not become the responsibility of the condominium association. This deviation refers to section 6.3.2.D of the City of Novi code of ordinances.

- Planning Deviation for the requirement for Wetland/Water Course Setback to allow for temporary Wetland/Water Course setback impact as required to remove the existing parking lot and storm sewer infrastructure as well as grading and construction of the new sanitary sewer line, water main line and temporary grading for the new buildings to be located on proposed Units 3, 4 and 5. This deviation refers to section 3.6.2.M of the City of Novi code of ordinances.
- Planning Deviation for Modification of Parking Setback Requirements to allow for a 20 foot minimum front yard setback from proposed sidewalk easement and 0' minimum side yard parking area setbacks within the Adell Center development. A deviation is being requested for a reduction in the width of the Adell Drive roadway easement (see deviation request 4 above). The landscaped areas between the Adell Drive and adjacent parking areas shall comply with the landscape standards set forth in Section 5.5. This deviation refers to section 3.6.2.Q of the City of Novi code of ordinances.
- Planning Deviation to allow for the recording of proposed site condominium units 3, 4 and 5 lying partially within the flood plain of the Walled Lake Branch of the Middle Rouge River. As part of the site plan, there will be no proposed impacts/alterations to the existing flood plain from any units 3 and 5. There will be a pedestrian bridge and walking path constructed across Unit 4 that will be within the flood plain area. This deviation refers to section 4.03.A of the City of Novi code of ordinances.
- Planning Deviation for Parking, Loading, Signs, Landscaping, etc. to eliminate requirement for loading areas for the following Units.
    i. Unit 1 – IFLY – Ifly has no regularly schedule deliveries that would require a designated loading/unloading area.
    ii. Unit 3 – Fairfield Inn – Per Fairfield Inn representatives, their operational requirements do not necessitate the need for a designated loading space.
    iii. Unit 5 – Drury Hotel – Drury's deliveries are all made during the daytime non-peak parking times when the regular parking spaces are not in use.

  This deviation refers to section 3.27.1 of the City of Novi code of ordinances.
- Planning Deviation to allow for Maximum allowable wall material percentages per building facade according to the following Units.
    i. Unit 1 – IFLY – See sheet plan sheets submitted for percentages
    ii. Unit 3 – Fairfield – See sheet plan sheets submitted for percentages
    iii. Unit 5 – Drury – See sheet plan sheets submitted for percentages
    iv. Unit 8 – Carvana – See sheet plan sheets submitted for percentages

  This deviation refers to section 5.15 of the City of Novi code of ordinances.
- City Council Deviation from the existing sign ordinance 17-188 to allow for building signage for the following proposed units.
    i. Unit 1 – IFLY – See sheet plan sheets submitted for percentages
    ii. Unit 5 – Drury Hotel – See sheet plan sheets submitted for percentages

iii. Unit 8 – Carvana – See sheet plan sheets submitted for percentages

This deviation refers to section 3.27.1 of the City of Novi code of ordinances.

- Planning Deviation for minimum number of parking spaces per unit and as recommended by a shared parking study as prepared by the applicants traffic consultant and agreed upon by the city's traffic engineer. This deviation refers to section 5.2 of the City of Novi code of ordinances. This deviation request would allow the unit owners to share parking with their neighboring unit owners based on peak hour parking needs as outlined in the shared parking study.
- Planning Deviation to allow for a minimum of fifteen (15) percent of the gross overall site area for each site within the development to be included as part of the non-developed area in the southerly portion of the overall development. The benefit of accommodating all of the required open space in a general common element area is that the association will be responsible for maintenance rather than relying on each unit owner to maintain the required open space areas. This deviation refers to section 3.27.1.F of the City of Novi code of ordinances.
- Planning Deviation to allow for future renovations, alterations, or additions are made to the buildings within this development, the exterior building facades of the entire building shall be brought into compliance with the approved PRO agreement for this development. This deviation refers to section 3.27.1.G. This deviation request is to ensure future building modifications are in compliance with approved PRO agreement
- City Council variance to eliminate the requirement for a traffic impact study due to the city is currently undertaking a traffic study for this area.

In addition to the general site deviations requested above, the following additional site specific deviations are requested.

- Unit 3 – Fairfield Inn - Planning Deviation from the requirement for no parking stalls to be located adjacent to a parking lot entrance from a street (public or private) shall be located closer than two (2) feet from the street right-of-way (ROW) line, street easement or sidewalk, whichever is closer. This deviation request is to allow a parking stall to be located a minimum of 11.9 feet from the roadway easement. This deviation refers to section 5.3.13 of the City of Novi code of ordinances.
- Unit 3 – Fairfield Inn – Front Parking Setback from the roadway easement to allow for a 11.9' setback from the roadway easement.
- Unit 3 – Fairfield Inn – Front building setback for a proposed 53.5 foot setback. This building position offers maximum use of the property for vehicular parking and circulation. The large area between the building location and property line has been maintained that will be utilized as expansive landscaping and pedestrian use.

On behalf of the applicant and based on the above description and attachments, we kindly request positive consideration by the City of Novi on this matter. The applicant is aware that a site plan approval will be required for any proposed use on the property.

If you have any questions, please do not hesitate to contact me.

Sincerely,
GreenTech Engineering, Inc.

Daniel J. LeClair, PE, PS
President

Attachments

GREENTECH
ENGINEERING, INC.

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Fax: (248) 668-0701

June 5, 2018

Ms. Barbara McBeth, AICP
City Planner
City of Novi – Planning Department
47175 10 Mile Road
Novi, MI 48375

Subject: Proposed Development under Proposed Zoning and Current Zoning Districts
Proposed Adell Center Development

Dear Ms. McBeth:

Please find this statement describing the proposed development under the proposed zoning and the current zoning districts. The proposed development site is currently zoned EXPO District. Our proposal is to re-zone the property to Town Center District (TC).

Our review of the current City of Novi zoning ordinance finds that several of the proposed uses are not allowed in the current EXPO zoning district. In addition, some of the proposed buildings would not be allowed in the current zoning district without the request of variances. As a result of the proposed development and upon discussion with city staff, it is understood that the proposed use could be accomplished with city council approval of a Planned Rezoning Overlay (PRO). It is also understood that a PRO can only be accomplished with a re-zoning of the property. The closest zoning district classification that can accommodate the proposed use is the Town Center District (TC).

With the above said, the rezoning of the property is the only way to successfully develop this property is by way of re-zoning the property to Town Center (TC) utilizing the Planned Rezoning Overlay (PRO) option. With City Council approval of the proposed re-zoning, our client Kevin Adell is very confident that this development will be a very visible and successful project that all of the residents of the City of Novi can be proud of.

If you have any questions, please do not hesitate to contact me.

Sincerely,
GreenTech Engineering, Inc.



Daniel J. LeClair, PE, PS
President

BENEFITS TO PUBLIC

GREENTECH
ENGINEERING, INC.

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June 5, 2018

Ms. Barbara McBeth, AICP
City Planner
City of Novi – Planning Department
47175 10 Mile Road
Novi, MI 48375

Subject: **Adell Center Rezoning, EXP, Exposition District to TC, Town Center District with a Planned Rezoning Overlay (PRO)**
43700 Expo Center Drive, Novi
Parcel ID: 22-15-476-045

Dear Ms. McBeth:

Per Kevin Adell, the following is our list of public benefits, relating to the above referenced project:

This proposed $125M development provides public benefit to local residences and businesses in the following ways:

1) The proposed development will convert a vacant parcel of property at a major intersection and entryway into the City of Novi.
2) The development of this property will reduce any chances of crime associated with a vacant parcel by providing new development with continuous movement of people and vehicles throughout the property.
3) This development will convert a property that is currently zoned EXPO Center into a zoning district that will allow a use that is beneficial to neighborhood businesses and the community in general.
4) This development will help produce a more positive image of the City of Novi by the 100,000 + motorists traveling along Interstate 96 on a weekly basis.
5) The approval of this development will bring additional entertainment, overnight stay and dining opportunities to the city that will benefit the City of Novi residents as well as bring in residents and visitors from neighboring communities.
6) This development is centrally located to several communities that will serve as weekend long youth sporting tournaments and weekly events held at the Suburban showplace. These events typically bring in people from all over southeast Michigan and the United States.
7) The approval of this development of will trigger a sale of the proposed units within the Adell Center thereby generating an increase in property values in addition to the value of neighboring properties.
8) The approval of this development will create 200-300 temporary construction jobs and permanent jobs.

9) The approval of this development will increase the tax base within the City of Novi. As reported by the Mayor at a recent City Council meeting, the city desires to increase the tax base to fund additional services such as police, fire and parks departments.
10) It is estimated that this development will increase the tax base by over $3M annually, plus an additional personal property tax generated from the new businesses.
11) The approval of the proposed development will include the improvement of over three acres of existing city regulated woodlands/wetland areas to allow for better access by the public.
12) The approval of this development will include a consistent and cohesive streetscape and signage package throughout.
13) The proposed development includes new public art (pocket parks) locations for placement of community art.

If you have any questions, please do not hesitate to contact me.

Sincerely,
GreenTech Engineering, Inc.

Daniel J. LeClair, PE, PS
President

Attachments

LETTER OF REQUEST TO WAIVE MPZ MEETING

GREENTECH
ENGINEERING, INC.

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June 11, 2018

Ms. Barbara McBeth, AICP
City Planner
City of Novi – Planning Department
47175 10 Mile Road
Novi, MI 48375

Subject: **Adell Center**

Dear Ms. McBeth:

Per our discussion last week I notified Kevin Adell that the July 20th Master Plan and Zoning committee meeting agenda was full. As an alternative, you mentioned that we could request a waiver from that sub-committee and move the project directly to the planning commission for the public hearing.

On behalf of Kevin Adell, for the sake of the very tight project schedule, we kindly request a waiver from attendane at the Master Plan and Zoning committee meeting.

As previously requested, we are also requesting that the city publish for a public hearing to be held at the July 11, 2018 planning commission meeting. The signs are being installed on-site today.

If you have any questions, please do not hesitate to contact me.

Sincerely,
GreenTech Engineering, Inc.



Daniel J. LeClair, PE, PS
President

COMMUNITY IMPACT STATEMENT

June 13, 2018

CIB PLANNING

Community Image Builders

Adell-Novi
Community Impact Statement

June 13, 2018

17195 Silver Parkway, #309
Fenton, MI 48430

Phone: 810-335-3800
Email: avantini@cibplanning.com

A Community Impact Statement should address all of the following information:

1. *Expected annual number of police responses for the proposed development (can be based on statistics from similar developments);*

   A survey of the operators for the proposed uses indicates that the anticipated number of police responses is negligible, since most incidents are handled by staff. This is especially true for the hotels and restaurants, while the other uses expect virtually no police calls. For the purpose of this report, we are estimating that 2 calls per month, or an annual total of 24 calls can be expected.

2. *Expected annual number of fire responses for the proposed development (can be based on statistics from similar developments);*

   As with the police calls, a minimal number of fire calls can be expected, with the majority being EMS calls. The business operators confirmed that based upon calls for assistance at other locations, approximately 10-22 responses can be expected on an annual basis.

3. *Anticipated number of employees (include both permanent and construction jobs on site);*

   With any of the above construction projects, there can be anywhere from 20 to 100 construction workers on-site, depending upon the phase of completion. The following is the estimated number of permanent jobs to be created for the proposed uses:

Proposed Use	Jobs
Carvana	12-15
iFly	10-15
Restaurants	40-60
Planet Fitness	10-12
Drury Hotel	15-20
Fairfield Inn	15-20

4. *Statement regarding compliance with City Performance Standards (Section 2519 of the Zoning Ordinance);*

   All uses will be operated indoors and it is not anticipated that any of them will exceed the thresholds identified in the Performance Standards of *Section 5.14* of the ordinance.

5. *Estimated number of sewer and water taps and information on peak hour demand and min/max operating pressures for water system;*

   The following is the estimated number of REU's for the proposed uses:

Proposed Use	REU's
Carvana	1.7
iFly	2.4
Restaurants	63 (total)
Planet Fitness	69
Drury Hotel	69
Fairfield Inn	49

6. *Relationship of the proposed development with surrounding uses;*

   The proposed development provides a natural land use transition between the more intense industrial uses to the west and the retail uses in the Town Center to the east and south. With direct frontage on I-96, the site is highly visible and has the ability to create a positive impression to visitors; something that will help attract customers to retailers in the Town Center. This is especially important in light of the trend away from in-person and toward on-line shopping.

7. *Description of proposed land use;*

   To date, all of the sites have committed purchasers including very unique and national companies such as Drury Hotels, I-FLY indoor sky diving, Planet Fitness, Texas Roadhouse and Carvana. Also included on the list of uses will be a second hotel and a second restaurant uses, creating an exciting destination. Mr. Adell is intending to keep the last remaining building site (Unit 4) for the time being for the purpose of hosting small seasonal events and for overflow parking if needed.

8. *Description of the environmental factors and impacts addressing the following:*

   a. *Natural features on the site (e.g., unusual topography, habitat areas, wetlands, woodlands, historic trees, etc.);*

      The approximate seven (7) acres of land on the south end of the property contains an existing creek, wetlands, floodplain and several trees. A walking nature pathway is proposed for this area.

   b. *Temporary and permanent impacts to natural features on the site;*

      The only potential impacts to this area would come from the installation of utilities, and that activity would be temporary in nature. The proposed nature pathway will meander throughout this area and will minimize the impact to the existing wetlands and woodlands.

   c. *Manufacture, use or storage of any hazardous or toxic materials on the site including Environmental Protection Agency requirements and the need for a Pollution Incidence Prevention Plan (PIPP);*

      Based upon the proposed uses, there is no storage of hazardous or toxic materials that would require preparation of a Pollution Incidence Prevention Plan (PIPP).

   d. *Location, type, depth and contents of any existing or proposed underground storage tanks;*

      Per the current owner of the site (who has extensive knowledge about the history of the site) there are no existing underground storage tanks on the property. Additionally, no new underground storage tanks are proposed as part of this development.

   e. *Environmental use and/or contamination history of the site (i.e., groundwater contamination, landfill, chemical spills, etc.); and*

      Per the current owner of the site, it was used for tool and die and the manufacture of auto parts for approximately 13 years, from 1965 to 1978. And he is unaware of any contamination on the property.

   f. *Potential impacts to existing wildlife on site; and*

      Since the seven (7) acres at the south end of the property will remain largely undisturbed, there should be no negative impacts to existing wildlife on the site.

9. *Description of the social impacts addressing the following:*

   a. *Replacement or relocation of any existing uses or occupants on the site;*

      There are currently no uses on the site and the only structure remaining on the property at the present time is the existing water tower. Some remnants of the former Novi Expo Center still remain, including the concrete building slab, asphalt parking lot and site entrance. As such, there is no need to replace or relocate any existing uses or occupants.

   b. *Traffic impacts (information can come from any required Traffic Impact Study or statistics from other similar developments when a study is not required);*

      A full traffic study is not being provided and a waiver requested, since AECOM is currently preparing a region-wide TIS and the site will be included in that study. A Traffic Generation Analysis dated 5/1/18 has been prepared by Bergmann, however, to assess the number of vehicle trips that would be generate by the proposed development. The total number of new Average Daily Site Trips is estimated at 3,988. Access to and from the site is from Crescent Boulevard, located near the southeast corner of the property. Crescent Boulevard extends to the property from Novi Road, where a signalized intersection is located. It is understood that the City of Novi will be extending Crescent Drive from the current terminus to Grand River Avenue.

   c. *Proposed site amenities (i.e., sidewalks, public parks, bicycle paths, etc.); and*

      Proposed site amenities include and extensive walkway system throughout the development, connecting to the abutting sidewalk system on Novi Road. There will also be a gazebo and open space on unit #4, along with a parking lot for shared and overflow parking.

   d. *Increases in the permanent population of the City as a result of the proposed development (specific number should be identified and statistics from similar developments can be used).*

      Since all of the uses are destination-oriented and no housing units are proposed, there should be no permanent increases in the population of the City.

JULY 11, 2018 Planning Commission Meeting Minutes
DRAFT

PLANNING COMMISSION MINUTES

CITY OF NOVI
Regular Meeting
July 11, 2018 7:00 PM
Council Chambers | Novi Civic Center
45175 W. Ten Mile (248) 347-0475

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

ROLL CALL

Present:	Member Anthony, Member Avdoulos, Member Greco, Member Lynch, Member Maday, Chair Pehrson
Absent:	Member Howard (excused)
Also Present:	Barbara McBeth, City Planner; Sri Komaragiri, Planner; Lindsay Bell, Planner; Darcy Rechtien, Staff Engineer; Thomas Schultz, City Attorney; Beth Saarela, City Attorney; Peter Hill, Environmental Consultant; Maureen Peters, Traffic Consultant; Doug Necci, Façade Consultant

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

APPROVAL OF AGENDA
Moved by Member Lynch and seconded by Member Avdoulos.

VOICE VOTE TO APPROVE THE JULY 11, 2018 AGENDA MOTION MADE BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS.

> **Motion to approve the July 11, 2018 Planning Commission Agenda. *Motion carried 6-0.***

AUDIENCE PARTICIPATION

Eleanor Thompson said I've lived in Willowbrook Sub 3 for 47 years. I've seen a lot of changes. I have two quick things. One is that we want the bus system here in Novi, the transit system. We don't need it. I don't want to pay for it. I pay for a zoo I no longer use, I'm 73. I pay for the art building that I don't need. And I did see an article in the Free Press not too long ago, they interviewed some young people having to come out here for jobs. Years ago when the A&P and Farmer Jack were here, I didn't have a car. I was a housewife, I didn't work. So I put my daughter in the stroller and we went up to the grocery store. We walked in the dirt, we walked in the gravel, and it didn't hurt us. I do not want to pay for any bus system out here. And this Adell Center – let's get some of the other stuff that's open, empty for a long time, filled up. Let's let that go back to grass like it used to be in the olden days. Novi Road is busy now, can you imagine what Novi Road is going to be like that again? That's my opinion. Thank you very much.

CORRESPONDENCE
There was no correspondence.

COMMITTEE REPORTS
There were no Committee Reports.

CITY PLANNER REPORT
There was no City Planner Report.

CONSENT AGENDA
There were no items on the consent agenda.

PUBLIC HEARINGS

1. **NOVI TECH CENTER 6 & 7 JSP 17-86**
   Public hearing at the request of Hillside Investments for Special Land Use, Preliminary Site Plan, Woodland Permit, and Stormwater Management Plan approval. The subject parcel is located in Section 24 east of Seeley Road and north of Grand River Avenue. It is approximately 8 acres and zoned I-1 (Light Industrial). The applicant is proposing to build two 24,861 square foot office/warehouse buildings for a total of 49,722 square feet with associated site improvements.

Planner Bell said the applicant is proposing to construct two 24,861 square foot office/warehouse buildings along with associated site improvements. The site is estimated to be 8 acres and located in Section 24, east of Seeley Road and north of Grand River Avenue.

The subject property is currently zoned I-1, Light Industrial. The properties to the east, west, and south are also zoned I-1, Light Industrial. The property to the north is zoned MH, Mobile Home District and is the location of the Highland Hills Estates community. The Future Land Use Map indicates Industrial, Research, Development, and Technology for the subject property and for the properties to the east, west, and south. The properties to the north are planned for Manufactured Home Residential.

The western half of the site contains City regulated woodlands. Of a total 326 trees surveyed on site, 198 were determined to be regulated. The proposed site plan indicates 150 regulated trees to be removed or about 75%. These would require a total of 292 replacement credits. The applicant is currently proposing to plant approximately 150 of them on site and to pay into City tree fund for the remaining. The applicant has indicated they are willing to protect the 48 preserved trees and replacement woodland trees in a conservation easement.

Planner Bell said the proposed project would connect to the existing Novi Tech Center off of Grand River to the east through an access drive. Another driveway would be located off of Seeley Road to the west. The site plan shows a total 49,722 square feet of office/warehouse buildings, 184 parking spaces, 9 bicycle parking spaces, loading/unloading docks, stormwater management pond and dumpster. The loading/unloading docks are located on the south side of the buildings to limit truck traffic on the north side of the building; moving the activity away from the residential area.

In the matter of Fox Run CCC, JSP18-19, motion to recommend approval to the City Council of the Revised Phasing Plan based on and subject to the findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan. This motion is made because the plan is otherwise in compliance with Article 3, Article 4, Article 5, and Article 6 of the Zoning Ordinance and all other applicable provisions of the Ordinance. *Motion carried 6-0.*

ROLL CALL VOTE TO RECOMMEND APPROVAL OF REVISED WETLAND PERMIT MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER GRECO.

In the matter of Fox Run CCC, JSP18-19, motion to recommend approval to the City Council of the Revised Wetland Permit based on and subject to the findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan. This motion is made because the plan is otherwise in compliance with Chapter 37 of the Code of Ordinances and all other applicable provisions of the Ordinance. *Motion carried 6-0.*

ROLL CALL VOTE TO RECOMMEND APPROVAL OF REVISED WOODLAND PERMIT MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER GRECO.

In the matter of Fox Run CCC, JSP18-19, motion to recommend approval to the City Council of the Revised Woodland Permit based on and subject to the findings of compliance with Ordinance standards in the staff and consultant review letters, and the conditions and items listed in those letters being addressed on the Final Site Plan. This motion is made because the plan is otherwise in compliance with Chapter 37 of the Code of Ordinances and all other applicable provisions of the Ordinance. *Motion carried 6-0.*

ROLL CALL VOTE TO RECOMMEND APPROVAL OF STORMWATER MANAGEMENT PLAN MADE BY MEMBER AVDOULOS AND SECONDED BY MEMBER GRECO.

In the matter of Fox Run CCC, JSP18-19, motion to recommend approval to the City Council of the Stormwater Management Plan, subject to the findings of compliance with Ordinance standards in the staff and consultant review letters and the conditions and the items listed in those letters being addressed on the Final Site Plan. This motion is made because the plan is otherwise in compliance with Chapter 11 of the Code of Ordinances and all other applicable provisions of the Ordinance. *Motion carried 6-0.*

3. **ADELL CENTER PRO JZ 18-24 AND ZONING MAP AMENDMENT 18.724**
   Public hearing at the request of Orville Properties, LLC for a Zoning Map Amendment 18.724 for Planning Commission's recommendation to City Council for a Planned Rezoning Overlay Concept Plan (PRO) associated with a zoning map amendment, to rezone from Expo (EXPO) to TC (Town Center). The subject property is approximately 23-acres and is located at 43700 Expo Center Drive, north of Grand River Avenue and south of I-96 in Section 15. The applicant is proposing to develop the property as a multi-unit commercial development consisting of nine units accessed by a proposed private drive. The current PRO Concept plan includes a request for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance.

Planner Komaragiri said as you may have noticed, the screens in front of you are not

connected to my laptop due to some technical difficulties. I did prepare some slides to go with my presentation, I apologize for inconvenience but you may have to look at the screen behind you as needed.

Tonight, we are presenting two requests for your consideration. One is the request to rezone the subject property from EXPO to Town Center District, and the other one is the unlisted use of determination for Carvana.

The subject property was the home of the old Exposition Center and is located on the west side of Crescent Boulevard and south of I-96 expressway ramp. It is currently zoned EXPO and is surrounded by industrial uses to the south and west, and Town Center to the east and Conference District to the north across the expressway. Our Future Land Use Map recommends that the property can be developed with Office Service and Technology uses. The intent is to create a buffer between the retail and industrial uses and to support the existing retail and restaurant uses in the surrounding area. Recommendation for surrounding properties aligns with the current zoning.

There is an existing water tower which is proposed to remain and be located on its own unit as a non-conforming structure and/or use. The site has been vacant since 2012 when the old Expo building was demolished.

Planner Komaragiri said the southern portion of the site, approximately seven acres, contains the Walled Lake Branch of the Middle Rouge River, wetlands, floodplains, and regulated trees. The applicant indicated that the proposed development will include the improvement of over three acres of existing City-regulated woodlands and wetland areas to allow for pedestrian access by the public to that area. The current plans do not clearly indicate the extent of improvement or impacts to the existing regulated wetlands and woodlands areas to clearly identify the changes to this part of the site, except for a conceptual trail location in that area.

The applicant, who is also the current land owner, is proposing to build a private road and install the required utilities and divide the land into individual condominium units – about nine. Each future buyer will then be responsible for getting necessary site plan and other permit approvals, and be responsible for each unit's construction. The applicant is proposing a mix of hotels, indoor recreational centers, restaurants and an unlisted use. All the current uses proposed with the current PRO Plan and the limited potential future uses proposed in the applicant's response letter are permitted under Town Center zoning district, if it is rezoned with the exception of Carvana, which is also being considered for the appropriate zoning district as an unlisted use determination tonight. A secondary emergency access is required for this development, which is currently not shown the plans. The landscape plan indicates greenbelt plantings along Adell Drive. It does not include landscaping for individual units. A couple of focal areas along Adell Drive are also proposed.

The proposed PRO Concept Plan initially proposed a 30-foot wide road with 50 feet access easement, which acts as a major road which provides access to all individual nine units. Staff recommended a width of 36 feet. Staff has provided an updated memo which clarifies all comments with regards to this item. The applicant has agreed to revise the road layout to 36 feet wide with 70 feet access easement in his response letter.

An updated cross section of the road and a revised Concept Plan were provided earlier this week. Staff did not get a chance to completely review it in this short period of time, but has noted a few major changes such as lot sizes have decreased for Units 6, 7, and 8 due to the road widening. Units 7 and 8 are no longer sharing the entrance drive. Building orientation for Unit 8 is changed. Fire did not get a chance to review for fire truck circulation. The applicant may expand on the changes more in his presentation.

Planner Komaragiri said the proposed road widening does address a major deviation. However, most of the other deviations identified in our review letters still remain. Particularly, the lack of information needed to determine the required parking space for each unit or submittal of a Shared Parking Study. Staff noted that some of the deviations should be specific and not general such as a blanket setback of zero feet side yard parking setback.

The property's proximity to the surrounding retail, restaurants and hotels could make the proposed rezoning a reasonable alternative to Master Plan recommendation of OST. As indicated in our review letter, the applicant should be able to achieve greater compliance with the design guidelines from the Town Center Area Study and redesign the site layout to more closely meet the intent of the Town Center District, such as pedestrian-oriented development and more site amenities. The current site layout is more consistent with a traditional industrial park layout we typically see in Light Industrial districts rather than a commercial center.

A major component of staff and consultants review has been the long list of deviations that the applicant has been seeking with the proposed Concept Plan. The applicant has provided an updated request for certain deviations which do not include all of the items indicated by staff. According to the applicant, if the individual users seek any additional deviations at the time of their respective site plan review, they would be responsible to amend the PRO Agreement at that time.

Planner Komaragiri said I would like to briefly go over the list of deviations that are being requested in the response letter dated July 3rd. A hard copy is provided with your packet that can act as a reference while I present.

I have some slides to go with each of those deviations. They are numbered in the order listed in the letter.

The first one is the increase of maximum allowable building height. Town Center allows a maximum building height of 65 feet or 5 stories, whichever is less. Unit 5, Drury Hotel, is proposed at 85 feet high and seven stories. And Carvana is at 75 feet tall with eight tiers. The existing water tower is to remain at 120 feet. The current slide displays the heights of existing buildings adjacent to subject property, which are under 25-50 feet tall.

Item Two, the water tower unit has no frontage on any street at this time. Frontage is required on either a public or private street. The purpose of the tower as part of the new development is not defined at this time. It appears that no changes are proposed to the tower itself. A deviation is required for lack of frontage on a public or private street.

Item Three, Unit 1 does not meet the minimum required 50 feet building setback along I-96 frontage, only 35 feet is proposed for the utility area. The applicant has indicated that

some revisions have been made to the iFly building elevation that may or may not reduce the deviation. Staff did not get an opportunity to review since the revisions were made.

Item Four, a deviation is required for exceeding the maximum allowable length of 800 feet for the cul-de-sac. The applicant is proposing 1,450 feet for Adell Drive due to the way the site has been laid out. The applicant indicated that changes to this layout are not feasible at this time. The requirement is mostly for fire access and Fire did not make any comment in the letter.

Item Five, proposed impacts to wetlands and wetland buffers do not typically require a deviation. They are usually reviewed as part of the Wetland Permit review.

Item Six includes a deviation request for front and side parking setbacks. Setbacks are usually measured from access easements which would result in a deviation for reduction of setbacks by two feet for the most part. Instead, the applicant is asking for a deviation to measure setbacks from the edge of the sidewalk, which would make the setbacks conform for the most part. The deviation implies that the concept plan meets the setback requirements if the request to measure from the edge of the sidewalk is allowed. It should be noted, however, that Units 1, 3, and 4 do not meet the minimum. The request should be revised accordingly. Staff noted that some of the deviations should be specific and not general.

Item Seven, the water tower is not a principal permitted use of the site. It is also not considered an accessory use, since its proposed use is not detailed. Another deviation is required for the creation of a new, separate legal parcel of limited size for the purpose of housing the water tower on its own. Staff is also looking for additional information such as what happens to the tower and the property if the owner determines to remove it and access, etc.

Item Eight, when the site has double frontage, dumpsters are typically located in the interior side yard or between the buildings. Instead, the applicant is seeking to propose them in the exterior side yard along I-96 frontage. The location is subject to the potential screening. This information was indicated to be provided at the time of individual site plan review. Staff did not get to review whether there is any proposed location or screening at this time.

Item Nine, part of the rear yard for Units 3, 4, and 5 lies within the floodway line, shown in red on the image on the screen. The buildings appear to be outside of the floodway line. Impacts to grading should be further clarified to determine whether any deviation or other permits will be required.

Item Ten, the applicant is requesting to waive the requirement for loading spaces for Units 1, 3, and 5. As noted in our review letter, hotel facilities often receive food and supply deliveries and laundering services, which would necessitate loading and unloading activities. Lack of loading spaces increases the potential for delivery vehicles to park in access aisles and diminish site accessibility and operations. The lack of a loading zone at Unit 1, iFly, could prove to be problematic given the potential for future land use changes.

Item Eleven, the applicant is requesting to allow loading areas for Units 1, 7, 8, and 9 along I-96 frontage due to double frontage. A deviation to allow for loading area within building

setback may be allowed, but not within the parking setback as the applicant requested. Proposed loading areas should meet the parking setback requirements. However, staff typically makes a recommendation for such a deviation based on information such as the location, layout and circulation, which is not provided at this time. It should also be noted that the loading area should be a minimum ratio of 10 square feet per each front foot of building. It appears that they may be a deviation required if not provided the minimum square footage.

Item Twelve, elevations are provided for Drury, iFly, Carvana, Fairfield, and Plant Fitness. All of them do not conform to the code. Our façade consultant has noted some specific recommendations for revisions to be made to Unit 1, iFly, and Unit 3, Planet Fitness, to support the deviations. The applicant has not indicated that those revisions will be addressed, but instead sought the deviations. It should be noted that Unit 2, Planet Fitness, is not included in the list of deviations even though our Façade consultant noted that it does not comply at this time. I have full size elevations available in the slide if you would like to look at them.

Item Thirteen, this request only includes deviations for building signage for iFly, Drury, and Carvana. The PRO submittal included signage information for our review and a request, but information was not submitted in the required format. For example, the distance between the sign and the center line of the road. Staff was not able to perform a complete review due to lack of information.

Item Fourteen, with the current Concept Plan submittal, the parking calculations have been eliminated. A reference to a Shared Parking Study has been made under requested deviations, but a study has not been provided. The applicant in the response letter indicated that that parking may not sometimes meet the requirement. The study requires City Council approval prior to PRO approval. Staff recommends that the applicant provide a Shared Parking Study to review the potential for including other site elements and reducing the need for as many deviations, or provide parking calculations to verify conformance with the requirements. Further information is included in the Planning letter.

Item Fifteen, Adell Center Development Signs. Information was provided for these two monument signs and the deviations were not accurately identified due to some missing information, like the distance and a couple of questions raised indicated in our letter. Staff has requested additional information to complete this review.

Item Sixteen, Sidelot lines for Units 1, 6, 7, and 8 are not radial or perpendicular to the street lines. The applicant has stated that the current unit boundaries have been mutually agreed upon with purchasers and we understand from conversations that the applicant is reluctant to make major layout changes.

Item Seventeen, the Open Space Plan indicates a total of four acres (about 17%) of open space which includes regulated wetlands and woodlands area. This is not allowed because the Code requires the Open Space to be usable such as pedestrian plazas or permanently landscaped areas. As indicated, the applicant is proposing a trail in that area but other than the location, staff was not able to identify the impacts to wetlands and woodlands. Updated calculations need to be provided once the legal description is updated to reflect the removal of City's Right-of-Way on the south side of the property.

Item Eighteen, the applicant has requested to approve future building changes to any of the units administratively if they are in compliance with conditions listed in the PRO Agreement. A sample language that refers to those conditions that regulate building design, which were supposed to be included in the PRO Agreement, is not provided at this time. Staff does not have enough information to make a determination.

Item Nineteen, the applicant has provided trip generation information for the development that will be incorporated into the region-wide traffic impact study that the City is undertaking right now. Staff supports the deviation provided that the applicant understands that they may be requested to provide additional traffic-related data and information during the review at the City's discretion. The applicant should also confirm understanding that they may be subject to certain off-site and/or on-site mitigation measures as a result of the region-wide traffic impact study at the City's discretion.

Item Twenty, the proposed parking stall for Units 2 and 3 is closer than the minimum 25 feet. It may pose a sight distance issue and operational concern with completing parking maneuvers within such a close proximity to the driveway.

Planner Komaragiri said an additional deviation is also required for all units for frontage on a private street in lieu of a public street. A deviation for just Unit 9 was requested at this time. The applicant has not requested similar deviation for all other units at this time.

The applicant has eliminated the deviation for road width, access easement, sidewalk placement and width of sidewalk with the revised cross section, as indicated in his response letter. However, as indicated before, staff was not able to complete the review as the plans were provided a couple days earlier.

A Photometric Plan and additional information is typically required at the time of Final Site Plan. However, given that the proposed unit lines are running through the parking lot and proximity of parking spaces to Adell Drive, staff anticipates that there may be certain deviations of exceeding the maximum spillover. Those deviations should be identified and included as part of the PRO Agreement in some form.

It should be noted that any major changes to the site layout, parking lot layout, building locations, landscape designs for individual units, and deviations not recorded as part of the PRO Agreement would most likely require an amendment to the Agreement if they are not identified at this time. Staff would recommend that it is best to identify and address all of those issues at this time to avoid multiple amendments at a later time.

Planner Komaragiri said sample motions are included in the packet for each alternative to approve, deny, or postpone. The motion to postpone addresses pending staff concerns at this moment. The Planning Commission is asked tonight to hold the public hearing, review the presented proposal, and make a recommendation to City Council to either approve or deny the proposed PRO plan or postpone making the recommendation to a later meeting to allow additional time for staff and the City's consultants to resolve a number of remaining issues, and to clearly identify Ordinance deviations, based on the revisions that have been discussed over the last few days.

We have all of our staff and consultants for traffic, wetlands, woodlands, and façade available today for any clarifications you may need about our reviews. We also have the

applicant, Kevin Adell, and his engineer, Dan LeClair, along with their team and representatives of some of the individual users. The applicant would like to give you a 3-D tour of the proposed development after my presentation.

Planner Komaragiri said as a separate matter, but related to the rezoning plan, the Planning Commission is asked tonight to make a recommendation to City Council whether to allow or not allow Carvana, 'Vending Machine Fulfillment Center,' as the described unlisted use, as an appropriate use subject to Special Land Use Conditions in the Town Center District. The applicant is proposing a use which is in essence a used car dealership, but do not function or appear like a used car dealership.

Carvana was founded in 2012 as an online automobile retailer. It is currently operating in nine cities in the United States. It is an experimental concept, which the applicant indicates is becoming popular. However, there is no guarantee for the long-term viability of the use. Staff is concerned as to what alternate user for the building might be found if the proposed use of 'Vending Machine' eventually becomes outdated. The glass tower is built to store vehicles and not for human occupancy. The options to repurpose the building for another use seems limited, and the location prominent.

At this time, staff has reviewed the appropriateness of the use as part of Adell Center specific to the subject property. Staff has not reviewed for its suitability for all of the Town Center District. We have Arwa Lulu and Garret Jonilonis from Carvana who are here to give you a brief presentation about how Carvana works following Adell Center's presentation.

Thank you very much for your time and patience.

Dan LeClair from GreenTech Engineering said thank you for the opportunity to present to you tonight. We have our whole team here tonight, Kevin Adell and Ralph Lamenti from Orville Properties. Kevin's family is the original owner of the property from way back in the 1950's from when this property became a manufacturing facility. Later on, it became a facility for refining or I believe it was Mohawk that was there, and then of course we all know about the Novi Expo Center was formerly there.

We started working on this property about four to five months ago, Mr. Adell contacted us and explained to us that he and his family have been working on this property for several years, since the Novi Expo Center was no longer in use and the building was turned over. And he has been looking for several years to find the right opportunity and the right use for this property, and he's had several different uses come in, several different people have come in that he explained didn't make it very far – some a little farther – so there have been a lot of different options looked at for this property.

He came to us from the standpoint that he marketed this property to retail, entertainment, and knowing what's going on in America with our society and going to the internet age, he's asked us to look at different types of uses and what is out there that is different – national companies that are setting their footprint across America. And also knowing that we have a lot of entertainment with the current Suburban Showplace, we've got soccer facilities, a lot of family entertainment in the area.

So he kind of put together a site plan to cater to those types of uses – we don't see any

office buildings on here, he's looked at that and he's afraid of the long-term viability of that. He looked at light industrial, which is allowed under the current EXPO zoning. With the traffic and the heavy truck traffic that is sometimes generated with that, he felt that that wasn't the right fit for this piece of property. So that's how we got to where we are today.

Mr. LeClair said I want to acknowledge Greg Gamalski and Nick Scavone, they're with Bodman, his legal team; Carmine Avantini, our project planner; TJ Likens, our traffic engineer. They're all here tonight with me, so we're happy to answer any questions. Also tonight we have representatives here from iFly, Planet Fitness, Fairfield Inn, Drury, and Carvana. Following my brief presentation here, we'd like to just present a little bit of an explanation and a little more detail about Carvana. And I'll have Arwa step up and give us a little more detail about what they do.

I'm going to back this slide up here and hit pause in a couple different spots, just so you can kind of get a better view of what we're anticipating what it would look like. And about this spot right here, if I can stop it quick enough, this would be a view from the southwest – over at Grand River, almost on top of the railroad bridge if you were looking out toward the interchange of I-96 and Novi Road. Right to the right here is the proposed Drury. We've got the existing commercial facility, I think there's a Noodles in there and a couple of smaller restaurants. The new proposed roadway would come in, make a loop through the site, and terminate in a cul-de-sac right up by the freeway.

Mr. Adell is proposing a small parking lot for what we're calling overflow parking at this point. Because of some of the uses, a lot of the peak hour demand uses are at the same time for a lot of these facilities – you've got hotels, restaurants where the evening traffic is a little heavier. And then of course the day traffic is a little bit lighter.

So this is the Drury, this is what we are calling Lot 5. Lot 4 or Unit 4 is basically proposed to be a vacant unit, no buildings at this point with a parking lot. Unit 4 will also have a pathway system that will cross over the river and it will make a connection into the pathway on the south side of the river, which would come out to what would eventually be the loop road or the ring road when that's extended. We have another proposed hotel, that's the Fairfield Inn. And then if I can slide this thing forward, Planet Fitness is proposed up in this area along the westerly part of the site. And then the frontage, the I-96 frontage, would include the iFly, which is an indoor sky-diving event, as well as the Carvana and then area for additional restaurants closing out the frontage along I-96.

Mr. LeClair said when we first started looking at this, we were looking at how do we lay this development out and what type of users can we get in here to present a wow-factor? How can we get people to exit the off-ramp and come in? We're so close to the interchange, get them in and have them enjoy this area, and be able to exit and maneuver about to the recreational facilities – the soccer, the Suburban Showplace, etc. And that played a lot into where we located the position of the users on this property. iFly, just their building itself is very unique. It's got lots of color to it, different shape, it's really unique. In fact, I've been traveling to Chicago, I've been traveling to Tampa – when you see those types of facilities along the expressway, they catch your eye and it draws you right in. In fact, in Tampa I pulled off the freeway when I was traveling just to go in and check it out. So that's primarily the reason why we put those users up front, to catch the eye.

And then the taller buildings, the Drury, kind of farther back away from the freeway but people can still see it. Because this site does have a little bit of a challenge – it doesn't have a frontage on Novi Road – so we've got to get users into this facility or this location by what's out on the freeway. And we can get a little bit of a better look at the Drury – kudos to the people that put this together, it's very neat imagery.

Here's a better look at some imagery of iFly's facility and we'll move on to Carvana. I'll let Arwa explain this a little bit better but essentially it's what we would call typically a vending machine. Arwa will explain it more, but's a really neat concept, mostly internet-based. It's basically a delivery location, where you can purchase a vehicle online and close the purchase and come to this facility and pick it up. And so the vehicles are stored here for the pick-up and the delivery.

Mr. LeClair said a couple other things that I wanted to describe or explain – this project, right now the site plan that you see throughout our drawings, the Carvana layout that you have here is a conceptual layout that we put together while we were still working with them. The building will most likely be very similar to this, but we may twist it around a little bit to meet the site plan requirements. Drury, they've got a layout that they've presented to us, so we're using most of their information. The Planet Fitness site is a conceptual layout that we had done, as well as the two restaurant sites.

So those specific users haven't tied down the exact location of their building on their sites, or their parking and driveway geometrics. So we put a site in for them just so you can grasp and get the idea. But I'd like to explain this as being very similar to an industrial park, where we are proposing to develop the roads and bring in the utilities and create the lots. And then each individual site user, or purchaser, will come in with a site plan. So we're kind of setting up the zoning framework and the overall framework and then they will come in individually with a site plan. And of course, we'll have the road and utilities brought in as part of the overall development in creating the overall condominium.

Timing – this project is going extremely fast. We've been working with Sri, she's been very patient with us and responding very quickly so thank you to Sri, and Barb – they've been very graceful in meeting with us. Mr. Adell brought in the users for the properties, and then we're coordinating the overall site to line up with the users. He's got people coming to purchase these properties and commit themselves to developing on these properties. They're very excited about it, they're spending a lot of money because this is probably the most sought after real estate in Oakland County and maybe southeast Michigan, right at this intersection. So we're taking all of their information that they use, not only in Michigan but nationally, and incorporate it into these sites.

So the site layouts that you see and some of the deviations that Sri has talked about, we've kind of taken the information that we've gotten from our users and we're asking for those deviations now in anticipation of when those users come in. So we've taken their information and tried to get it in ahead of time so you folks can see. So some of you may look at these deviations and say 'well why are they asking for this,' but there's a reason because the site plans are coming. We are currently working on the preliminary and final site plan construction plans for this development right now. They're probably going to be submitted next week, even before this project, if it moves forward, gets to City Council. We're on that tight of a timeline. Mr. Adell is committed to get this project moving and moving very quickly. Once we get to a certain point, we're going to submit for demolition

– get the site cleaned up, get the concrete floor and the parking lots removed, and get it ready so that these users can come in later on this year. So the timeline is extremely quick.

Mr. LeClair said we've asked for several deviations and if you have questions, we can have each of the individual users answer any questions that you may have. Before I ask Arwa to stand up and talk a little bit about their operations, if I may approach the Planning Commission with some letters that we've received.

Chair Pehrson said are they not in the packet?

Mr. LeClair said they are not.

Chair Pehrson said give them to Sri, please.

Mr. LeClair said Mr. Adell has been very, very active with this project. He really wants to garner interest and support from everybody that he can. At this point, through his discussions with L. Brooks Patterson, Andy Meisner, Sheriff Bouchard – all are in favor of this project and very excited about it, as well as Joe Hurshe from Providence Park. So we've got a lot of our neighboring community, he's actually setting up a get-together with the neighbors in the community through the business associations to introduce this project and that will also be coming also very shortly. With that, I'm going to turn it over to Arwa so she can explain a little bit about the Carvana operations.

Arwa Lulu from Carvana said I wanted to share a little bit about Carvana because it is a concept that people have not heard a lot about. So I would like to share this short video, just 30 seconds.

So like the video said, we are the new way to buy a car. The company itself was founded in 2012. We have been operating car vending machines since 2013, and we're hoping to propose a similar concept to Novi, Michigan. Similar to what the video presents, we offer simple one-stop shopping online, which is completely different from a traditional car dealership. Customers don't ever have to leave the comfort of their own home, they can browse vehicles on their computers, their cell phones, maybe on a break at work, maybe you have a busy schedule. You really don't have to go anywhere, the only way you can purchase our vehicles is online.

So think of it as an Amazon for cars – you log onto our website, say you're looking for a Honda Accord maybe year 2016, start filtering those options and those specs, you can really play with it a little bit. It'll show you the vehicles in your area that are available. The next step is to figure out, ok I want this car, now how do I get it? Do I want to purchase it outright or do I want to finance? There's a financing widget right on our website, meaning there's a fixed price. There's no negotiating, there's no haggling, there's no going back and forth with a salesperson. You know the price right off the bat, you know what your financing terms are because you can play with the widget and figure out what your budget is on a monthly basis, and you can go from there.

Now you've decided what car you want, how much you want to pay for it, what your monthly bill for it will be. You go to the next step, which is finalizing the transaction, which again you don't have to leave your home to do so – you can just do it from the comfort of your own home, all the paperwork is on the website.

At the last step of the process, you get to choose how you want to receive the car because you're not actually at a car facility or a traditional dealership. You get to choose whether you want the car to be delivered to you or if you want to pick it up. So that takes me to the fulfillment options that we have.

Ms. Lulu said so Carvana delivery – we can deliver cars for free up to 100 miles of your location. And then the other option that we're proposing to Novi, Michigan is the vending machine fulfillment center. That's the option that we really want customers to get excited about. We now have twelve of these vending machine fulfillment centers in six different states, so we really want to create that car buying experience that is completely different than what you see at a traditional car dealership. You don't have to spend four hours on a Saturday wasting your time looking for a car; you can see all the specs because we have a 360 view of the vehicle. All of our photo booths are equipped to take pictures internally and externally of the vehicle.

Once you purchase that car, it gets delivered. If you want to pick it up at a car vending machine, and like Dan said, it's a vending machine – you get a coin, you put the coin in the coin machine, and the car is vended out to you through our automated system. I want to talk briefly about the Carvana difference because to Sri's point, we are not a traditional car dealership. Vehicles are purchased online and then delivered to the fulfillment center for customer pick-up, which is different than a traditional car dealership because the cars are stored on the parking lot for customers to come and browse and shop and figure out if they're going to buy a car that day or not. The difference with the Carvana fulfillment center is that a customer has secured their purchase, and they're just coming to pick up their car.

We, on average, need a site of one to two acres. In our other markets, we needed 35 to 40 parking spaces to fulfill our operational needs. You won't see auto servicing, gas pumps, fuel stations at a vending machine fulfillment center and that goes to create that customer experience – they don't have to worry about any of that, they're just coming to pick up their car and be on their way.

And then another huge part is that there are no sales promotions, no gimmicks, no balloons that you would typically see on a weekend or a Sunday when you're just driving around town; none of that would occur at a Carvana vending machine fulfillment center.

So plan of operation. At a typical vending machine fulfillment center, you'll see at least five to six employees throughout the fulfillment center. One of them could be a manager, the rest would be our field advocates. And they are working with customers, greeting them, unloading cars from the tower, loading them into the tower and just really helping customers walk through that final transactional paperwork, giving them their token, and then sending them on their way when that car comes out of the vending machine. And then customer visits, because we're not a traditional dealership, visits to the fulfillment center are by appointment only and daily this can range anywhere from six to fifteen.

Ms. Lulu said so this is our conceptual design, this is a rendering that we revised – so we went to the pre-application meeting on May 14, 2018 and the building was not received well by the façade group and so we took those comments and we took the façade ordinance requirements and added a lot of brick to our building. The glass tower portion

will remain glass and steel because we want to be able to display the cars and get customers excited about the cars they're coming to pick up that they've already pre-purchased.

So I know that the comments in the staff report alluded to Carvana being an experimental concept, like I mentioned earlier Carvana was founded in 2012, operating their vending machine fulfillment centers since 2013. So I want to show you a map; January 2017 we were only in 25 markets – those markets include inspection reconditioning centers, vending machine fulfillment centers, and then our headquarters in Tempe, Arizona and various hub locations where we actually deliver those cars to customers. Fast forward to June 2018, we are now in 65 markets and growing. So now we offer twelve vending machine fulfillment centers in six different states, we are growing at a really fast pace and will continue to be delivering vending machine fulfillment centers. We have inspection centers throughout the nation that house our cars, they inspect them and perfect them before they send them out to the final destination which is the customer. So I wanted to touch a little bit on that and hopefully that answers some of the questions about Carvana and what we do. Thank you for your consideration.

Mr. LeClair said thanks Arwa. Again, part of the reason why we wanted to have Arwa explain that is because this is a use that none of us ever had known about. They're not a typical car dealership, and because this use is not listed as an allowable use, it comes as a Special Land Use. So we wanted to make sure that you folks had an understanding of what they were looking for. At this point, we're happy to answer any questions. I think Mr. Adell would probably like to introduce himself so he can just come up and say hi, and then we will be happy to answer any questions from you folks.

Kevin Adell good evening, I am the owner of the property on the corner of Novi Road and I-96. There's my name, Adell. And I wanted to thank you for taking time for reviewing this application. My dad bought the property in 1965 for $150,000 before this building was here, before City Hall, before everyone was here. And so we love Novi, we appreciate the City and its public safety. So this is a great opportunity for Novi, these are companies that are investing. I drove around today before I got here and I looked at Twelve Oaks, and I see JC Penney and Sears and Toys R Us and those are just leases – these are people that are coming in and investing, they're paying a million dollars per acre. So they're not going to be leaving, it's different when they're a lease at Twelve Oaks and they can just leave.

I am in business, I own the Word Network, the largest African American religious network in the world. I own WADL TV station, and I own 910 AM Superstation. So I am in business, there are no guarantees in business. And so Carvana is experimental, so is Amazon, so is Uber, Lyft. I'd rather take an experimental business than a business like Sears or Denny's – we just passed, Denny's is going out of business. Novi is a great town, they're not going to be leaving. I did a different concept than what's normal. I'm not a developer, I don't go from city to city, I'm in media.

But I do appreciate Novi, this is a once in a lifetime opportunity. If it doesn't get developed now, there's no one in my family that is going to develop it. My daughter is twelve, she's not going to develop it and my wife is not going to develop it, she was just here. So, I'm it. And so I think we put a good plan together. If there's any questions, I'm happy to answer them.

But for years, I looked at many business opportunities. Beaumont approached me, you saw in Crains where Beaumont approached and wanted to pay 25 million dollars. The problem was I would have had to get a Certificate of Need – so if you want to put any type of equipment in, you would have to get a Certificate of Need. And Providence couldn't expand because they were laying off, so medical is laying off. I looked at many opportunities; I looked at a water park, I didn't want to be responsible since I have a daughter and I know that you guys have children. I didn't want to be responsible for two or three deaths per year.

We worked with Blair, Blair went down the street with Suburban Showplace. It's a beautiful facility, we're not competing with Blair. It'll complement Blair, with all the hockey tournaments, soccer tournaments, football tournaments around here. I'd put two hotels that are priced reasonably. I talked to Mark Wahlberg, since I am in the media, about putting Wahlburgers there, so I'm holding one lot. It's online proof; it's not something with brick and mortar where we're going to competing with stores.

Mr. Adell said since I am in business, I've been successful, and I know that this will be a successful project. I'm passionate about it. The reason why I want to do it is it's full circle. My dad bought the property in '65, and it completes me. I want to put something there for them to be proud of as citizens.

It's going to generate three million dollars in tax revenue, I calculated 3.4 in property values. Right now, the City of Novi receives zero tax revenue from that property. This would be a 3.4 million plus. I did a community ascertainment with the Fire Marshal, they need a new fire truck that goes eight stories high. They're buying a new fire truck that only goes six – what do you tell the people at Drury on the seventh floor? So, it's up to the City to do the right thing. I would bring you 3.4 million dollars in tax revenue and I hope you'll do the right thing. It's a benefit, it's a plus, and it's a lot better than what's there right now.

And so I kindly, humbly ask you to approve this project. Don't delay it. If you need to put any conditions in, I'll meet with staff and do whatever it takes. I appreciate Barb McBeth and Tom Schultz and Sri, I've been working with them for a year. And so I've stopped what I've been doing for the radio and TV to do this. And so I have put a lot of time and passion, so I hope you'll consider that. I won't take up any more time. If there's any questions or if the audience has any questions, I'm happy to answer them.

Chair Pehrson asked if there was anyone in the audience that wished to address the Planning Commission regarding this project.

Brian Jones, 119 Charlotte, said everything you heard, to me, is bull. There is a letter that was given to City Council – you guys should have it for the record. If you don't have it, you can get this one, I brought ten here. Kevin Adell has a way of promising and then deception. My music empire was destroyed based off of Kevin Adell's radio advertisement. You guys all know who Herbert Strather is. So when you mix with the devil, you deal with the devil, you get it.

Another thing about this letter, I've been in Novi and built a half a million dollar house here in 2005. I've been out here. It's disgusting to know or hear, where I used to be a part of

910, as I thought, my label and everything. But here, my empire was destroyed because of false advertisement on 910 AM. You guys recently heard the bashing from Steve Neavling, who was terminated from Kevin Adell's station, and he bashed you guys from saying that you guys were taking a kickback. Now, how would you let a guy come out here and develop that just bashed you on the station that, he claims eight or nine million but I think it's two or three – fifty thousand, it's probably thirty thousand watchers.

City Attorney Schultz said we need the comment to be about the land use development.

Mr. Jones said it's about the land. You guys are not going to be deceived and we can go into no further comments because you got bashed, you got accused of taking money and bribes, and then you're going to authorize this guy and he just got done accusing you. That's dealing with the devil. If you guys sign off on that, we'll be at the City Council. Once again, my music empire was destroyed because of this man's antics and he allowed it. He never addressed it, and didn't even address his manager which is African American when he showed up here. That's a shame. And they all know who I am. I'll fight for my city.

Connie Varana, 40535 Village Wood Drive, said I've lived there for over twenty years. The two striking problems I see is the traffic. The traffic exiting off of the expressway, 96, is always backed up whenever it is peak season, shopping season, event season. And also, Novi Road itself can't handle all of the traffic that currently is going on in just an ordinary day. And then you're going to add construction vehicles that are going to be going into this single-entry road for what period of time – until all of those buildings are constructed? And there is supposedly going to be a private road. I'm not quite certain where is that private road exiting, ingressing, egressing? That hasn't really been explained fully, has it? That's all of my comments.

Stanley Neal said I live in Novi and I support the plan for the fact that it brings more revenues to the City, where we could use that money to get street lights and things in our neighborhood. At 5:30 in the morning, especially in the winter time, and kids are walking the street, there's no street lights so that money could be used for that. So I'm for this project, I just wanted to let you know.

Connie Varana said so again, the two hotels that are proposed, I'm wondering what the existing hotels that we have in Novi – how does the capacity or occupancy warrant two additional hotels. I think at one time, the hotel on Novi and Twelve Mile, the Baronette. I mean, wasn't there a problem with not enough occupancy. It was kind of questionable how well it was thriving, so there are my additional comments.

Rosslin Fujisaka with DEAF Media, said I think this is an excellent project for the City of Novi. I think you guys should reconsider this kind of project because this is nothing but good. It would be good for the City.

Chair Pehrson asked if there was anyone else that wished to address the Planning Commission at this time. When no one else responded, he said I think we have some correspondence.

Member Lynch said yes, we do. The first one is in support from Norayr Shirvanian, 43485 Crescent Boulevard, in support and says as it stands it is an eye sore, the project looks

beautiful. The next is in support from Nevart Torian, 39456 Squire Road, saying I saw a postcard of the proposed project, it looks beautiful – please help it go through. The next is in support, Hasmig Shirvanian, 264 Winslow Circle in Commerce Township, says I love the proposed idea, the project looks and sounds beautiful; it will beautify the area and will bring in more business to Novi, the current site is very ugly. The next is in support, Aeraj Shah, 21883 Dunnabeck Court, saying I support the project that is coming in, make it happen. The next one is support from Erica German Valencia, 24444 Brompton Way in South Lyon, saying I think it will bring more business to Novi and the area, let them build please. And the final one is from Julia Rogers, 24085 Elizabeth Lane, saying the name Adell with its historic connection is good; the design of the project could use adjustments, there is historic nod on Novi Road and this should continue in the area as opposed to more of a Main Street look. There is one from Richard and Suzanne Lorence, 25436 Birchwoods Drive, that says please vote no to Adell proposal. There is no explanation.

City Attorney Schultz said you should probably recognize the letters that were handed out here.

Member Lynch said yes. In support, L. Brooks Patterson – he wants to know when the skydiving simulator is up and running. Andy Meisner, in support. Michael Bouchard, in support. And Joseph Hurshe, in support – he is the one from Ascension Providence Park.

Chair Pehrson closed the public hearing and turned it over to Planning Commission for consideration.

Member Anthony said I guess first, I'd like to start and thank Mr. Adell for being a member of our community for as long as he has. I think what we're looking at is heading in the right direction, it seems logical with what we're doing in that area. There are a lot of pieces that are moving with Novi.

Not related to this project but just to correct one of the public comments, the Baronette is doing well. It's operated by Concord Properties, the largest hotel owner in North America and it's one of their top five performing hotels. And that's here, in Novi.

Now back on this area, when we start to really peel back and look at the details and see if we're ready to move on to the next step, I'm going to start with some questions to our staff. So, in initially going through the drawings, I believe that we were looking initially at a 28-foot wide road and we requested 36 feet. We can see the cooperation of moving to a 36-foot wide road, which I appreciate. The thing that happens with these kinds of tight roads or tight sites that I'm worried about is when we do that, are we still at the same 22 deviations, or do we end up changing that so that we now have some unknowns that are unknown?

Planner Komaragiri said because they widened the road, they eliminated a couple of deviations. One, they asked for a deviation to allow 28-feet wide road which they eliminated. And they were asking for a 50-foot access easement before, which would require a deviation which is now eliminated because they are providing 70 feet in the access easement. And there were a couple of other deviations with regards to the distance of the sidewalk in relation to the curb – that was eliminated.

So like you mentioned, we appreciate that, but at the same time, that addresses some of

the concerns the Engineering staff had, but then it doesn't address the concerns that Planning had with regards to how are the setbacks measured, what are the deviations for setbacks, which are happening internally in the site. Those deviations still remain. The change that is being made to the road did not address the concerns we had for the internal of the site. And then two, they revised the plan but we also are trying to figure out how it affects the rest of the reviews, especially Traffic and Fire, because we need to make sure that some of the shared drives have been eliminated in the revised Concept Plan. We need to make sure that the fire truck can come in and go out of the site easily.

Member Anthony said I'm glad you said that because it leads right into my next questions, which are Traffic and Fire. So really when we look at that last question, what happens is now we end up with sort of a domino effect, where we clean up some areas but we end up with more that we still need to work through or new ones that we need to work through.

Planner Komaragiri said there are questions that we don't have answers to yet.

Member Anthony said yes. So when we look at Traffic, tell me about the traffic study process that will occur for this property.

Planner Komaragiri said I can give you a brief introduction, but I would like Maureen to come and expand on it a little bit if it's ok with you. So the City is undertaking a comprehensive traffic study along Novi Road from Ten Mile to a little bit over Grand River, north of Grand River up to Twelve Mile. So with that in mind, we have taken some potential sites that could be developed with the worst case scenario and taking those trip generation figures to identify mitigation measures that may be required. The current property is one of them, so we requested some trip generation figures from them so that they don't have to do a study, so that we can take those and input them in our study and then come up with recommendations. Maureen may expand on the structure.

Member Anthony said and Maureen, just an example within the City – when Comic-Con is here. Great event, hotels will fill up for that. But you can't even get through an exit, whether it's Beck Road, whether it's Novi Road. Only the locals know the back roads of how to move around the City during that. So tell me what our traffic study will look like.

Traffic Consultant Peters said as Sri alluded to, we've looked at this general area and we know there's potential for several developments to come in within a couple years of each other. So rather than looking at them in silos and saying 'you warrant your own study, you warrant your own study,' let's look at them collectively and see what the overall impact is planned to be. And then once we get those put into our models, we can see what the impacts are and work with county for the signalized intersections along the corridors to see if there's technology upgrades we can make, if there's timing adjustments, things like that. Or if there are other mitigation options that need to come into play – there's not a whole lot of Right-of-Way to expand roads, but how can we do this to make things better.

So we're in the process of plugging all those numbers in right now. And for this particular site we did a preliminary look at the Crescent and Novi Road intersection and because that eastbound approach to Novi Road is not utilized a ton at this point in time, it should be able to handle what Mr. Adell is proposing for this development.

Member Anthony said so if I hear you correctly, what you're saying is that to look at the traffic study, you need to look at the development in its entirety as an aggregate to see its impact on the traffic and then based on that analysis, that will then help the City prepare for what we have to do for infrastructure modifications, what we can do in infrastructure modification for that.

Traffic Consultant Peters said exactly. We will work in accord with Oakland County who operates the traffic signals.

Member Anthony said well we got a letter from Brooks so maybe he can help. So really, we don't know what kind of investment yet as a City in infrastructure we're going to need to do, just on the traffic side.

Traffic Consultant Peters said right, and that's why we put in here that the applicant should have the understanding that they may be required to – we haven't worked out the logistics of this yet – but they might be accountable for some off-site or on-site mitigation measures as a result of this comprehensive study. And what we'll do is we're taking the multiple developments that feed into the study and we'll determine which trips were generated by which developments and then potentially partition out how they can contribute to that mitigation or something along those lines.

Member Anthony said for instance, roads we may need to build, what we may need to do. So a lot of that is a lot of capital that may come from us.

Traffic Consultant Peters said potentially.

Member Anthony said now leading to that is my next question in that we talked about traffic, we talked about fire and fire trucks being able to maneuver around. So with these buildings, do we have the City services already in place that are able to handle fire for these types of buildings or heights of buildings as the variances ask for?

Planner Komaragiri said Fire mentioned that any building that's higher than five stories should meet the high-rise building standards, so that is a building code requirement that the applicant would have to comply to at the time of building permit review.

Member Anthony said and so that is when City Ordinance just automatically kicks in.

Planner Komaragiri said yes.

Member Anthony said ok. And this relates with traffic too – what I was trying to find in the packet, and I think it probably isn't set yet, but do we know the room counts that are proposed so that we have an idea of the amount of traffic that is potential for the development? For instance, so that we know we have right inputs for your traffic models.

Planner Komaragiri said typically, the room count is provided when they are calculating the parking requirements because the parking is one space per each room and then one for each employee. That's what staff was asking in our report, the parking calculations were eliminated so we weren't able to identify how much parking each unit needs and whether it's provided within the lot line or shared over the sites. We were not able to make that determination.

Traffic Consultant Peters said with the trip generation information that was provided, they did provide estimates for room counts. I don't know if those have changed since this was provided in early May or not, but we did have preliminary numbers to work with and base our assumptions on.

Member Anthony said on some of our infrastructure, usually when I see developments they have a second exit egress. What about this development? I see one road, even though it has a section that is a boulevard, that goes in and does an S-curve for the buildings to all have access but I don't see anything additional.

Planner Komaragiri said at the time of pre-application, this topic came up for discussion and then the applicant indicated that they would probably provide a secondary access a little bit west of the water tower to the adjacent property. But that was just based on my recollection of discussion from the pre-application, it wasn't indicated in the current PRO Concept Plan.

Member Anthony said is that water tower active? Is it public or private?

Planner Komaragiri said it is private, it is owned by the applicant. And as far as we are aware, it is not active and there are no indications in the plan about its future potential use, whether it is going to be used for irrigation or anything. It's not active in the sense that the water is not being used for any other purpose.

Member Anthony said ok, I'll wrap up. My view here is that this is exciting; I like what we're beginning to see. It looks like it's in the direction that we want to go. We run a fiscally conservative City, and we balance our budget right along the way that we go. And we went through some hard times – and the young lady with the new car dealership, welcome to Detroit, you haven't hit a recession yet. And I want to make sure that when we look at what our infrastructure is going to be, and what those costs are of that infrastructure, that we're prepared to do it with the timing that we can do it with the budget. And we're almost there, but I just don't feel that we have all of the information yet in order for us to go forward. We're getting there, it looks nice. I'll turn it over to my other Commissioners.

Member Greco said first of all, thank you to Member Anthony for addressing a lot of problems, as usual, that we all have on our mind. Looking at this project, not only does it fit within what is appropriate for there but I do think, in looking at and feeling the enthusiasm from Mr. Adell and his team, there's some really exciting things here. I appreciate Carvana as a new concept, something strange – I think everyone was smiling a little bit looking at the video. Kind of cool, a vending machine. It seems futuristic to me, seems like a cool thing as you're driving on the highway to go by, it's something that might stand out.

Whether or not it survives or not, who knows. It looks like they're expanding. Again, Mr. Adell commented that there are no guarantees in business and sometimes you take some chances, and this one looks like an interesting one for me. The iFly indoor skydiving is another cool thing. And I was going to comment with Dan, I do like the positioning of the buildings and the way they're set up not only for the ingress coming from Novi Road, but also the visual from the highway. And the mix of offerings that are there.

But a couple of things that I noticed from the presentation, the materials provided by the applicant, and of course our staff review – a couple of comments that I have. Number one, the number of deviations and the lack of information that the staff indicates that it needs. One thing that I think is positive from the presentation from the applicant and also from our staff is that it appears that we are talking and trying to resolve these things. I understand that applicant wants to move forward with this project, it's been sitting there for a long time. I understand that, but this seems like information that we would want to have.

Member Greco said and I do have one question of something to our counsel; with respect to the comment that these units or parcels are going to be sold to these individuals – I think it was a good word from Mr. Adell's investment from these individuals, I like that – but there was a comment regarding the individual property owners then are responsible for amending the PRO Agreement on a going forward basis. Is that something that is possible, or is it really the applicant that enters into the agreement with the City – how do the new purchasers become parties to that agreement?

City Attorney Schultz said that's a good question. The agreement, once it's entered in to, is recorded against the property, successor owners, if there's an actual sale of the property and they become investors. We have amended PRO agreements, previous PUD agreements – don't have a PUD anymore, but it happens and it can be done. It's not preferable, as amending the PRO agreement means going all the way back to the beginning of the process starting with public hearings and everything. So I do think the applicant is hoping that the PRO Agreement that is entered into allows future deviations without coming back through the process but those are things that will be need to be worked out when the agreement is entered into, if it is and if Council approves.

Member Greco said and I understand from Mr. LeClair's comments that the applicant is rightfully trying to work in the deviations and give some room, so that these businesses have some room to work with the City to come in.

One of the other things that I thought was interesting from the reviews and comments was the way the layout and the setup is, and again I think it is set up nicely the way the buildings are positioned. But the issue of being more pedestrian-friendly was something that stuck out to me. Because we've got this site that is going to be slightly isolated with one road going in, but the way I pictured it – especially with the mix of uses that are there, whether it's the restaurants, the hotels, and the skydiving. I envision going in there and hanging out for a little bit. If I'm staying at the hotel, I want to be able to walk to the restaurants, walk to the sky dive. Or if I want to go to the sky dive, I don't know if it's appropriate to eat before you go skydiving but maybe after, you go have a couple beers, but being able to park at the skydive, park in one place and feeling comfortable about walking around to the different things that are there.

And I think the location of the Planet Fitness, as I was first thinking about it I was thinking that it is a crowded area – with people working out in a private club, do they want to go up to that area? But people work out not necessarily during peak times and it's probably a good stop on the way or coming home from work to work out. So I thought that was kind of cool, as well.

Member Greco said so generally speaking, I like the concept, I think it's very exciting, I'm in favor of the kind of unique things that are there with the iFly and the Carvana and the location and using the space. I would like to see the applicant and staff come more together, get more information to the staff, because that's my bigger concern is the issues regarding questions and information. Once we have that, then we can sit down and say ok look these are the deviations that can't be dealt with, these are the deviations that can't be resolved, and then we have a decision to make. It seems to me right now that we don't, although I appreciate that we want to move along with this, I think we all do because it's been sitting there for quite a while. Thank you.

Member Avdoulos said I appreciate the comments from Commissioner Anthony and Commissioner Greco, I think they dove into some details. I want to pull out a little bit; we have a site that's zoned EXPO and it's being proposed to be rezoned TC. And along with that, the layout of the site is being proposed as a site condominium development. And I don't know, in the other TC site areas that we have, how is that layout typically set up? Is it a developer having the large piece of property and developing the pieces or have site developments come in like this where they're site condos?

Planner Komaragiri said I think this is unique. We typically see site condos associated with I-1 districts or residential districts, but for site condo in TC as far as my experience goes, this is a first time. Most of the developments within TC are individual sites being developed by the owner or a developer.

Member Anthony said so a question to the owner, are the users of this site guaranteed?

Mr. Adell said I have purchase agreements with all of these sites, so they're actually PA's. They're investing, they're buying, they're here tonight and all flew from all parts of the country to invest in Novi. They're not leases, they're not walking away; they've got real skin in the game in business. So we're going to make it work, they're all national companies. I took an hour to drive around today, and I see a lot of local companies. These are national footprints. Like Carvana, I must see their ads all the time, I'm in the media. And their ads are on all the time, they're going to make it, I'll tell you. Same thing with iFly.

Member Avdoulos said and then what do you think the timing of construction is? Would one start, or would it be multiple going on at the same time?

Mr. Adell said they've all told me today, as soon as I go for approval, I'm going to go for a permit to remove the cement from the existing 300,000 square foot building, put the road in, and I suspect some of them will start right away before winter. Everyone wants to get this site developed, it's been sitting there since 2005 and it's a trainwreck, it's an eyesore, it's not my fault. Here I have a great opportunity, I'm successful in business, I'm going to make sure it's successful. My name's on the water tower, I'm not going to let this fail. And so every person here that you see on this screen is here, from iFly to Carvana to Marriot to Drury. They all flew in on their planes, they're all here.

Member Avdoulos said the reason that I ask is I think we're going back to what Commissioner Greco said and I think what Commissioner Anthony alluded to is we have a site, we have site condos, we have a building on the site, we're getting all of these deviations because of the configuration and size of the building. And then we're being

asked to make a recommendation to approve with all of these deviations. And then when each user comes in as an applicant for their own site plan approval process, so they're going to have to go through preliminary site plan approval, through final site plan approval, and that's where the issue comes. If there's deviations based on final design, we're right now looking at a concept and then we have to go back and look at another variance and another this and another that, which I absolutely hate doing. I like to work within the boundaries of the Zoning Ordinance and then if there are adjustments to be made, then we typically can do that. I just wanted to understand that because those are some of the questions that I think staff had.

The other one is that I do echo that if we're looking at wanting to have this rezoned to TC, Town Center, and I'd like to see this development have the spirit of Town Center, where we're looking to achieve some of the elements of it, where it is more pedestrian-oriented, there is more shared parking. I don't know if a different orientation could be made where you could get the elements closer or adjust some of the parking to allow for pedestrian access to these places. But again, I think you alluded to it where it's TC, but we're using an industrial park layout. So it's not working in that manner.

The Carvana – I have seen this in Dallas. I have one question for the young lady if you would. In other municipalities that this building has come forward, how has that been seen or what kind of use have they applied it to? And it's all over the United States, so I'm sure it's different but what do you see as the most average type of use that's been used?

Ms. Lulu said Sri and I had this conversation briefly. In other jurisdictions, because they operate a little bit differently, we've either been permitted by right or rezoned into that property. We are typically seen as an auto sales facility, so we conduct businesses on auto sales property. So when we're going into a jurisdiction and having our pre-application meetings, telling them what Carvana does – because we do sell cars online and we're selling cars to customers – they do classify us as car sales. So that is what we have seen in a lot of the jurisdictions. And all jurisdictions have worked with us to figure out what our path forward to development would be.

Member Avdoulos said so car sales? Are they used cars?

Ms. Lulu said they're all used cars, I should have said that earlier.

Member Avdoulos said I think it was indicated in the write-up. Alright, that answers my question there. I think, as we all have seen, the questions and concerns from staff are quite many. We've got a lot from engineering. The question I had related to Fire, they indicated they needed more information, but I guess the other question is the exiting and the other one is the cul-de-sac turnaround. I'm assuming that would be able to handle the largest truck going in and make the turn. And I don't know if that's been shown and if the Fire Department has looked at that.

Planner Komaragiri said the applicant did provide a circulation plan that shows the turnaround patterns for the fire truck, but Traffic has asked for additional information as to what would be the largest truck accessing the site. The one that we are aware of is Carvana, as they indicated in their narrative, will have a truck that trailers nine cars to their property. We don't know how big that truck is, whether it would be able to maneuver properly within the site. And we know that the hotels may have some loading deliveries

that happen, we don't know how big those trucks are, whether they are smaller than a fire truck or bigger than a fire truck. So, in summary, we've looked at whether a fire truck could access the site, but not any other potential loading trucks.

Member Anthony said and the issue with the traffic concerns – that was a big question for me not as much on the site itself, but as to what the City had to deal with. The updates to some of the deviations – I think it's great that the applicant is working with the City on that, but as the Planning Commission haven't had an update to look at what that is or what it means yet, so that's a big concern. The other concern I had is with Unit 4 acting as the open space and it has parking and a gazebo but it's also set up as a site condominium lot, so in the future it could be used as an out lot and be developed, and what happens to our fifteen percent open space within the TC Ordinance?

Planner Komaragiri said I would like to clarify one thing. They were using the area south of the red line – the exhibit to the bottom right – they are using that area which is shaded in gray. That counted towards the open space calculation.

Member Avdoulos said what is it?

Planner Komaragiri said it's regulated woodlands and wetlands. And they provided a pedestrian connection from Unit 4 into that, so that was one of staff's comments that it doesn't meet the intent of usable open space. They are providing a trail, but we don't know what the limits of access are.

Member Avdoulos said you can't really enjoy a wetland unless you have waders and like muck. So that again, within the spirit of the TC Ordinance, that piece was missing. Like it's been indicated, I think this is going in the right direction. There's many concerns on making sure that staff is comfortable with what they're looking at and what they're recommending to us so that we can recommend approval.

And every time I think of TC, the Town Center, I think we've got a good start to something here in Novi. The best example I've seen of a Town Center is in Easton, Ohio so by Columbus, Ohio where they've really incorporated a pedestrian type of development and all of the parking is around the periphery, everything is internal. So I think the applicant may look to work with the staff to see how we can better align with what the TC Ordinance requires. Those are my comments.

Member Maday said first of all, I just want to say I love the idea; I love the cutting edge thinking that's going on. I think it will be a great addition to Novi when the details are worked out, but I think there are a lot of details that need to be worked out. Obviously I agree with pretty much everything that was brought up tonight in that I have the same types of concerns – the traffic, the infrastructure. You hear that from Novi residents, we're always concerned about that and from a fiscally conservative government we want to make sure we're on top of that. I do think I would love to see a little bit more of that Town Center feel; in Novi, that would be a great addition. I'm excited to see where this heads.

Member Lynch said I'm not going to repeat everything, but one thing I did want to bring up is it's beautiful, the concept is just an opportunity to be iconic. I hope we leave the Adell water tower in there, it's something that everyone knows where it's at and that doesn't bother me. I do like the idea of the hotels; the only thing that I didn't clarify was –

and I don't have a problem with Carvana being seven stories because nobody would be up there anyway – but the Drury I think is 85 feet and it's my understanding that we can go 55 feet, but then there is some international standard, something in here that says if they put the sprinkler systems in – can you explain exactly what that means?

City Planner McBeth said I believe it's covered in the Fire Marshal's memo, there are certain building code standards that would need to be met. That wouldn't typically be something that the Planning Commission or City Council would grant a deviation from.

Member Lynch said ok, so the more stringent building code means the City wouldn't have to kick in a million bucks or so to buy another fire truck is what you're saying.

Chair Pehrson said we're already buying the fire truck.

Member Lynch said ok, other than that I do like this plan. I think you guys did a lot of work and there seems to be a little bit of uncertainty – I'm looking at these deviations and it seems like there's a million of them, but they're not insurmountable. My opinion is that these are not insurmountable. I think the flow of information has happened so fast and furiously that right now we don't have enough information to make an informed decision and I'd like to give them a little bit of time.

I personally think that we're close. But I do like it, I think you did a great job. I think that it is an opportunity to be iconic; I can't think of any other way to describe it. As far as the Carvana thing goes, I have no issue with it. Thank you for working with staff, and I know that you're drinking through a fire hose right now with all of the changes that are coming from here, but I really don't think that we're that far away.

Chair Pehrson said Maureen, so you were speaking about the traffic study – from a timing standpoint, when do you anticipate that traffic study to be complete?

Traffic Consultant Peters said so we are putting all of the information together and we will meet with the City and the County, and then probably work with the legal department within the City to determine how those stipulations can be placed on the applicants to kick in funds or however that is going to be handled for the mitigation. In terms of a timeline, we are probably a couple weeks out from being able to have that conversation with the preliminary results and then we can start to fine tune from there based on what the County and City's feedback is. I would say within the next month or two we would have direction from that.

Chair Pehrson said so my comments echo what I've heard from other Planning Commission members. This is a great site; this is the jewel, if you will, of Novi that everyone sees and to have it now finally bear some fruit and make it look like it's going to be the jewel that it should be for Novi, I think you've done an exceptional job laying out the site and putting things together. I've been to a Carvana facility, I haven't been able to put a coin into it to get my car yet, but I have no problem with that. No one would have thought that the internet would actually take off.

My only concern is, and I think you've heard it several times over and I hope we can address the issues relative to deviations that you're trying to look for and to give a little bit of positive feedback to those that are here from the Drury and Marriott and Carvana. I

don't think you're looking at a panel that is objecting to anything that is being proposed at this point in time. I think what we're having issues with right now is just since May, since this became available to the Planning Department, to now July which is the first time it has come before this Commission, we don't have enough requisite information to make the decisions that I know you want us to make and I think we are all looking very positively toward making those decisions.

But I think we still have to go back to not the drawing board itself, but I think we have to go back and look at those deviations, work with the individual owners of the facilities to put more definition to the deviations. We're used to dealing with deviations, typically we don't like a bunch of deviations but given that this is a unique set of circumstances and that it's going to be a Northern Equities kind of site condominium thing, where now with this we're probably further ahead in the game than we've ever been with Northern Equities – not bashing them, but we actually have renderings, we know where things are going to go, we have a preliminary site plan to look at things. That's wonderful, you've done a wonderful job at arming us with some information; we're asking for more information so that we can go forward and move this along. Those are my comments. Does anyone else have comments to share?

Member Greco said I'd like to make a motion. I've carefully read what's in the motion sheet and I incorporate into my motion items 1 through 11.

Motion made by Member Greco and seconded by Member Avdoulos.

Member Avdoulos said I have a question to Sri and Barb. We had made some comments related to the project following the elements of the TC Ordinance related to pedestrian and shared parking, is that included in this language?

Planner Komaragiri said parking was definitely.

Chair Pehrson said so if we might add that as a friendly amendment for pedestrian and shared parking.

Member Greco said I will accept the friendly amendment.

Chair Pehrson said that will be added to the motion.

ROLL CALL VOTE TO POSTPONE MAKING A RECOMMENDATION OF THE PROPOSED PRO AND CONCEPT PLAN MADE BY MEMBER GRECO AND SECONDED BY MEMBER AVDOULOS.

In the matter request of Orville Properties, L.L.C. for the Adell Center, JZ18-24 with Zoning Map Amendment 18.724, a motion to postpone making a recommendation on the proposed PRO and Concept Plan to allow the applicant time to provide additional information and to allow the City staff and consultants, and the Planning Commission, to evaluate all aspects of the Concept Plan as proposed. This recommendation is made for the following reasons:

1. **Additional information is required regarding parking. The applicant's materials refer to a shared parking study, but no such study has been provided for review by the staff and consultants or the Planning Commission. In addition, at this time, the**

materials provided by the applicant do not include information regarding the minimum number of spaces that are required by ordinance to be provided, and the number provided per each proposed use or site, so that the City staff and consultants and Planning Commission can determine the nature and extent of the variance or deviation requested as part of the PRO. Information that the City normally would have includes things such as parking counts per use or site based, for example, on the number of hotel rooms and amount of banquet space (for the hotel uses) and/or the number of seats or employees for the restaurants proposed. The materials and documentation provided so far is insufficient for the review required.

2. **The staff and the Planning Commission require more information regarding the effect of widening the pavement for the roadway, as recently proposed by the applicant (such as a revised concept plan with updated lot lines, setbacks, greenbelt, conceptual parking lot layout, etc.), from 30 feet to 36 feet, which may result in different/additional variances or deviations as described in the planning staff's memo.**
3. **If the road is not widened from 30 feet to 36 feet, the City staff and consultants have asked for additional information as described in the planning staff's memo.**
4. **Information regarding the use of the water tower, if any, as part of the development has not been provided.**
5. **Additional information is required with regard to the proposed uses for Unit 4; more specifically, if the uses are more intense than simply parking they may require additional improvements (e.g., a turn lane), and additional trip generation information may be required.**
6. **The City's facade consultant has requested additional information regarding certain of the uses as described in the façade review letter.**
7. **Additional information is required regarding sign packages for certain of the uses, in particular Carvana and I Fly, which have not been completed and submitted in the required format with all required information.**
8. **The City's traffic consultant and City Engineer have not resolved the speed limit on the roadway, which may affect the driveway spacing between Units 3 and 4, and between Units 2 and 3.**
9. **The location and exact description of the 15% open space needs to be clarified; the trails referred to need to be shown, and the effects on woodlands as described in the woodland consultant's letter must also be clarified.**
10. **The applicant is encouraged to address and/or reduce the number of deviations required and provide information showing how each Zoning Ordinance provision sought to be deviated would, if the deviation were not granted, prohibit an enhancement of the development that would be in the public interest, and would be consistent with the Master Plan and the surrounding area.**
11. **The applicant should have the opportunity to clarify if any PRO conditions are being offered under the PRO provisions of the Zoning Ordinance.**
12. **The applicant should incorporate more elements of the Town Center (TC) District relative to pedestrian walkability and shared parking in order to comply more with the TC District requirements and guidelines.**

Motion carried 6-0.

4. **UNLISTED USE DETERMINATION FOR CARVANA AS 'VENDING MACHINE FULFILLMENT CENTER'**

   Consideration of the request of Carvana for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance. The applicant is requesting a determination on the appropriateness of a Vending Machine Fulfillment Center as a Special Land Use in the TC, Town Center District.

Motion made by Member Greco and seconded by Member Avdoulos.

ROLL CALL VOTE TO POSTPONE MAKING A RECOMMENDATION OF THE UNLISETD USE MADE BY MEMBER GRECO AND SECONDED BY MEMBER AVDOULOS.

In the matter of Unlisted Use Determination, postpone the recommendation to City Council to allow Carvana, 'Vending Machine Fulfillment Center' as the described unlisted use, as an appropriate use subject to Special Land Use Conditions in Town Center District based on the following motion:

a. **To allow continued discussion of this item at the same time as action on the proposed Adell Center PRO;**
b. **To allow for staff to consider the appropriateness of the proposed use all locations within Town Center District;**
c. **To allow for applicant to provide alternate plans to repurpose the building for other uses if the use of 'Vending Machine Fulfillment Center' eventually becomes outdated.**

Motion carried 6-0.

MATTERS FOR CONSIDERATION

There were no matters for consideration.

SUPPLEMENTAL ISSUES

There were no supplemental issues.

AUDIENCE PARTICIPATION

Dorothy Duchesneau, 125 Henning, said I'm just going to address and elephant in the room, at least as far as I'm concerned. You've got Novi Road, you've got Crescent Road, and it seems like you've got the road that dead ends and doesn't go anywhere. With the Town Center proposal for this, will Crescent Boulevard ever make it down to Grand River? And when it does, will it meet up with Flint Street on the south that is being worked on now, so that we finally do get our ring road? And trust me, I've tried to find on the City website where there is an answer to that. And your search engine sucks.

ADJOURNMENT

Moved by Member Lynch and seconded by Member Avdoulos.

VOICE VOTE ON THE MOTION TO ADJOURN MADE BY MEMBER LYNCH AND SECONDED BY MEMBER AVDOULOS.

Motion to adjourn the July 11, 2018 Planning Commission meeting. ***Motion carried 6-0.***

The meeting was adjourned at 9:45 PM.

LETTERS OF SUPPORT
Provided by the Applicant

L. BROOKS PATTERSON
OAKLAND COUNTY EXECUTIVE

June 22, 2018

Kevin Adell
20733W 10 Mile Rd
Southfield MI 48075

Dear Mr. Adell:

I have seen your exciting plans for the new Adell Center in Novi. What an incredible project you are launching, one befiting the largest and arguably the most beautiful piece of real estate left in Oakland County.

Personally, when the Adell Center is up and operational, I believe it's going to be a shopping destination experience in the City of Novi, and for that matter for Oakland County. I wish you well in the development of this site, and if there's anything I can do personally or my office can do to support your undertaking do not hesitate to call.

Again Congratulations,

Very truly yours,

L. Brooks Patterson

PS. Let me know when the skydiving simulator is up and running.

COUNTY OF OAKLAND

OFFICE OF THE SHERIFF

MICHAEL J. BOUCHARD

July 5, 2018

Mr. Kevin Adell
20733 West 10 Mile Road
Southfield, Michigan 48075

Dear Mr. Adell:

I write to you today to express my support for your ambitious and innovative plans for the development of the Adell Center in Novi.

The development of this property after it has been vacant for some time will not only add to the tax base of the local community, but also prevent blight issues which often occur on vacant properties and, in turn, can spur criminal activity. Once the Adell Center is up and running, I am confident it will be a premier destination for residents of Oakland County and beyond.

I am happy to support this endeavor and am pleased to assist in any way to make this project a success for you and the great city of Novi.

If I can be of service, please do not hesitate to call.

Sincerely,

Michael J. Bouchard

Michael J. Bouchard, C.H.P.P.
Oakland County Sheriff
President Emeritus, Major County Sheriffs of America
National Sheriff of the Year 2016

1200 N TELEGRAPH RD * BUILDING 38 EAST * PONTIAC MI 48341-1044 * 248/858-5000

OAKLAND COUNTY TREASURER

1200 N. TELEGRAPH RD., DEPT. 479
PONTIAC, MI 48341-0479

ANDY MEISNER
COUNTY TREASURER

JODY WEISSLER DEFOE
CHIEF DEPUTY TREASURER

July 3, 2018

Kevin Adell
20733 W. 10 Mile Rd.
Southfield, MI 48075

Dear Mr. Adell,

I am writing to express my enthusiastic support for the Adell Center project in our thriving Oakland County community of Novi.

Having had an opportunity to review what is being proposed, I am confident that this development would generate a positive contribution to our tax base, property values and economy as a whole. Developments like this help keep Oakland County a great place to live, work and play.

Please keep me informed of your progress and if I may be of assistance.

Sincerely,

Andy Meisner
Oakland County Treasurer

OFFICE (248) 858-0612 FAX (248) 858-1810

ST JOHN HEALTH PROVIDENCE

Providence Park
47601 Grand River Avenue
Novi MI 48374

July 6, 2018

Mr. Kevin Adell
20733 West 10 Mile Road
Southfield, Michigan 48075

Dear Mr. Adell:

I am writing you on behalf of Ascension Providence Park Hospital and Medical Campus in Novi, Michigan, to express my enthusiasm and support for the development of the recently announced Adell Center.

The development of the property will add value to the great City of Novi, reduce the amount of empty land that has been sitting idle, and allow more business and commerce to make its way to our community.

As the leading provider of health services in the community, we at Ascension Providence Park Hospital and some 4,000 caregivers and 1,500 members of our medical staff, look most forward to partnering with new businesses that will soon make Novi their home.

Please do not hesitate to contact me if I can be of any assistance throughout the development process.

All the best and in good health.

Sincerely,

Joseph R. Hurshe

Joseph R. Hurshe, FACHE
President
Ascension Providence Park Hospital
47601 Grand River Ave. Suite B-135
Novi, Michigan 48374

DRURY SIGNAGE DEVIATION REQUEST

From: Dan LeClair
To: Komaragiri, Sri; McBeth, Barb
Subject: FW: Adell Center Application
Date: Friday, June 8, 2018 11:35:13 AM
Attachments: image001.jpg

Good morning ladies,

Please see the correspondence from Drury below. Let me know if you have any questions.

Thank You,
Daniel J LeClair, PE, PS

51147 W. Pontiac Trail
Wixom, Michigan 48393
Phone: (248) 668-0700
Fax: (248) 668-0701
Cell: (248) 921-3942

This e-mail, including any attachments, contains confidential information and is intended only for the individual(s) named. If you are not the named addressee(s) you should not disseminate, distribute or copy this e-mail. Please notify GreenTech Engineering, Inc. immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. GreenTech Engineering, Inc. therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version. GreenTech Engineering, Inc. 51147 W. Pontiac Trail, Wixom, Michigan 48393.

From: Prehm, Mike [mailto:mike.prehm@ddcmail.com]
Sent: Friday, June 8, 2018 10:50 AM
To: Dan LeClair <dan@greentechengineering.net>
Subject: Adell Center Application

Dan,

Upon receipt of the City of Novi's comments regarding our proposed 180-room Drury Inn & Suites, below we try to address questions and comments regarding signage and building materials.

Our intent is to have signage on each face of the building that is visible to the traveling public. The two most prominent signs will be located on the north and the east building elevations, both of which will identify our hotel to guests traveling on and exiting from Interstate 96. Signage on the east side of the building will also welcome guests traveling Novi Road. While not as prominent, we do believe that the height of the building will provide visibility for signage on the rear elevation to benefit guests traveling on Grand River Avenue, especially those traveling from the convention center. Further benefit will be realized when Crescent Blvd is extended south, connecting Expo Center Drive with Grand River. Signage on each facade that is visible to travel is critical to easily identify the hotel and establish Novi as a preferred lodging location when compared to Wixom, Farmington Hills, Northville and Livonia.

While the square footage of the signs on the front and rear of the building exceeds that which is defined in Novi's ordinance, we believe the signage proposed is commensurate with the size of the building. Novi's ordinance allows a wall sign to be a maximum of 250 square feet, while the maximum building height, depending on the district, is always less than our building height of 84-1/2 feet. For comparison, the 299 square feet of signage on the front facade is 2% of the facade's 16,792 square feet. Similarly, the total signage package of 786 square feet is 2% of the 48,117 square foot total of all four facades.

After the Pre-Application Meeting on May 15th, we had the opportunity to discuss the city's concerns regarding our building materials as they relate to the building facade tabulations. Following that meeting, we discussed the issue internally with architects and construction staff. While recalculation of the materials to exclude from the calculation EFIS that is applied to cornices and moldings would reduce the percentage of the material, we do not believe that our building design allows for any other materials to be used that would reduce the percentage of EFIS by an amount necessary to meet the current ordinance.

Currently, EFIS is utilized in areas that create an architectural accent by providing a radius (in the center of the front and side facades). Use of brick in these areas would produce an undesired effect as it would be impossible to create a smooth radius using the flat face of a brick. Further, the offset mortar lines will create a long-term maintenance issue.

EFIS is also utilized in areas where there is no reasonable way to structurally support the weight of the full brick used. Examples are in the front of the building, where the radius only extends from floors 2 through 7, as the front canopy is tucked under the radius to provide a weatherproof transition from canopy to building. Another example is in the rear of the building where meeting rooms and the pool area extend outward from the cylinder of the building. It is worth noting that this area will not be visible to guests or the public, as the building will back to the Rogue River. All parking and entrances to the building are located to the front and sides. Finally, we note that 50% of the facade materials are masonry (architectural cast stone and full brick).

As we have constructed this building in many different locations, we offer Grand Rapids, MI as an example of this building that is closest to Novi. We have found this building to be well received by both guests and local governing entities. The overall quality of construction - full concrete superstructure with insulated concrete form exterior walls with masonry and synthetic finish, central heating and air conditioning (no PTAC "shaker" grates on the exterior) - creates an extremely high quality and energy efficient building. While the finish materials may not meet the calculation desired by the city, we believe the quality of the overall building exceeds the intent of the ordinance and compliments the quality of existing buildings nearby.

Should you wish to discuss further or have additional questions, please do not hesitate to contact us.

Sincerely,

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I-FLY SIGNAGE DEVIATION REQUEST

Project Narrative

iFLY Novi

SkyGroup Investments, LLC ("**iFLY**") has prepared this narrative to include in Mr. Adell's application to provide explanations of our unique structure.

iFLY Project Overview:

iFLY plans to build a new indoor skydiving facility on the ring road to Liberty Center near the Northwest corner of Liberty Way and I-75. The new building will be approximately 5,000 square feet and serve over 150,000 customers annually, many of whom will travel from well outside the community to experience indoor skydiving at iFLY. Once operational, iFLY will employ and estimated 26 people (18 Full-Time, 8 Part-Time).

iFLY Company Overview:

iFLY is the experiential entertainment company that invented modern indoor skydiving, the simulation of true freefall conditions in a vertical wind tunnel. It's where the dream of flight becomes a reality. We are the World's largest designer, builder and operator of vertical wind tunnels and have been the undisputed industry leader since creating this market in 1997. We are committed to innovation, performance, safety, reliability and absolute customer satisfaction. We're vertically integrated — designing, fabricating, installing and operating skydiving wind tunnels.

With over 65 operating facilities globally, the company has safely flown millions of customers. Our patented technology allows us to fly people of nearly all ages and abilities on a smooth, air-conditioned column of air. The airflow is completely enclosed, and is not audible from the outside of our modern facilities. There's no parachute, no jumping, no falling and nothing attaching you to Earth. Children as young as three, to adults of any age can fly with us. It's safe for kids, challenging for adults and realistic for skydivers. We provide all the gear and a personal instructor will guide you through your flight.

At iFLY, we draw on our extensive history of having flown over 7 million customers worldwide to help deliver an unforgettable experience. Whether you're looking for a team building activity, team outings or sales events, we have what you need to achieve your goals, including conferencing facilities and available catering. Our events are safe, challenging, thrilling, and suitable for almost everyone, regardless of gender, age or physical condition.

For more information, please visit:

- https://www.iflyworld.com/
- https://www.facebook.com/iFLYAustin/
- https://www.linkedin.com/company/3258354/

- https://www.youtube.com/user/iflytunnelvision

How iFLY Works:

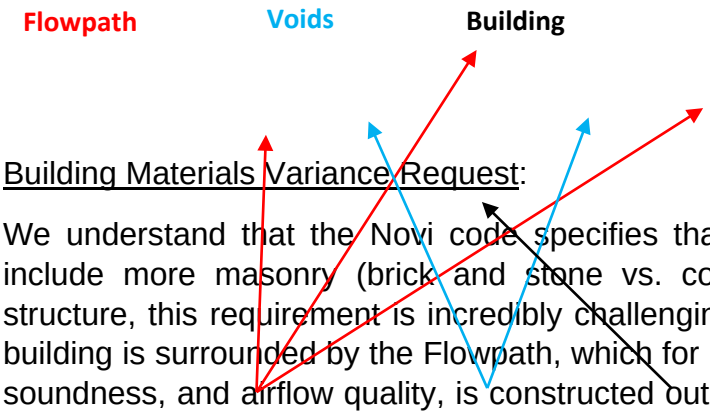
The images below show an actual constructed iFLY (Woodlands, Texas), as well as the same image, overlaid to show the iFLY machine which makes flight possible. The machine becomes part of our structure, and the main occupied space ("**Building**") becomes surrounded by wind tunnel machine parts, collectively comprising the air flow path ("**Flowpath**"). The space created between the Flowpath and the Building creates empty air space through the building, or a "**Void**".

Actual iFLY



Internal Flowpath





Building Materials Variance Request:

We understand that the Novi code specifies that the exterior of this building should include more masonry (brick and stone vs. concrete and EIFS). For our unique structure, this requirement is incredibly challenging. As described above, our occupied building is surrounded by the Flowpath, which for reasons of sound mitigation, structural soundness, and airflow quality, is constructed out of reinforced concrete. The concrete Flowpath which is exposed to the exterior is textured and painted to give the structure a professional finished look & feel. On many occasions, we have considered cladding the Flowpath with natural materials, but this causes issues relating to vibrations & weight which cause this solution to be untenable.

Sign Variance Request:

We are requesting a variance from the sign code to ensure visibility, legibility as well as to better match the scale of our use. Given the size of our building, particularly the height, the requested variances are necessary to provide an aesthetic that is in keeping with the scale of our building. Given the speed with which vehicles travel on I-96 we want to make sure our signage is clearly legible at a passing glance.

Please be advised that when iFLY opens, and likely for a considerable time thereafter this will be our only location in Michigan and within hundreds of miles of Novi, making it critical that we raise awareness of our use and location, especially given the high development costs of a use such as ours.

Setback Variance:

We are also requesting deviations for the modification of setback requirements. Our parcel (to be created via a condo plat) is is part of an integrated development with shared parking with private roadway and sidewalk connections. Accordingly, strict application of setbacks from public ways, sidewalks and adjacent uses need not be required in our view for this center and the setbacks shown on the plan submitted should be deemed adequate and appropriate.

Please do not hesitate to contact us with your questions or comments. Contact information below.

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CARVANA SIGNAGE DEVIATION REQUEST

Section 2. Deviation Requests

Deviation Requests

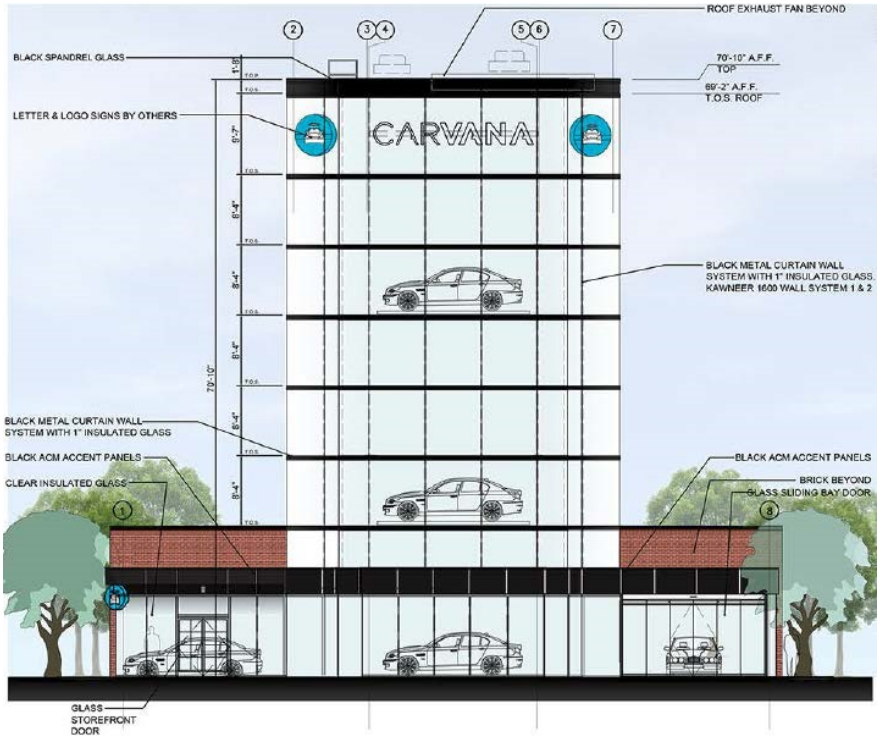
Carvana's site specific deviations include requests for: a 75-foot glass tower; a total of eight signs on the tower and one on the building; a combination of spandrel glass, brick, ACM panels and clear glass for building materials; and approximately 35 parking spaces to accommodate for business needs.

Height

The proposed Carvana Vending Machine Fulfillment Center will feature a contemporary, single-story building connected to an 8-tier/75-foot clear glass and steel tower. As shown on the Site Plan, **Exhibit A** of this narrative, the building is placed on the site parallel to Interstate 96. The Vending Machine tower component will be visible from the interstate. Zoning District "TC" allows for 5 stories or 65 feet as the maximum building height and Carvana requests a deviation to allow for an additional 10 feet. The 10 foot deviation is not out of place in this area given the existence of the significantly taller Adell Water Tower and other proposed users such as IFly and the Drury Inn, which also propose tall uses.

It is important to emphasize that Carvana's tower will not be occupied. Therefore, for fire rescue purposes, the requested deviation will not endanger the public.

Signage



Signage is used as proper way finding and an essential component of any businesses' overall marketing strategy, and that is no different for Carvana. The Vending Machine tower is where most of the signage is placed (pictured left). Since Carvana's tower will be visible from Interstate 96, signage is placed at the top of the tower to make our building noticeable for customers. This type of signage not only provides wayfinding to the Carvana facility, but also provides emphasis to the buildings architecture.

Carvana is requesting a variance from Chapter 28: Signs Sec. 28-5. from the City of Novi Zoning Ordinance. The Town Center District ("TC") allows wall signage for a maximum of 250 square feet or a canopy sign up to 24 square feet.

Permanent Signs Permitted According to District:

District	Wall Sign (per tenant, multiple)	Wall Sign (single tenant)		Canopy Sign
Business (B1-3, FS, RC, NCC, C, TC, EXPO)	30-65 square foot maximum based on frontage, (1) sign per business, footnote (7)	Permitted nonresidential only 250 square foot maximum, (1) sign footnote (7)	or	(1) sign of 24 square foot maximum

Item	Description	Qty	Sign Area	
A1	Wall Sign Logo	1	23.77	
A2	Wall Sign Letters	1	55.00	
A1	Wall Sign Logo	1	23.77	
A2	Wall Sign Letters	1	55.00	
A1	Wall Sign Logo	1	23.77	
A2	Wall Sign Letters	1	55.00	
A1	Wall Sign Logo	1	23.77	
A2	Wall Sign Letters	1	55.00	
B	Blade Sign	1	9.00	
	Aggregate Total		324.08	

Carvana requires a total of nine signs for the development: four letter signs and four logo signs on the tower and one canopy sign at the front entrance. The total sign area is 324.09 square feet: 315.08 sq. ft. for the wall signs and 9 sq. ft. for the canopy sign. Carvana is requesting an additional 65.08 square feet of sign area for the wall signs as well as a canopy sign for the front entrance leading customers into the Customer Center area. The chart pictured left summarizes the total square footage utilized.

Building Material



Carvana proposes the store concept as pictured left in the artist's rendering.

The occupied building structure material is comprised of brick, ACM panels and clear glass. The material proposed for the occupied building space is listed below:

OCCUPIED SPACES

CARVANA	FRONT
Brick	30%
Clear Glass	53%
Spandrel Glass	0%
ACM Panels	17%
HM Doors	0%

Carvana is requesting a variance from the façade requirements as listed below. Carvana requests to have the occupied building portion made primarily of clear glass, brick and ACM Panels. The tower attached to the building will include glass and steel.

Carvana	Front	Right	Left	Rear	Ordinance Maximum (Minimum)
Brick	0%				100% (30% Min.)
Brick and Stone Combined	0%				50% Min (TC Ord.)
Spanderal Glass	20%				50%
LED Accent Light Band (2 rows)	N.P.				0%
EIFS	80%				25%

Parking

Carvana originally proposed up to 40 parking spaces for the site to accommodate for the parking needs of employees, visitors picking up their newly purchased vehicle, and cars which have been delivered to the site but have not yet been loaded into the Vending Machine. Carvana haulers will enter the site and unload into the empty parking spaces. Once vehicles are unloaded and the hauler has left the site, the pre-purchased vehicles will be loaded into the tower. On average, our Vending Machine facilities have anywhere from 35-45 surface parking spaces, which is significantly less than a traditional car dealership that may house over 600 parking spaces.

In order to reduce the number of deviations requested pursuant to the request of the Planning Commission at the July 11, 2018 meeting, Carvana has reduced its request for parking to the 30 spaces allowed by the "TC" district. By doing so, Carvana will be able to better meet the Planning Commission's desire for more open space and a more walkable overall development.