



**WEISS MIXED USE DEVELOPMENT
SP09-26A WITH
ZONING MAP AMENDMENT 18.690**

**WEISS MIXED USE DEVELOPMENT, SP09-26A WITH ZONING MAP AMENDMENT
18.690**

Public Hearing at the request of Siegal Tuomaala Associates, for Planning Commission's recommendation to City Council for rezoning of property in Section 26, east of Ten Mile Road, and south of Novi Road, from I-1, Light Industrial District and OS-1, Office Service District to B-2, Community Business District and OS-1, Office Service District with a Planned Rezoning Overlay (PRO). The subject property is approximately 28.7 acres.

REQUIRED ACTION

Recommend to City Council approval or denial of rezoning request from I-1, Light Industrial District and OS-1, Office Service District to B-2, Community Business District and OS-1, Office Service District with Planned Rezoning Overlay.

REVIEW	RESULT	DATE	COMMENTS
Planning	Approval not recommended.	05/10/10	<ul style="list-style-type: none"> • Proposed zoning is not in compliance with the existing Future Land Use Map. • Subject property is part of the Master Plan update which is scheduled for consideration on July 14, 2010. • Ordinance deviations outlined in the Planning Review Letter
Engineering	Adverse comments provided	05/10/10	<ul style="list-style-type: none"> • Proposed concept would cause an increase in peak sanitary discharge. • Additional stormwater detention required and there is concern that the plan may not be able to accommodate additional above ground detention.
Traffic	Conditional Approval recommended	04/16/10	<ul style="list-style-type: none"> • Four driveway spacing waivers required. • Items to update in the Traffic Impact Study. • Items to address at the time of the Preliminary Site Plan submittal.
Landscaping	Adverse comments	05/12/10	<ul style="list-style-type: none"> • Several landscape waivers required and outlined in the

	provided		<p>Landscape Review Letter.</p> <ul style="list-style-type: none"> • Foundation plantings may be deficient. • Items to address at the time of the Preliminary Site Plan submittal.
Wetlands	Adverse comments provided	05/10/10	<ul style="list-style-type: none"> • Potential for the lack of a suitable location for wetland mitigation. • Stormwater shall not be directly discharged into wetlands. • Concern that the plan will not be able to adequately address stormwater detention concerns. • Items to address at the time of the Preliminary Site Plan submittal.
Woodlands	Adverse comments provided	05/07/10	<ul style="list-style-type: none"> • Significant impacts to regulated woodlands proposed. • Woodland impacts are underestimated and will significantly increase when the most current woodland boundary is applied. • Regulated woodland areas cannot be used for stormwater detention or wetland mitigation. • Items to address at the time of the Preliminary Site Plan submittal.
Façade	Approval recommended	05/10/10	<ul style="list-style-type: none"> • Section 9 waiver required. • Items to address at the time of Preliminary Site Plan submittal.
Fire	Approval recommended	05/04/10	Items to address at the time of the Preliminary Site Plan submittal.

Motion sheet

Approval

In the matter of Weiss Mixed Use Development, SP09-26A with Zoning Map Amendment 18.690, motion to **recommend approval** to the City Council to rezone the subject property from I-1 (Light Industrial) and OS-1 (Office Service) to B-2 (Community Business) and OS-1 (Office Service) with a Planned Rezoning Overlay with the following ordinance deviations...

- a. Ordinance deviation for the excess building height of the shopping center (30' required, 35' provided);
- b. Ordinance deviation for the location of the shopping center loading zone in the interior side yard;
- c. Ordinance deviation for the shopping center dumpster location in the interior side yard;
- d. Ordinance deviation for the overage of EIFS, Concrete "C" Brick and Split Faced CMU on the shopping center façade;
- e. Ordinance deviation for the excess building height of the Kroger store (30' required, 38' 6" provided);
- f. Ordinance deviation for overage of EIFS, Concrete "C" Brick and Split Faced CMU and the underage of Natural Clay Brick on the Kroger façade;
- g. Ordinance deviations for the following landscaping requirements:
 - Three foot tall berm along all road frontages,
 - Lack of perimeter trees,
 - More than 15 contiguous parking spaces without an interior landscape island proposed in seven locations,
 - Shortage of 122 linear feet of front façade landscaping for the proposed Kroger,
 - Lack of front façade landscaping on the shopping center,
 - Deficient landscape beds around all buildings,
 - Deficient foundation landscaping around proposed Kroger building (9,392 sq. ft. required, 1,733 sq. ft. provided),
 - Deficient foundation landscaping around proposed shopping center (10,008 sq. ft. required, 1,076 sq. ft. provided);
- h. Ordinance deviations for the following driveway spacing requirements
 - Same-side driveway spacing between the proposed Novi Road driveway and the south Walgreens driveway (230' required, 116' provided),
 - Same-side driveway spacing between the west driveway on Ten Mile Road and the east Walgreens driveway (230' required, 225' provided),
 - Opposite-side driveway spacing between the proposed center driveway on Ten Mile Road and the opposite-side industrial driveway to the east (300' required, 65' provided), and
 - Opposite-side driveway spacing between the proposed truck egress on Ten Mile Road and the first opposite-side industrial driveway in either direction (150' required, 4' provided to the west and 200' required, 71' provided to the east)

And subject to the following PRO Conditions:

- i. Stormwater is adequately detained above ground and on the site with no additional discharge into the wetlands;
- j. Applicant shall comply with all of the conditions and items noted in the staff and consultant review letters;
- k. *(Insert additional considerations here)*

For the following reasons...

- Sufficient conditions are included on and in the PRO Plan on the basis of which the Planning Commission concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land uses proposed by the applicant, it would be in the public interest to grant the rezoning with Planned Rezoning Overlay; as the benefits which would reasonably be expected to accrue from the proposal are balanced against, and have been found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles.

Denial

In the matter of Weiss Mixed Use Development, SP09-26A with Zoning Map Amendment 18.690, motion to **recommend denial** to the City Council to rezone the subject property from I-1 (Light Industrial) and OS-1 (Office Service) to B-2 (Community Business) and OS-1 (Office Service) with a Planned Rezoning Overlay, for the following reasons...

- *Historically, the Master Plan has recommended office and industrial uses for the subject property and the area is currently recommended for further study. Further study has taken place and amendments are now proposed. (The public hearing for the proposed Master Plan amendments is tentatively scheduled for July 14, 2010);*
- *The proposed rezoning would be contrary to an Implementation Strategy listed in the Master Plan, which states: "Limit the commercial uses to current locations, current zoning, or areas identified for commercial zoning in the Master Plan for Land Use;*
- *Approval of the application would not accomplish integration of the proposed land development with the characteristics of the project area because the proposed concept plan is deficient in a number of landscaping standards listed in the Zoning Ordinance, extensive removal of regulated woodlands is proposed without adequate mitigation and stormwater detention has not been addressed on the concept plan;*
- *Recently completed retail studies indicated the City currently has a surplus of land zoned or planned for retail activities to meet the highest predicted retail demand through 2018;*
- *The City presently has a retail vacancy rate near 10%;*
- *The proposed PRO concept plan contains a number of ordinance deviations including deviations from the ordinance for accessory structure and loading zone locations as well as a significant amount of waivers from the ordinance landscape standards. The applicant has not established that these deviations, if not granted, would prohibit an enhancement of the development that would be in the public interest. Such deviations are not consistent with the Master Plan and are not compatible with the surrounding area because of the deficiencies in the amount of greenspace and landscaping proposed in the concept plan and the adverse impacts of the requested deviations may be seen to outweigh the enhancement of the public benefit offered to date;*
- *The existing I-1 and OS-1 zoning is consistent with the existing zoning in the area and the proposed project does not result in an enhancement of the area as compared to development under the current I-1 and OS-1 zoning because new developments under the current zoning would be expected to provide above ground stormwater detention on site, meet landscaping standards and adequately address (and if necessary), mitigate woodland impacts.*
- *The applicant has not clearly demonstrated how stormwater detention and wetland mitigation areas will be contained on the site; and*
- *Woodland impacts have not been properly identified and are likely to be substantially greater than those indicated by the applicant.*

Postponement

In the matter of Weiss Mixed Use Development, SP09-26A with Zoning Map Amendment 18.690, motion to **postpone** decision on a recommendation to the City Council to rezone the subject property from I-1 (Light Industrial) and OS-1 (Office Service) to B-2 (Community Business) and OS-1 (Office Service) with a Planned Rezoning Overlay, for the following reasons...

- *The applicant has not clearly demonstrated how stormwater detention and wetland mitigation areas will be contained on the site;*
- *The applicant has not clearly demonstrated how existing wetlands will not be impacted by stormwater run-off and/or woodland mitigation;*
- *Woodland impacts have not been properly identified and are likely to be substantially greater than those indicated by the applicant; and*
- *The public hearing on the Master Plan is scheduled for July 14, 2010 and postponement of this request would allow an additional opportunity for public comment on the subject property, which has been a study area in the Master Plan update.*
- *(Insert additional reasons here...)*

PLANNING REVIEW



PLAN REVIEW CENTER REPORT

May 10, 2010

Planning Review

Weiss Mixed Use Development

Rezoning with Planned Rezoning Overlay – REVISED SUBMITTAL
SP# 09-26A/Rezoning 18.690

Petitioner

Siegal Tuomaala Assoc.

Review Type

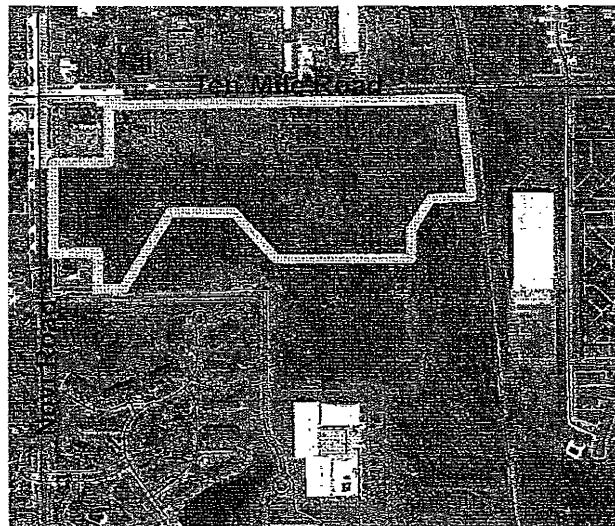
Proposed Rezoning from I-1 Light Industrial and OS-1, Office Service to B-2, Community Business and OS-1, Office Service with a Planned Rezoning Overlay.

Property Characteristics

- Site Location: South of the Novi Road and east of Ten Mile Road
- Site Zoning: I-1, Light Industrial and OS-1, Office Service
- Adjoining Zoning: North: I-1 and I-2, General Industrial (across Ten Mile Road); East: I-1 (across railroad tracks), RM-1, Low Density, Low-Rise Multiple Family Residential (just east of I-1); West: OS-1, (across Novi Road), RM-1, B-1, Local Business; South: I-1, RM-1
- Site Use(s): Vacant
- Adjoining Uses: North: Various industrial; East: Industrial, Novi Ridge Apartments (east of industrial use); West: Medical office/general office (across Novi Road), River Oaks West Multi-Family, Walgreen's; South: Vacant light industrial, Sports Club of Novi and Novi Ice Arena (beyond vacant light industrial), River Oaks West Multi-Family
- Proposed Use: Proposed Kroger store (approx. 64,000 sq. ft.), proposed shopping center (approx. 41,000 sq. ft.), Approx. 26,000 sq. ft. additional B-2 space in freestanding buildings, Approx. 18,000 sq. ft. medical office
- Site Size: 28.7 acres
- Revised Plan Date: 03-29-10

Project Summary

The petitioner is requesting comment on a proposed rezoning with a Planned Rezoning Overlay. The PRO acts as a zoning map amendment, creating a "floating district" with a conceptual plan attached to the rezoning of the parcel. As a part of the PRO, the underlying zoning is changed, in this case to B-2 with a portion to remain zoned OS-1 as requested by the applicant, and the applicant enters into a PRO Agreement with the City, whereby the City and applicant agree to any deviations to the applicable ordinances and tentative approval of a conceptual plan for development for the site. PRO requests require a 15-day public hearing notice for the



Planning Commission, which offers a recommendation to the City Council, who can grant the final approval of the PRO. After final approval of the PRO plan and agreement the applicant will submit for Preliminary and Final Site Plan under the typical 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 years, the rezoning and PRO concept plan expires and the agreement becomes void.

The parcels in question are located on the south side of Ten Mile Road and east side of Novi Road in Section 26 of the City of Novi. The property to be included in the PRO totals approximately 28.7 acres and is made up of two parcels. The current zoning is split between OS-1, Office Service and I-1, Light Industrial and the applicant is proposing the rezoning of portions of both parcels to B-2 with the some portions of the property to remain zoned OS-1. There is a substantial area that would remain zoned I-1 and not included as part of the PRO. The applicant has indicated that the rezoning is being proposed to facilitate the construction of a retail and office complex that would include the following:

- Neighborhood Shopping Center: 40,978 sq. ft.
- Kroger Store: 64,245 sq. ft.
- Approx. 26,000 sq. ft. additional B-2 space in freestanding buildings
- Approx. 18,000 sq. ft. medical office

Currently, the subject property is zoned I-1 and OS-1. While the OS-1 district does allow for the development of medical offices and banks, neither the I-1 District nor OS-1 District permits restaurants or retail. Therefore, the applicant is proposing to have the southwestern portion of the site remain zoned OS-1 with the remainder of the subject property to be rezoned to B-2.

The applicant has submitted and staff has reviewed a previous submittal that was substantially similar to the proposed PRO currently under review. The applicant has taken the previous review letters and made some adjustments to the plan based on those comments and come back with a slightly revised concept plan. Changes to the concept plan include the following:

- The plan is now set-up as a general condominium. The previous submittal indicated a site condominium or separate parcels. A general condominium is reviewed and functions as one large parcel. Landscaping, parking and other "shared elements" are included in the condominium as general common elements.
- The proposed buildings and uses, excluding the Kroger store and shopping center, have been "ghosted-in" on the concept plan. The applicant has indicated the specific uses and site layouts of the freestanding buildings are shown to give staff, the Planning Commission and the City Council an idea of what might be constructed. The applicant does not want these site layouts and specific uses included as part of the PRO Agreement. Rather, the area west of the proposed Kroger store and shopping center is intended to be approved for B-2 or OS-1 uses, as indicated, with no specific layout at this time.
- The Ten Mile Road improvements proposed have been further defined. See the Engineering and Traffic review letters for additional information.
- Additional natural landscaped areas have been set aside.
- Several minor changes to the site layout and access drives have been included to address the comments from the previous review letters.

Recommendation

Staff recommends the applicant postpone their proposal until the Master for Land Use Amendments, which specifically address the future use of the subject property, are finalized. (The Public Hearing is tentatively scheduled for the July 14, 2010 Planning Commission meeting.)

If the applicant chooses to move forward prior to the completion of the Master for Land Use update, staff would not recommend approval of the proposed Zoning Map Amendment and Planned Rezoning Overlay, which would rezone portions of the property from I-1, Light Industrial and OS-1, Office Service to B-2, Community Business. Approval is not recommended for the following reasons.

- The current Master Plan recommends further study to determine the best use for the subject property. This study is now underway as part of the Master Plan for Land Use review and should be completed in a very short amount of time.
- The proposed rezoning would be contrary to an Implementation Strategy listed in the Master Plan, which states: *Limit commercial uses to current locations, current zoning, or areas identified for commercial zoning in the Master Plan for Land Use.*
- Recently completed retail studies indicated the City currently has a surplus of land zoned or planned for retail activities to meet the highest predicted retail space demand through 2018. In addition, the City presently has a retail vacancy rate near 10%.
- The proposed PRO Concept Plan is found to contain a number of ordinance deviations, as noted in this letter, including deviations from ordinance standards for:
 - Accessory structure and loading zone locations;
 - Various landscape standards.

The applicant has not clearly demonstrated how each deviation will be enhancement to the development that is in the public interest, and whether the deviations are consistent with the Master Plan and consistent with the surrounding areas, as provided in Ordinance Section 3402.D.1.c.

- The existing I-1 and OS-1 zoning is consistent with the existing zoning in the area.
- The applicant has not clearly demonstrated how stormwater detention and wetland mitigation areas will be contained on the site as noted in the wetland review letter and engineering review letter.
- Woodland impacts have not been properly identified and are likely to be substantially greater than those indicated by the applicant. It would be hasty to approve any plan where natural features impacts are not generally known.

Master Plan for Land Use

Presently, the Planning Commission has opened certain sections of the Master Plan for review and possible updates. The project area has been included in this review by the Master Plan and Zoning Committee for recommendation to the Planning Commission concerning the future land use of the site. This review has been completed and staff along with the Master Plan and Zoning Committee has begun work on the Master Plan amendments. The Master Plan review recommends industrial and office uses for the subject property, with industrial uses recommended for the parcel to the east (nearest the railroad tracks) and office uses recommended for the parcel to the west. These recommendations are consistent with the current zoning of the subject property. The proposed B-2 zoning would not be consistent with these recommendations. The Master Plan Amendments will be considered by the Planning Commission in the coming months.

The Novi Road Corridor Study was approved by the Planning Commission on August 15, 2001 and became an official amendment to the City of Novi Master Plan. Prior to this document, the subject

property was partially master planned for local commercial uses and partially planned for light industrial uses. Given the visibility of any development on the site and the 1998 Citizen’s Survey that found very little desire from the community for additional commercial development in Novi, the area was given a designation of “Special Planning Project Area” in the study. When the study was adopted, this designation was then placed on the Master Plan for Land Use to guide future development on the parcel.

There is no discussion throughout the Novi Road Corridor Study that additional commercial development at the southeast corner of Novi and Ten Mile Roads would be beneficial to the community. The plan instead states that the need for additional commercial development on this property should be reevaluated, due to the amount of commercial development in the City and the corridor.

As part of the Master for Land Use review, the most recent retail study, completed in 2007 by the Chesapeake Group, was updated by staff to determine the future need for retail and other land uses throughout the City in both the immediate future and the long term future. This study update indicated the City currently has a surplus of land zoned or planned for retail activities to meet the highest predicted retail space demand through 2018. In addition, recent studies also indicated the City presently has a retail vacancy rate near 10%. There is also a local commercial development, including a Busch’s grocery store, less than one mile to the east on Ten Mile Road, as well as three Meijer’s stores located just on the outskirts of the City.

The southwestern portion of the site is designated for office uses and the applicant is proposing that that portion of the site remain zoned OS-1, which would be consistent with the recommendations of the Master Plan.

Existing Zoning and Land Use

The following table summarizes the zoning and land use status for the subject property and surrounding properties.

**Land Use and Zoning
 For Subject Property and Adjacent Properties**

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Site	I-1, Light Industrial, OS-1, Office Service	Vacant	Office, Special Planning Project Area
North Parcels (across Ten Mile Road)	I-1, Light Industrial, I-2, General Industrial	Various industrial	Light Industrial, Heavy Industrial
Eastern Parcels (across railroad tracks)	I-1, Light Industrial, RM-1, Low-Rise Low Density Multiple-Family Residential (east of I-1)	Industrial, Novi Ridge Apartments (east of industrial)	Light Industrial, Multiple-Family (east of Light Industrial)
Southern Parcels	I-1, Light Industrial, RM-1, Low-Rise Low Density	Vacant, River Oaks West Multi-Family, Sports Club of	Light Industrial, Multiple-Family,

	Multiple-Family Residential	Novi and Novi Ice Arena (beyond vacant light industrial)	Public (beyond light industrial)
Western Parcels	RM-1, Low-Rise Low Density Multiple-Family Residential, B-1, Local Business, OS-1, Office Service (across Novi Road)	River Oaks West Multi-Family, Walgreen’s, Various medical/general office (across Novi Road)	Multiple-Family, Local Commercial, Office (across Novi Road)

Compatibility with Surrounding Land Use

The surrounding land uses are shown on the above chart. The compatibility of the proposed development with the zoning and uses on the adjacent properties should be considered when examining the proposed rezoning with PRO.

Directly to the north of the subject property are various industrial uses across Ten Mile Road. The properties to the **north** are zoned I-1 (Light Industrial) and I-2 (Heavy Industrial). Additional traffic would be the most noticeable impact to the existing industrial developments. The proposed development could draw a considerable amount of cars to the area. For additional information regarding traffic concerns, please see the Traffic Study submitted by the applicant and the attached review letters from the City’s Traffic Consultant.

Directly **east** of the subject property is a light industrial development with Novi Ridge Apartments directly east of the industrial building. There are railroad tracks separating the subject property and the industrial development. Again, additional traffic would be the most noticeable impact to the existing industrial developments. For additional information regarding traffic concerns, please see the Traffic Study submitted by the applicant and the attached review letters from the City’s Traffic Consultant.

The properties to the **south** of the subject property are vacant light industrial land, the River Oaks West Multi-Family development, and the Novi Sports Club and Novi Ice Arena. The parkland and vacant land will be minimally impacted. The proposed development could bring additional noise to the area that could carry over to the parkland, although this is unlikely. Residents to the south may experience increased traffic in the area as well as noise but residents of the proposed development and users of the proposed retail facilities, etc. will mostly be entering off of 10 Mile Road.

The properties to the **west** of the subject property include again the River Oaks West multi-family development, the Walgreens store and various office uses across Novi Road. The nearby drugstore and office uses could experience increased competition due to the proposed medical office and retail facilities included in the project. Additional traffic may also be a concern.

The development would add traffic to the area. A Traffic Impact Study has been submitted by the applicant. For additional information, please see the Traffic Impact Study review letter prepared by the City’s traffic consultant. The proposed development would add a large amount of new users of the proposed retail uses to the area, much more than would currently be associated with the development of the site under the existing OS-1 and I-1 zoning.

Infrastructure Concerns

An initial engineering review was done to analyze the information that has been provided thus far. The City’s engineering staff noted that the concept plan proposed would have a noticeable impact on

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the public utilities when compared to the existing zoning. Additionally, the engineering review notes significant concerns regarding whether or not the applicant will be able to detain all of the stormwater run-off on-site. Further information can be found in the attached review letters. A full scale engineering review will take place during the course of the Site Plan Review process.

A Traffic Impact Study was required for this rezoning with PRO request. The City's traffic consultant reviewed the Traffic Impact Study, concept plan and rezoning request. The traffic consultant noted that the Traffic Impact Study is generally acceptable and noted several minor concerns outlined in the traffic review letter. The traffic consultant also had several concerns with the site layout. Additional information can be found in the attached traffic review letters.

The City's Fire Marshall also did an initial review of the proposed plan. He noted a number of minor corrections related to the water mains and the location of hydrants. For additional information, please see the Fire Department's review letter.

Natural Features

There are substantial regulated woodlands on the site that have not been included in the woodland boundary. As such, woodland impacts have been drastically underestimated and it is very likely that once the updated woodland boundary is shown on the plan, impacts will increase greatly. Please refer to the woodland review letter for additional information.

There are regulated wetlands on the site and based on the concept plan, it appears there will be wetland impacts. Further detail will be needed at the time of Preliminary Site Plan submittal. The City's wetland consultant also expressed some reservations regarding the applicant's assertion that all stormwater detention and any required wetland mitigation can be done on site. Please refer to the wetland review letter for additional information.

Development Potential

As part of their materials, the applicant did submit an alternate development plan showing the facilities that could be developed on the subject property under the current zoning. This plan shows a large industrial building (281,700 sq. ft.) on the I-1 portion of the property (eastern end) and a medium sized office building (85,500 sq. ft.) along with two smaller offices (7,800 sq. ft. and 10,000 sq. ft.) on the OS-1 portion of the property (western end).

Major Conditions of Planned Rezoning Overlay Agreement

The Planned Rezoning Overlay process involves a PRO plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Article 34). Within the process, which is completely voluntary by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval.

The applicant is required to submit a conceptual plan and a list of terms that they are willing to include with the PRO agreement. The applicant's conceptual plan has been reviewed and the following are items shown on the plan by the applicant and interpreted by the Plan Review Center as conditions they are willing to attach to the PRO.

- Conservation of natural features areas through the placement of conservation easements over approximately 3 acres of the site along the southerly line of development and along a portion of Chapman Creek at the northeast corner of the property.
- Improvements to park area near Novi Ice Arena: grade multi-purpose field at east side of ice arena, grade and stone 20 car auxiliary parking southeast of ice arena, park entrance, children's sculpture and sign. (Not installed until after the Kroger is completed.)

- Pocket park to be located across from the northwest corner of proposed Kroger.
- Extension of 8' pathway along Ten Mile Road to east of the Walgreen's access drive. This is a proposed approximately 23' extension that was not included on the previous submittal.

Ordinance Deviations – Planned Rezoning Overlay

Under Section 3402.D.1.c, deviations from the strict application of the Zoning Ordinance may be permitted by the City Council in the PRO agreement. These deviations must be accompanied by a finding by the 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."* For each such deviation, City Council should make the above finding if they choose to include the items in the PRO agreement. The following are areas where the current concept plan does not appear to meet ordinance requirements. The applicant should include a list of ordinance deviations as part of the proposed PRO agreement. The proposed PRO agreement will be considered by City Council after tentative preliminary approval of the proposed concept plan and rezoning.

Shopping Center

Building Height

Section 2400 of the Zoning Ordinance indicates a maximum building height of 30 feet in the B-2 District. The proposed shopping center measures 35 feet at the midpoint of the roof. **Staff would support the required waiver and the City Council should act on this ordinance deviation in the PRO Agreement.**

Loading Space

Section 2507 of the Zoning Ordinance requires loading space to be located in the rear yard. Portions of the loading space for the proposed shopping center are located in the interior side yard. **Staff does not have any objection to the proposed loading zone location provided adequate screening in the form of screen wall or landscaping is provided.**

Accessory Structure (Dumpster) Location

Section 2503 of the Zoning Ordinance requires all accessory structures to be located in the rear yard. Some of the dumpsters for the proposed shopping center are located in the interior side yard. **The applicant should modify the plans to include the dumpster in the rear yard.**

Elevations

Section 2520 of the Zoning Ordinance lists the façade material standards for Region 1. The façade review letter indicates the proposed shopping center does not meet the material standards because of an overage of EIFS, Concrete "C" Brick and Split Faced CMU and an underage of Natural Clay Brick. The façade consultant recommends these deviations be included in the PRO agreement since the proposed facades meet the intent of the ordinance. **The City's façade consultant would support the required waiver and the City Council should act on this ordinance deviation in the PRO Agreement.**

Kroger

Building Height

Section 2400 of the Zoning Ordinance indicates a maximum building height of 30 feet in the B-2 District. The proposed shopping center measures 38 feet 6 inches at the midpoint of the roof.

Staff would support the required waiver and the City Council should act on this ordinance deviation in the PRO Agreement.

Elévations

Section 2520 of the Zoning Ordinance lists the façade material standards for Region 1. The façade review letter indicates the proposed Kroger does not meet the material standards because of an overage of EIFS, Concrete "C" Brick and Split Faced CMU and an underage of Natural Clay Brick. The façade consultant recommends these deviations be included in the PRO agreement since the proposed facades meet the intent of the ordinance. **The City's façade consultant would support the required waiver and the City Council should act on this ordinance deviation in the PRO Agreement.**

Items for Further Review and Discussion

There are a variety of other items inherent in the review of any proposed development. At the time of Preliminary Site Plan, further detail will be provided, allowing for a more detailed review of the proposed development. After this detailed review, added concerns with the site layout may be identified and additional variances may be uncovered, based on the actual product being proposed. This would require amendments to be made to the PRO Agreement, should the PRO be approved. ***The applicant should address these items at this time, in order to avoid delays later in the project.***

Landscaping Requirements

Section 2509 of the Zoning Ordinance addresses landscaping requirements. A landscape review letter listing numerous items the applicant should address and possible ordinance deviations that should be included in the PRO agreement has been attached. **The applicant should modify the plans to conform to the ordinance and provide statements regarding the intention to meet ordinance standards.**

Location and Centerline Radius of Drive-through Lane

The Traffic Review letter indicates the City's traffic consultant has a substantial concern with the layout and location of the proposed drive-through lane. **The applicant should review the comments in the review letter and adjust the drive-through lane as needed.**

Section 2506 of the Zoning Ordinance requires all drive-through lanes to have a centerline radius of 25'. The applicant has indicated the centerline radius of the proposed drive-through will be shown on the Preliminary Site Plan submittal. **The applicant should be aware that if the centerline radius is less than 25' revisions to the PRO to include an ordinance deviation for a deficient centerline radius may be required.**

Driveway Spacing Waivers

The following driveway spacing waivers would be required to be included in the PRO agreement based on the current site design.

- **Same-side driveway spacing waiver between the proposed Novi Road driveway and the south Walgreens driveway (116 ft. provided vs. 230 ft. required);**
- **Same-side driveway spacing waiver between the west driveway on Ten Mile and the east Walgreens driveway (225 ft. provided vs. 230 ft. required);**

- **Opposite-side driveway spacing waiver between the proposed center driveway on Ten Mile and the low-volume, opposite-side industrial driveway to the east (65 ft. provided vs. 300 ft. required);**
- **Opposite-side driveway spacing waiver between the proposed truck egress on Ten Mile and the first opposite-side industrial driveway in either direction (4 ft. provided to the west vs. 150 ft. required and 71 ft. provided to the east vs. 200 ft. required).**

The City Council should act on these ordinance deviations in the PRO Agreement.

Lighting

A photometric plan for all parts of the development is required at the time of Preliminary Site Plan submittal due to the site being adjacent to a residentially zoned property.

Loading Space Screening

Section 2302A.1 of the Zoning Ordinance requires all loading zones to be adequately screened with screen walls and landscaping. Screening details for the loading zone have not been provided. **The applicant should be aware that loading zones will need to be adequately screened or revisions to the PRO to include an ordinance deviation for loading zone screening may be required.**

Dumpster Screening

Screening details for the proposed trash compactor should be included with the Preliminary Site Plan submittal and meet the requirements of Chapter 21, Section 21-145 of the City Code.

Phasing Plan

The applicant has indicated that this will be a phased development. Consideration of the phasing plan will take place at Preliminary Site Plan submittal.

Master Deed(s)

The applicant should be advised that all proposed condo documents will need to be submitted to the City for review prior to recordation.

Lot splits/combinations

The applicant should be advised that required lot combinations and splits must be in place prior to Stamping Set submittal. **The applicant should clarify the intended lot configurations for existing and future lots.** This submittal was reviewed assuming the area shown as part of the PRO would become one lot with the area outside of the PRO as one or two separate lots. **This information should be provided prior to proceeding to the Planning Commission meeting.**

Proposed Building Pads

The applicant has indicated that the layout and location of some features of the plan (particularly the building pads) are shown for conceptual and hypothetical purposes only and specific building footprints and uses are not intended to be included in the PRO.

Land Uses

All uses shall meet ordinance requirements of the zoning district in which they are located and will be reviewed in further detail at the time of Preliminary Site Plan submittal and building permit review.

Applicant Burden under PRO Ordinance

The Planned Rezoning Overlay ordinance requires the applicant to make certain showings under the PRO ordinance that requirements and standards are met. The applicant should be prepared to discuss these items, especially in part a, 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 3402.D.2 states the following:

1. *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. *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 Benefit Under PRO Ordinance

At this time, the applicant has identified several items of public benefit. These are called out in the Project Book submitted by the applicant. These items should be weighed against the proposal to determine if the proposed PRO benefits **clearly outweigh** the detriments of the proposal. The benefits proposed include:

- Conservation of natural features areas through the placement of conservation easements over approximately 3 acres of the site along the southerly line of development and along a portion of Chapman Creek at the northeast corner of the property.
- Improvements to park area near Novi Ice Arena: grade multi-purpose field at east side of ice arena, grade and stone 20 car auxiliary parking southeast of ice arena, park entrance, children's sculpture and sign.
- Extension of center turn lane beyond ordinance requirements. (While this is not explicitly required by the ordinance, based on the traffic counts it is likely it would be required.)
- Continuous extra lane on 10 Mile Road in lieu of accel/decel lanes. (While this is not explicitly required by the ordinance, based on the traffic counts and in the interest of access management it is likely it would be required.)
- Pocket park to be located across from the northwest corner of proposed Kroger.
- Improved set of architectural elements and materials beyond ordinance requirements. (The elevations included for the Kroger store and the Shopping Center were evaluated by the City's façade consultant and found to not meet the standards listed in the façade ordinance. Although he does recommend approval of the required façade waiver, the materials themselves do not exceed ordinance standards.)

Rezoning with Planned Rezoning Overlay

Weiss Mixed Use Development – Revised Submittal

May 10, 2010

Page 11 of 11

- Permanent naming of the park and recreational facilities after the donor of land and improvements gives public recognition to the fact that Mr. Weiss made a previous donation of an 18 acre parcel of land to the City. (While this generous gift of 18 acres is greatly appreciated by the City, only those additional benefits being offered up by this PRO can be considered as public benefits related to the proposed development.)
- Extensive internal sidewalk systems with pedestrian entry points into the site above ordinance requirements. (Building exits are required to be connected to the sidewalk system and additional points of entry on large sites are always encouraged.)
- Additional interior parking landscaping: 12,168 sq. ft. required and 22,050 sq. ft. provided. (The applicant has double counted some landscape areas; so while a minimal amount of additional interior parking lot landscaping has been provided, the actual count is much closer to the required amount. Please see the landscape review letter for additional information.)
- Extension of 8' pathway along Ten Mile Road to east of the Walgreen's access drive. This is a proposed approximately 23' extension that was not included on the previous submittal.

For additional information on the proposed public benefits, please see the Project Book provided by the applicant.

Submittal Requirements

- The applicant has provided a survey, legal description and aerial photograph of the property in accordance with submittal requirements.
- The rezoning sign should be erected on the property, in accordance with submittal requirements and in accordance with the public hearing requirements for the rezoning request. This sign should be erected no later than 15 days prior to the scheduled public hearing. The applicant should submit via email a small plan showing the location of the proposed rezoning signs. Two signs should be provided on Ten Mile Road and one sign should be provided on Novi Road.
- A traffic impact study has been submitted.
- A written statement explaining the full intent of the applicant and providing supporting documentation has been submitted.


Report by Planner Kristen Kapelanski, AICP
(248) 347-0586 or kkapelanski@cityofnovi.org

Planning Review Summary Chart
 Weiss Mixed Use – Shopping Center
 Plan Dated: March 29, 2010

Item	Required	Proposed	Meets Requirements?	Comments
Master Plan	Local Commercial, Office, Special Planning Project Area 1	Community Commercial (B-2)	N/A	The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.
Zoning	I-1	B-2	N/A	
Use	Retail businesses or service establishments permitted.	Retail	Yes	
Building Height (Sec. 2400)	Maximum 30 feet	35 ft. (to midpoint of roof)	No	Applicant would like this deviation to be included in the PRO agreement.
Minimum lot size (Sec. 2400)	2 acres	28.7 acres	Yes	
Building Setbacks (Section 2400)				
Front (north)	40 feet	140 feet	Yes	<u>Setbacks measured from PRO line shown on plans assuming property splits and combinations will take place. See the planning review letter for additional information.</u>
Interior Side (west)	30 feet	640 feet	Yes	
Interior Side (east)	30 feet	36 feet	Yes	
Rear (south)	30 feet	46 feet	Yes	
Parking Setbacks (Section 2400)				
Front (north)	20 feet	20 feet	Yes	<u>Setbacks measured from PRO line shown on plans assuming property splits and combinations will take place. See the planning review letter for additional information.</u>
Interior Side (west)	10 feet	108 feet	Yes	
Interior Side (east)	10 feet	10 feet	Yes	
Rear (south)	10 feet	46 feet	Yes	
Number of Parking Spaces (Sec. 2505)	Shopping Center (less than 400,000 sq. ft.): 1 space for each 250 sq. ft. GLA = 40,978 sq. ft./250 = 164 spaces required	218 spaces provided	Yes	Applicant should note that should a use other than a shopping center be proposed, additional parking may be required and any deficiencies would need to be included in the PRO agreement.

Weiss Commercial – Planning Review Chart

Item	Required	Proposed	Meets Requirements?	Comments
Parking Space Dimensions (Sec. 2506)	90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area	Spaces appear to be sized appropriately	Yes	
Barrier Free Spaces (Barrier Free Code)	7 barrier free spaces required (1 van accessible)	8 barrier free (2 van accessible)	Yes	
Barrier Free Space Dimensions (Barrier Free Code)	8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)	Spaces sized appropriately	Yes	
Barrier Free Signs (Barrier Free Design Graphics Manual)	One barrier free sign is required per space.	Signs not shown.	No	Applicant should show barrier free signs on Preliminary Site Plan submittal.
Loading Spaces (Sec. 2507)	Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building 467 sq. ft. x 10 = 4,670 sq. ft required	5,570 sq. ft. provided in the rear and interior side yard	No	Applicant has requested a deviation for locating a portion of the loading zone in the interior side yard be included in the PRO Agreement.
Loading Space Screening (Sec. 2302A.1)	View of loading and waiting areas must be shielded from rights of way and adjacent properties.	Loading zone partially screened.	Yes?	Loading zones should be screened with landscaping or screen walls.
Accessory Structure Setback-Dumpster (Sec. 2503)	Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear yard.	Proposed dumpsters located in the rear yard and interior side yard setback a minimum of 10 ft. from proposed building and 92 ft. from nearest property line.	No	Applicant has requested a deviation for locating a dumpster in the interior side yard be included in the PRO Agreement.

Weiss Commercial – Planning Review Chart

Item	Required	Proposed	Meets Requirements?	Comments
Dumpster (Chap. 21 Sec. 21-245)	Screening of not less than 5 feet on 3 sides of dumpster required, interior bumpers or posts must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.	Brick enclosure shown at 6' in height on three sides with 6' gate. Bollards provided.	Yes?	Applicant should indicate height of proposed dumpsters on Preliminary Site Plan.
Exterior Signs	Exterior Signage is not regulated by the Planning Department or Planning Commission.			Please contact Jeanie Niland (248.735.5678).
Exterior Lighting (Sec. 25.11)	Photometric plan and exterior lighting details needed at preliminary site plan.		N/A	Photometric plan should be submitted with Preliminary Site Plan submittal.
Sidewalks (City Code Sec. 276(b))	An 8' wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City's Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.	An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.	Yes	

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org

Planning Review Summary Chart

Weiss Mixed Use – Kroger

Plan Dated: March 29, 2010

Item	Required	Proposed	Meets Requirements?	Comments
Master Plan	Local Commercial, Office, Special Planning Project Area 1	Community Commercial (B-2)	N/A	The proposed B-2 zoning would not be in conformance with the Master Plan for Land Use.
Zoning	I-1	B-2	N/A	
Use	Retail businesses or service establishments permitted.	Retail	Yes	
Building Height (Sec. 2400)	Maximum 30 feet	38' 6"	No	The applicant would like this ordinance deviation to be included in the PRO agreement.
Minimum lot size (Sec. 2400)	2 acres	28.7 acres	Yes	The applicant has indicated the entire site will be a general condominium.
Building Setbacks (Section 2400)				
Front (north)	40 feet	366 feet	Yes	<u>Setbacks measured from PRO line shown on plans assuming property splits and combinations will take place. See the planning review letter for additional information.</u>
Interior Side (west)	30 feet	190 feet	Yes	
Interior Side (east)	30 feet	254 feet	Yes	
Rear (south)	30 feet	132 feet	Yes	
Parking Setbacks (Section 2400)				
Front (north)	20 feet	20 feet	Yes	<u>Setbacks measured from PRO line shown on plans assuming property splits and combinations will take place. See the planning review letter for additional information.</u>
Interior Side (west)	10 feet	108 feet	Yes	
Interior Side (east)	10 feet	10 feet	Yes	
Rear (south)	10 feet	46 feet	Yes	
Number of Parking Spaces (Sec. 2505)	General Retail: 1 space for each 200 sq. ft. GLA = 64,243 sq. ft./200 = 321 spaces required	324 spaces provided	Yes	<u>The double row of parking directly north of the 32' wide building projection is incorrectly labeled as having 15 spaces in each row. There are</u>

Weiss Commercial – Planning Review Chart

Item	Required	Proposed	Meets Requirements?	Comments
				<p>actually 14 spaces in each row.</p> <p>Phase 1 is incorrectly labeled as having 310 parking spaces.</p> <p>The applicant should correct the above discrepancies.</p>
Parking Space Dimensions (Sec. 2506)	90-degree spaces should be 9 feet wide by 19 feet deep with a 24-foot wide aisle; when adj. to landscaping, spaces can be 17 feet deep, with a 2 foot overhang into the landscaped area	Spaces appear to be sized appropriately	Yes	
Barrier Free Spaces (Barrier Free Code)	8 barrier free spaces required (2 van accessible)	8 barrier free (4 van accessible)	Yes	
Barrier Free Space Dimensions (Barrier Free Code)	8' wide with a 5' wide access aisle (8' wide access aisle for van accessible)	Spaces sized appropriately	Yes	
Barrier Free Signs (Barrier Free Design Graphics Manual)	One barrier free sign is required per space.	Signs not shown.	No	Applicant should show barrier free signs on Preliminary Site Plan submittal.
Stacking Spaces for Drive-thru (Sec. 2506)	The drive-thru shall store 3 vehicles, including the vehicles at the pick-up window.	6 stacking spaces proposed.	Yes	
Drive-thru Lane Delineated (Sec. 2506)	Drive-thru lanes shall be striped, marked, or otherwise delineated.	No pavement markings proposed.	No	Applicant should include pavement markings at the time of Preliminary Site Plan submittal to clearly delineate the drive-thru lane and the drive-thru circulation route.
Bypass Lane for Drive-through (Sec. 2506)	Drive-through facilities shall provide 1 bypass	Bypass lane of 32' proposed.	Yes	

Weiss Commercial – Planning Review Chart

Item	Required	Proposed	Meets Requirements?	Comments
	lane. Such bypass lane shall be a minimum of 18' in width, unless otherwise determined by the Fire Marshal.			
Width and Centerline Radius of Drive-through Lanes (Sec 2506)	Drive-through lanes shall have a minimum 9' width and centerline radius of 25'.	12' drive-thru lane shown. Centerline radius not indicated.	No	Applicant should indicate centerline radius.
Drive-through Lanes Separation (Sec 2506)	Drive-through lanes shall be separate from the circulation routes and lanes necessary for ingress to, and egress from, the property.	Drive-thru separated from main circulation route.	Yes	
Loading Spaces (Sec 2507)	Loading space should be provided in the rear yard at a ratio of 10 sq. ft. for each front foot of building 318 sq. ft. x 10 = 3,180 sq. ft required	5,343 sq. ft. provided in the rear yard	Yes	
Loading Space Screening (Sec 2302A)	View of loading and waiting areas must be shielded from rights of way and adjacent properties.	Loading zone screened by proposed building and masonry screen wall.	Yes	
Accessory Structure Setback-Dumpster (Sec 2503)	Accessory structures should be setback a minimum of 10 feet from any building unless structurally attached to the building and setback the same as parking from all property lines; in addition, the structure must be in the rear or interior side yard.	Proposed trash compactor shown in the rear yard structurally attached to the building.	Yes	
Dumpster (Chap 21 Sec 21-145)	Screening of not less than 5 feet on 3 sides of dumpster required, interior	No screening details provided.	Yes?	Applicant should include screening details for all proposed

Weiss Commercial – Planning Review Chart

Item	Required	Proposed	Meets Requirements?	Comments
	bumpers or posts must also be shown. Enclosure to match building materials and be at least one foot taller than height of refuse bin.			dumpsters on the Preliminary Site Plan.
Exterior Signs	Exterior Signage is not regulated by the Planning Department or Planning Commission.			Please contact Jeanie Niland (248.735.5678).
Exterior Lighting Sec 2511	Photometric plan and exterior lighting details needed at final site plan.		N/A	Photometric plan should be submitted with Preliminary Site Plan submittal.
Sidewalks City Code Sec. 11-276(b)	An 8' wide sidewalk shall be constructed along 10 Mile Road and Novi Road as required by the City's Pedestrian and Bicycle Master Plan. Building exits must be connected to sidewalk system or parking lot.	An 8' sidewalk has been provided along 10 Mile Road and Novi Road. The building is connected to the sidewalk system.	Yes	

Prepared by Kristen Kapelanski, (248) 347-0586 or kkapelanski@cityofnovi.org

ENGINEERING REVIEW



cityofnovi.org

MEMORANDUM

TO: BRIAN COBURN, P.E.; SR. CIVIL ENGINEER
BARB MCBETH, AICP; DEPUTY DIR. COMM. DEV.

FROM: LINDON K. IVEZAJ, STAFF ENGINEER LKI
BEN CROY, P.E.; CIVIL ENGINEER

SUBJECT: REVIEW OF PRO IMPACT ON PUBLIC UTILITIES
WEISS MIXED USE DEVELOPMENT

DATE: MAY 10, 2010

The Engineering Division has reviewed the Planned Rezoning Overlay (PRO) proposed for the Weiss Mixed Use Development located at the southeast corner of Ten Mile Road and Novi Road. The applicant is requesting to rezone approximately 15.83 acres from I-1 to B-2 and approximately 4.16 acres from OS-1 to B-2. The remaining 8.57 acres of the site are proposed to remain OS-1. The proposed concept plan consists of constructing a 64,243 square-foot grocery store in Phase 1 and a 40,978 square-foot shopping center in Phase 2. Future phases include a 4,150 square-foot bank, a 5,000 and a 6,500 square-foot restaurant, a 3,000 square-foot medical building, a 7,000 square-foot retail building in the rezoned districts as well as two additional medical office buildings in the existing OS-1 district.

Utility Demands

Because this is a PRO request, the analysis will be based on the concept plan that has been provided and not the proposed zoning. A residential equivalent unit (REU) equates to the utility demand from one single family home. The current zoning for this property would yield approximately 56 REUs. Based on the concept plan provided with the application, we estimate the proposed development would yield approximately 108 REUs, an increase of 52 REUs over the current zoning.

Water System

Water service is currently available along the south side of Ten Mile Road and the west side of Novi Road. The applicant is proposing to construct a water main loop through the site with a connection at both Novi Road and Ten Mile Road which will help maintain water pressure throughout the development. There was no decrease in water pressure after modeling the additional demand. Both connections would be within the Intermediate Pressure District and no further upgrades to the water system would be required.

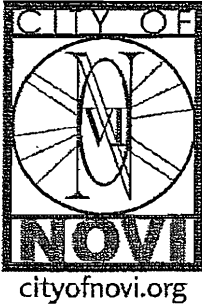
Sanitary Sewer

The project is located within the Simmons Sanitary Sewer District. The applicant is proposing to discharge at two locations within the Simmons District, one along the west side of Novi Road and a second into the Oakland County interceptor along the east side of the site. The proposed PRO rezoning would increase the required capacity by approximately 0.1 cfs.

Summary

The concept plan included in the PRO application would have an impact on the public utilities when compared to the current zoning. The concept would require capacity for 52 more REUs causing a 0.5% increase in the peak sanitary discharge from the City.

The increase in the peak discharge is notable because the City is currently seeking opportunities to resolve the limit on its contractual sanitary sewer capacity at its outlet to Wayne County. Additional contractual capacity (estimated to be 0.1 cfs based on the concept plan) will be needed to serve the increased density proposed by this PRO.



PLAN REVIEW CENTER REPORT

May 10, 2010

Engineering Review

Weiss Mixed Use Development PRO/Conceptual
SP #09-26A

Petitioner

Siegal/Tuomaala Associates

Review Type

Revised Concept Plan/ PRO

Property Characteristics

- Site Location: Southeast corner of Novi Road and 10 Mile Road
- Site Size: 28.73 acres
- Date Received: 3/29/2010

Project Summary

- The applicant is proposing a rezoning overlay of 15.83 acres from I-1 to B-2 and 4.16 acres from OS-1 to B-2. The plan consists of constructing at 64,243 sf grocery store in Phase 1 and a 40,978 sf shopping center in Phase 2. Future phases include a 4,150 sf bank, a 5,000 and a 6,500 sf restaurant, 3,000 sf medical building, a 7,000 sf retail building in the rezoned districts as well as two additional medical office buildings in the existing OS-1 district. Water main is proposed to be looped through the development from Novi Road up to Ten Mile Road. Sanitary sewer shall be discharged to an existing manhole on the west side of Novi Road as well as a connection to a stub coming off the Oakland County interceptor along the east side of the property, both within the Simmons Sanitary District. Storm water detention is being proposed onsite adjacent to an existing floodplain.

Additional Comments (to be addressed prior to the Preliminary Site Plan submittal):

General

1. This review was based on preliminary information provided for Conceptual Plan/PRO review. As such, we have provided some basic comments below to assist in the preparation of a concept plan. Once the information below is provided, we will conduct a more thorough review.
2. Provide a note on the plans that all work shall conform to the current City of Novi standards and specifications.
3. It was difficult to get precise measurements due to the small scale provided. A full dimension review could not be completed because of this. The minimum scale on all future submittals shall be 1:60.
4. The site plan shall be designed in accordance with the Design and Construction Standards (Chapter 11) as well as Chapter 5 of the City of Novi Engineering Design Manual for stormwater management.
5. Please refer to our traffic review for additional traffic comments.

Utilities

6. Confirm with the Oakland County Water Resource Commission that direct sanitary discharge into their interceptor will be permitted prior to proceeding with site plan design.
7. The utilities shown being the proposed Neighborhood Shopping Center and Kroger buildings are shown within close proximity of each other and consist of numerous crossings, many of which do not cross at 90-degree angles to each other. This layout as is could cause many maintenance in the future. Consider relocating some utilities to a different location. Also, utility crossings shall be at 90-degree angles.
8. The proposed storm sewer being proposed behind the Neighborhood Shopping Center and Kroger stores is located within 6-8 feet of the proposed retaining wall. Depending on the depth of the sewer, there shall be a minimum of 10-feet of horizontal separation between utilities and any permanent structure including retaining walls.
9. All public utility easements shall be a minimum of 20-feet, 10-feet off the center of the pipe. Current easements are shown as only 12-feet wide.
10. As previously stated, maintain 90-degree utility crossings throughout the site. There are several instances where utilities do not cross at a 90-degree angle.

Storm Water Management Plan

11. **The runoff coefficient of 0.25 used in the storm water calculations on sheet C-400 is not correct for all grass surfaces. The revised calculations will require additional storm water detention volume. Due to the site limitations caused by the adjacent creek/floodplain and no additional discharge allowed into existing wetlands, there is concern that the plan as shown may not be able to accommodate the required above ground stormwater detention volumes. Underground detention shall not be permitted on a site this size.**
12. The storm water management facilities must be constructed as part of Phase I.

13. Provide a sheet or sheets entitled "Storm Water Management Plan" (SWMP) that complies with the Storm Water Ordinance and Chapter 5 of the new Engineering Design Manual.
14. The SWMP must detail the storm water system design, calculations, details, and maintenance as stated in the ordinance. The SWMP must address the discharge of storm water off-site, and evidence of its adequacy must be provided. This should be done by comparing pre- and post-development discharge rates and volumes. The area being used for this off-site discharge should be delineated and the ultimate location of discharge shown.
15. Access to each storm water facility shall be provided for maintenance purposes in accordance with Section 11-123 (c)(8) of the Design and Construction Standards.

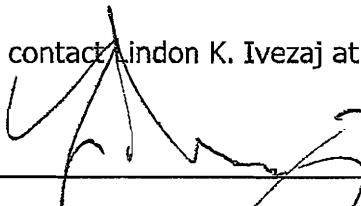
Paving & Grading

16. As previously stated, 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.
17. Label all sidewalk as proposed or existing on the plan as well as the width.
18. As previously stated, an 8-foot wide concrete pathway shall be required along the complete frontages of the property in accordance with the City of Novi Master Plan. All pathways shall continue through drive approaches.
19. All end islands shall meet the City of Novi design standards. The City required that all end islands end 3-feet short of the adjacent parking stall length for 19-foot stalls and 2-feet short adjacent to 17-foot stalls. The proposed islands on the plan show end island lengths equal to the stall lengths.
20. Proposed 17-foot stall accommodate a 2-foot overhang and must be adjacent to 4-inch curb.

Off-Site Easements

21. Any 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.

Please contact ~~Andon~~ Andon K. Ivezaj at (248) 735-5694 with any questions or concerns.



cc: Brian T. Coburn, P.E., Senior Civil Engineer
Ben Croy, P.E., Civil Engineer
Kristen Kapelanski, Planner

TRAFFIC REVIEW

April 16, 2010

Barbara McBeth, AICP
Deputy Director of Community Development
City of Novi
45175 W. Ten Mile Rd.
Novi, MI 48375



**SUBJECT: Weiss Mixed-Use Development/PRO (Conceptual) and Rezoning,
SP#09-26A and ZCM#10-18
Traffic Review**

Dear Ms. McBeth:

At your request, we have reviewed the above and offer the following recommendation and supporting comments.

Recommendation

We recommend approval, subject to the various issues shown below in **bold** being satisfactorily addressed in subsequent plans.

Project Description

What is the applicant proposing?

1. The applicant, Novi Ten Associates, proposes rezoning action to facilitate the construction of a 148,671-s.f. community shopping center, featuring a Kroger store (Phase One), smaller adjacent shops (Phase Two), and seven free-standing buildings on outlots (mostly along Ten Mile and Novi Roads). The conceptual plan shows the outlots accommodating medical offices (three buildings totaling 20,800 s.f.), a drive-through bank, two sit-down restaurants, and one specialty retail building.
2. The conceptual development plan calls for one access drive on Novi Road and four access drives on Ten Mile Road. Access changes relative to the last plan reviewed (SP#09-26) include the following:
 - a. The drive on Novi Road is now intended to have two exiting lanes rather than one.
 - b. The west drive on Ten Mile is shown (on sheet SP C-200) only 24 ft wide. Sheet SP C-200 indicates two lanes out, but the traffic study assumes one lane in and one out.
 - c. The center drive on Ten Mile is now wide enough to facilitate two exiting lanes to a point some 250 ft into the site. The revised traffic study recommends a signal here.

- d. The so-called East Drive, the one between Kroger and the neighborhood shopping center building, appears slightly wider further south than previously, wide enough to accommodate two exiting lanes some 100 ft into the site (to first parking access).
- e. The true easternmost drive, designated for exiting trucks only, now would permit exiting left turns (to return to Novi Road and I-96) as well as exiting right turns.

Traffic Study

Was a study submitted and was it acceptable?

3. The updated traffic study, dated 3-29-10, is generally acceptable. We have the following comments:
 - a. Baseline Traffic Counts – The updated study uses the peak-period turning movement counts taken in September 2007 that were also used in the February 2009 study being replaced. According to City policy (*Site Plan and Development Manual*, page TRAFF 4), “traffic count data shall not be over two years old, except the City may permit counts up to three years old to be increased by a factor supported by documentation or a finding that traffic has increased at a rate of less than two percent in the past three to five years.” The new study provides sufficient evidence of such a recent trend in area traffic volumes; hence, we recommend that the City accept the use of the 2007 counts in the present study update.
 - b. Background Traffic Growth – Future background traffic volumes are now estimated assuming a more modest, yet reasonably conservative near-term growth rate of 1% per year. The effective growth rate between 2010 and assumed build-out in 2012 is even more modest, given that the buildings on the “future-phase” outlots are not expected to be occupied until 2013 or later. Considering the continuing uncertainty regarding the pace of economic recovery, however, we are prepared to accept the assumption of a very modest growth in current background traffic.
 - c. Trip Generation – The peak-hour trip generation forecasts summarized below are acceptable for use in the present study, despite some small computational errors.
 - d. Trip Distribution – As in the 2009 traffic study update, the present study continues to use a 2002 marketing study to model trip distribution, rather than a more recently available marketing study. This has been justified in the current traffic study by explaining that the newer marketing study does not “quantify the likely sources of traffic by direction,” and by stating that “any subsequent residential development from 2003 to present is not assumed to have affected the distribution of traffic...”.
 - e. Traffic Assignments – We believe that the current traffic study makes reasonable assignments, both to site driveways and to the turning movements between Novi Road and Twelve Mile Road. Also, two scenarios are now assumed and analyzed, wherein more traffic would use the center drive on Ten Mile Road if that driveway is signalized per warrants and the need to reduce delays exiting the site to the west.

- f. Analysis Scenarios – It is customary to evaluate peak-hour traffic operations under current, future background, and future total (background-plus-site) traffic. Indeed, page 5 of the present report states that a “2010 current volume scenario” would be developed in this study update. No such scenario is actually presented, however, and the first volumes analyzed are “2007 Existing” volumes. While we do not believe that additional work is justified at this time to actually develop and analyze a true current scenario, the “2007” scenario should be more accurately referred to in discussion as “baseline” rather than “existing.”
- g. Delay Predictions by Two Different Programs – Results are presented from both Synchro 7 and SimTraffic software. It is important to realize that delay is defined differently by the two programs. SimTraffic predicts total delay, whereas Synchro predicts control delay – the appropriate measure for determining level of service.
- h. Delay Comparisons between PRO and Existing Zoning Scenarios – Table 6.1f compares average delays between the following traffic scenarios: “existing 2007; background 2012 [with] no changes; background 2012 [with] adjusted signal timing [to better handle left turns]; forecast 2012 [background-plus-site traffic]; and forecast 2012 existing zoning.” **Results for the proposed PRO (“forecast 2012”) incorporate signal timing improvements, whereas results for the existing zoning scenario do not. This appears to make the PM peak-hour impacts of the PRO less than those predicted for the existing zoning scenario, which has not been actually demonstrated by analyses to date.**
- i. Existing Conditions at Ten Mile and Novi Road – Although the existing signal at this location is fully-actuated (SCATS), the protected left-turn phases (green arrows) on all approaches are limited to a maximum of 15 sec. The applicant’s traffic consultant has found that this limitation, in conjunction with 2007 PM peak-hour volumes, produces an overall average intersection delay of about 60 sec – indicating level of service E (not LOS F as shown in Table 6.1a). The most notable deficiency is the 248-sec average delay for the 290 northbound left turns, with a predicted 95th-percentile queue of 406-441 ft (extending past the site’s proposed Novi Road driveway).
- j. Near-Term Mitigation at Ten Mile and Novi Road – The assumed background traffic growth would increase overall average intersection delay, in the absence of any mitigation, by about 10 sec (to 71 sec, still LOS E). Synchro shows, however, that allowing longer left-turn phases would reduce overall average delay by 12.6 sec (to 58.4 sec, only 3.4 sec above the maximum for desirable LOS D). The most problematic movement, northbound left turns, would experience an average delay of 130.6 sec, only 38% of the delay predicted under existing signal timing. The 95th-percentile queuing for all northbound movements would not quite reach the location of the proposed Novi Road driveway. **Given these specific results and their significance to both site access and the public welfare, we recommend that the applicant’s traffic consultant share them with the Road Commission for Oakland County.**
- k. Build-Out Conditions at Ten Mile and Novi Road – The combination of future background plus PRO site-generated traffic was evaluated only under the assumption

that signal timing could be improved as noted above. In this case, overall average intersection delay in the PM peak hour would increase to 70 sec (LOS E), 10 sec above so-called "existing" delay but not significantly different than would be experienced by background traffic alone in the absence of mitigation. Northbound delays and queuing would not be significantly different than predicted for mitigated background conditions, since the latest trip distribution model assigns only six site trips to this approach.

- i. Long-Term Mitigation – Since the normal objective of mitigation is to obtain an overall intersection level of service of D or better, the study has addressed that objective with new analyses. It was found that adding a westbound right-turn lane and dual left-turn lanes on all four approaches would result in an average delay of 48.1 sec, LOS D.
- m. West Driveway on Ten Mile – Under the assumption that this driveway is now proposed to have only a single exiting lane, an acceptable exiting delay is predicted by Synchro – 33.5 sec (LOS D). However, SimTraffic predicts a 95th-percentile exiting queue of 128 ft. This queuing would be even longer, of course, if more traffic than predicted attempted to use this driveway – a distinct possibility given the potential bank and restaurant adjacent to the drive and the nearly 700 ft to the next driveway to the east.
- n. Center Driveway on Ten Mile – With two exiting lanes but no new signal assumed at this location, exiting left-turn delays would be too long to be predictable (with a volume-to-capacity ratio of 3.84). With two exiting lanes, a signal added, and somewhat more use due to the signal, an average exiting left-turn delay of 66.4 sec is predicted. The 95th-percentile exiting left-turn queue would extend some 228 ft into the site, using nearly all stacking space that the site plan could make available. **This prospective new signal location should be reevaluated assuming the addition of a second westbound through lane on Ten Mile, which would allow for significantly more green time to be assigned to the driveway.**
- o. East Driveway on Ten Mile – With two exiting lanes, no new signal at the Center Driveway, and the study's initial trip distribution by driveway, exiting left-turn delays at the East Driveway would average nearly 800 sec. **Installing a signal at the Center Driveway, and drawing more traffic to that driveway, has been predicted to reduce average exiting delay at the East Driveway to 370.4 sec (per Table 6.3d; however, no printout or further details are provided for this situation). Given the latter prediction, we believe that more exiting site traffic will likely divert to the signalized Center Driveway than now forecasted. The Center and East Driveways should be reevaluated under the assumption of a signal at the Center Driveway, two westbound approach lanes at that new signal, and additional traffic diverted to the Center Driveway to further reduce average exiting delay at the East Driveway.**
- p. Driveway on Novi Road – Assuming two exiting lanes and no additional traffic using the Novi Road driveway due to excessive delays exiting the East Driveway, exiting delays at the former would average 25.4 sec (LOS D). SimTraffic, using the assumed volumes

and signal timing improvements at Ten Mile and Novi Road, predicts that northbound backups from that intersection would stop just short of the proposed site driveway.

- q. Signal Warrant Analysis – Section 8.0 reports that signal installation Warrants 1 and 2 would be met at the proposed Center Driveway on Ten Mile Road. We find that Warrant 3B – Peak-Hour Volume – would be met as well.
- r. Auxiliary Lane Warrants – The updated traffic study once again confirms that the center left-turn lane on Ten Mile Road must be extended east to serve the West, Center, and East Driveways. Right turns into all four full-service driveways will be aided by the existing or proposed future presence of two through lanes. While the City does not have a warrant for adding right-turn lanes in the presence of multiple through lanes, MDOT guidelines for that situation indicate a need for right-turn tapers at the East and West Driveways, and separate right-turn pockets at the Novi Road and Center Driveways. The Road Commission and/or applicant may want to have the two right-turn pockets, or at least the one at the driveway needing to be signalized.

Trip Generation

How much traffic would the proposed development generate?

- 4. The following table summarizes trip generation forecasts found in the site's 2004 and 2010 traffic studies. Numbers in shaded rows are total driveway trips; for a shopping center, these consist of both new and pass-by trips. The trip generation software used by the consultant produced erroneous directional values for light industrial; the correct values, which we computed manually, are shown in parentheses.

Trip Generation Comparison

Land Use	ITE Use #	Size / Trip Type	Weekday Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Current Conceptual Plan with Rezoning									
Shopping Center	820	148,671 s.f.	8,788	91	58	149	407	423	830
		25% Pass-By	-	-	-	-	102	106	208
		New Trips	-	-	-	-	305	317	622
Hypothetical Development under Existing Zoning									
Light Industrial	110	281,700 s.f.	2,002	185 (214)	58 (29)	243	26 (29)	220 (216)	245
2010: Medical Office	720	93,300 s.f.	3,600	170	45	215	72	193	265
2004: General Office	710	125,000 s.f.	1,584	197	27	224	37	182	219
Light Industrial (corrected) + Medical Office			5,602	(384)	(74)	458	(101)	(409)	510
Light Industrial (corrected) + General Office			3,586	(411)	(56)	467	(66)	(398)	464

Vehicular Access Locations

Do the proposed driveway locations meet City spacing standards?

5. Applicable minimum same-side driveway spacings are 185 ft on (40-mph) Novi Road and 230 ft on (45-mph) Ten Mile Road (near-back-of-curb to near-back-of-curb, per the Design and Construction Standards, Section 11-216 (d)(1)d). Minimum opposite-side driveway spacings are 150 ft to the left and 200-400 ft to the right (center-to-center), depending on the forecasted peak-hour driveway volumes (DCS Figure IX.12).
6. **Based on the proposed plan, the latest traffic study, and above standards, the following driveway spacing waivers would be required by the Planning Commission for concept approval:**
 - a. Same-side spacing between the proposed Novi Road driveway and the south Walgreens driveway (only 116 ft as the drive is now designed, versus 230 ft required).
 - b. Same-side spacing between the proposed west driveway on Ten Mile and the east Walgreens driveway (225 ft as now designed, versus 230 ft required).
 - c. Opposite-side spacing between the proposed center driveway on Ten Mile and the low-volume, opposite-side industrial driveway 65 ft to the east (versus 300 ft required).
 - d. Opposite-side spacing between the proposed truck egress on Ten Mile and the first opposite-side industrial drive in either direction (4 ft to west versus 150 ft required, and 71 ft to east versus 200 ft required).
7. **Future access for the subsequent phases should include, if possible, cross access with the existing Walgreens store. The applicant should make a good-faith effort to arrange a driving connection in line with the north parking aisle, accompanied by a general-purpose cross-access agreement. This connection would benefit Walgreens and the general public as well as customers visiting the subject site.**

Vehicular Access Improvements

Will there be any improvements to the public road(s) at the proposed driveway(s)?

8. The intent of the proposed plan along Ten Mile Road is to extend the existing south curb east from the site's west property line to the west side of the proposed truck egress drive, effectively establishing the south side of a standard five-lane road section. **The location for this curb should be carefully checked by the Road Commission for Oakland County (RCOC) to ensure that larger-scale plans show the back of the new curb a consistent 32.5 ft south of the section line.**
9. **Given the findings and recommendations of the latest traffic study, the intersection of Ten Mile Road and the proposed Center Driveway should be signalized.** Subject to Road Commission concurrence, the new signal should be installed at the outset but operated in 24-hour flashing mode until such time site development

generates sufficient traffic to meet one or more warrants. To obtain reasonable delays and queuing on both the driveway and westbound Ten Mile, it will be necessary to provide a second through lane on the westbound approach to the new signal. The existing outside through lane at Catherine Industrial Drive (see first attached aerial photo) should be extended to a point at least 150 ft east of the future westbound stop bar (or to about 550 ft east of its current eastern terminus).

10. The applicant's traffic study has concluded that a left-turn lane is required on Ten Mile for the West, Center, and East Driveways. Per DCS Figure IX.7, this left-turn lane must extend at least 150 ft east of the East Driveway. To accommodate a continuous center turn lane and 1-2 westbound through lanes, additional widening will be required along the north side of the road that is not currently shown on the concept plan. This widening might be uncurbed with an appropriate shoulder, as determined by RCOC.
11. The concept plan incorrectly shows the east side of Novi Road narrowing south of the proposed new access drive. The plan must be corrected to show the two northbound through lanes extending across the entire site frontage (per the second attached aerial photo).

Driveway Design and Control

Are the driveways acceptably designed and signed?

12. While the proposed Novi Road access drive has been widened to three lanes a short distance into the site, there is no transition for eastbound (entering) traffic to shift over east of the outlot. Our recommended conceptual design, attached, provides 125 ft of two-lane stacking for exiting traffic as well as an appropriately curved transition to one eastbound lane. It appears that our design would not require any modifications to the retaining wall / guardrail on the south side of the drive.
13. Plan sheet SP C-200 now shows the West Driveway on Ten Mile only 24 ft wide, with two exiting lanes and no entering lane (although the traffic study assumes a single exiting lane). Assuming that entering as well as exiting traffic is intended at this location, the driveway must be at least 30 ft wide (per DCS Figure IX.1). However, given the potential nearby traffic generators, amount of traffic on Ten Mile, and distance to other points of access, we do not support the applicant's plan to eliminate one of the two exiting lanes previously proposed. The West Driveway should be widened to 40 ft (back-to-back) and striped in the manner illustrated in our concept for the Novi Road Driveway.
14. The plan for the Center Driveway now proposes a width sufficient to accommodate two exiting lanes to a point 250 ft into the site. Future plans should flare out the throat at the north end to 40 ft (from the 36-ft width predominating), show appropriate (highway-standard) pavement markings over the entire three-lane section, and include the planned new traffic signal.
15. The proposed connection between the Center Driveway and the outlot parking to the west is too close to Ten Mile to permit traffic to exit the parking lot at this location. A reasonable alternative would be to make this access point 18 ft

wide and enter-only, with suitably angled parking north of Building Pad #6. At the applicant's option, an 18-ft exit-only connection to the Center Driveway might then be proposed immediately south of Pad #6.

16. The plan for the East Driveway now proposes a width sufficient to accommodate two exiting lanes to a point roughly 100 ft into the site (i.e., to the first two opposing parking lot connections). **Future plans should flare out the throat at the north end to 40 ft (from the 36-ft width predominating) and show appropriate (highway-standard) pavement markings over the entire three-lane section.**

Pedestrian Access

Are pedestrians safely and reasonably accommodated?

17. **Even while operating in flashing mode, the new signal at the Center Driveway should be equipped with pedestrian actuation, sidewalk stubs to Ten Mile, and a north-south crosswalk on the east side of the signalized intersection.**
18. City-standard 8-ft-wide concrete safety paths are proposed along both site frontages, per the City's Bicycle and Pedestrian Master Plan. The path along Ten Mile would be extended 23 ft west of the subject property line, in order to connect to the existing path west of the Walgreen's driveway. This extension constitutes a modest contribution to the benefits test of the PRO requirements.
19. Appropriate 5-ft wide sidewalks are proposed along the north side of the driveway to Novi Road as well as the west sides of the Center, East, and Truck Egress Driveways along Ten Mile Road.

Parking and Circulation

Can vehicles safely and conveniently maneuver through the site?


20. **The proposed access aisles between ends of the barrier-free parking spaces in front of Kroger would effectively shorten the adjacent parking stalls to an unacceptable length of 17.5 ft. Also, it appears that these aisles would not function as intended, given the need to place posts for the barrier-free signage in the middle of the access aisle between the two spaces closest to the building. To implement this concept appropriately, the two banks of parking stalls would have to be spread at least 6.5 ft apart so as to provide a clear width of crosshatching at least 3 ft east and west of the sign posts (typically concrete-filled steel posts). North of the barrier-free spaces, this divider could be raised and landscaped. Shifting the Center Drive as much as 13 ft west -- to both facilitate this concept and meet Zoning Ordinance requirements relative to parking space size -- could result in an unacceptable offset between the Center Drive and the opposing existing drive (i.e., one that would interlock east-west left turns at a signal location). Most of the 13 ft needed should be sought by "squeezing" the design -- for example, by removing the landscape strip between the East Driveway and the adjacent sidewalk. If the latter strategy is deemed unacceptable, the concept of a crosshatched aisle between the ends of opposing parking stalls should be deleted. Larger-scale plans will be required to fully evaluate this issue.**

21. To comply with the intent of the Novi-standard end island (per Section 2506.13 of the Zoning Ordinance), the radius of all curbs about which traffic will closely circulate should desirably be at least 15 ft and minimally be at least 12 ft (the inside turning radius of a design passenger car is 14.4 ft). The following locations on the plan show smaller radii which should be increased or otherwise addressed (as indicated):
- a. Near the northwest corner of the Kroger store, the southeast corner of the adjacent intersection and the nearest parking egress (10-ft and 9.5-ft radii now proposed).
 - b. Near the northeast corner of the Kroger store, the parking lot ingress (undimensioned but clearly too small a radius).
 - c. All end islands in front of the neighborhood shopping center (9.5-ft radii proposed, even though the islands are amply wide to meet City standards for larger radii).
 - d. Two large landscape islands, near Kroger's northeast parking lot access and near the middle of the neighborhood shopping center building (4.5-ft radius and 5.5-ft radius proposed). These hard corners would result in any vehicles circulating clockwise around the island severely encroaching on the wrong side of the aisle into which they are turning. To mitigate this safety concern, consideration should be given to placing No Right Turn (R3-1) signs facing south and west in the two respective approach aisles.
22. The proposed egress from the Kroger pharmacy drive-through lane is too close to the nearest intersection and would result in drive-through vehicles approaching that intersection at a very awkward angle. The drive-through window should be moved south and the associated lane redesigned to exit into the adjacent driveway at least one car length south of the stop bar shown.
23. The six barrier-free parking sign posts proposed along the frontage of the neighborhood shopping center should be set at least 2 ft behind the nearest curb to avoid impact damage from overhanging vehicles.

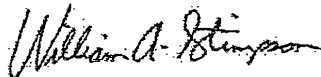
Miscellaneous

24. Other than the two access issues discussed in comments 13 and 15 above, this review does not cover potential issues involved with the future phase (outlot) design concepts.

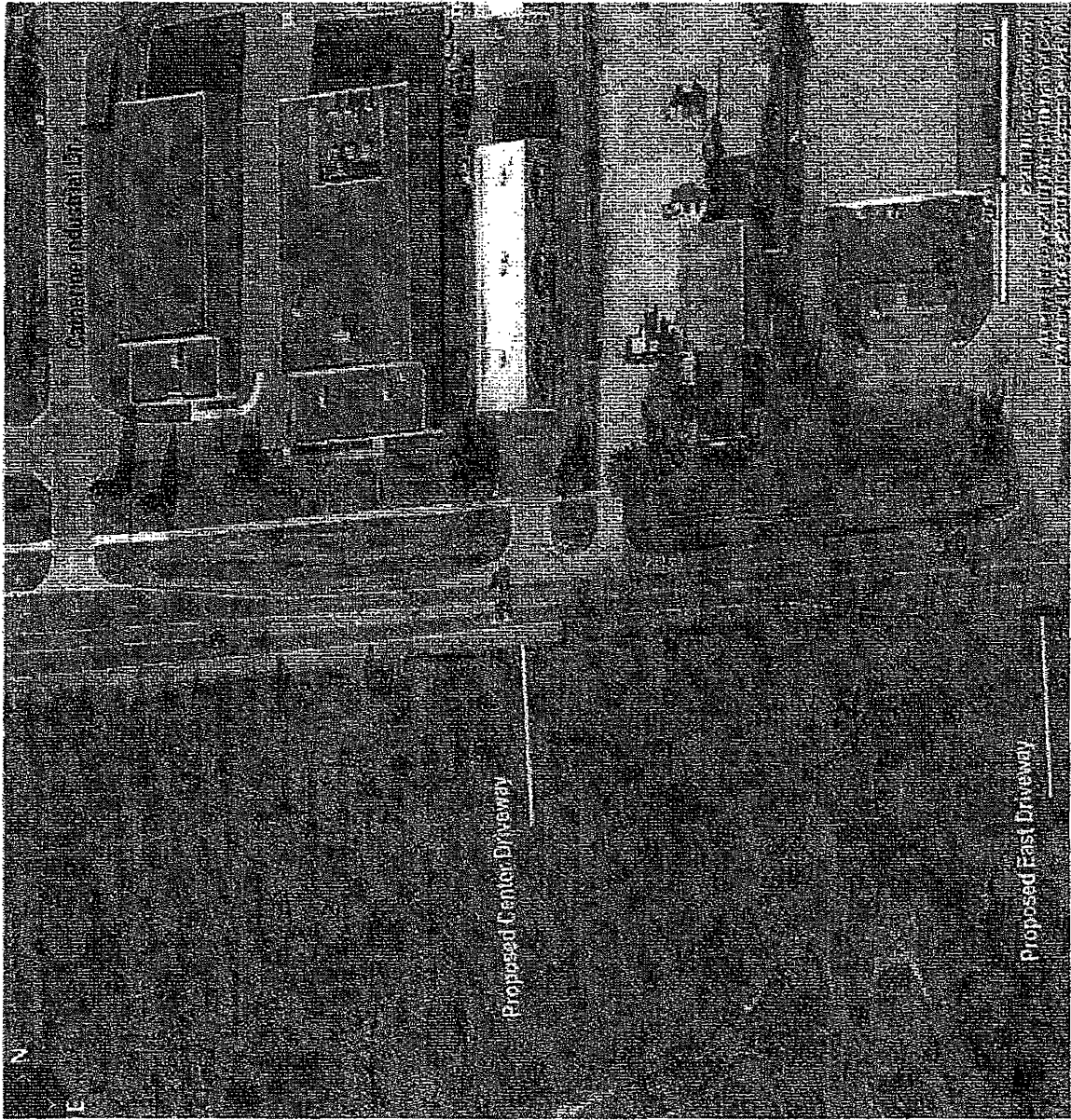
Sincerely,
BIRCHLER ARROYO ASSOCIATES, INC.



Rodney L. Arroyo, AICP
Vice President

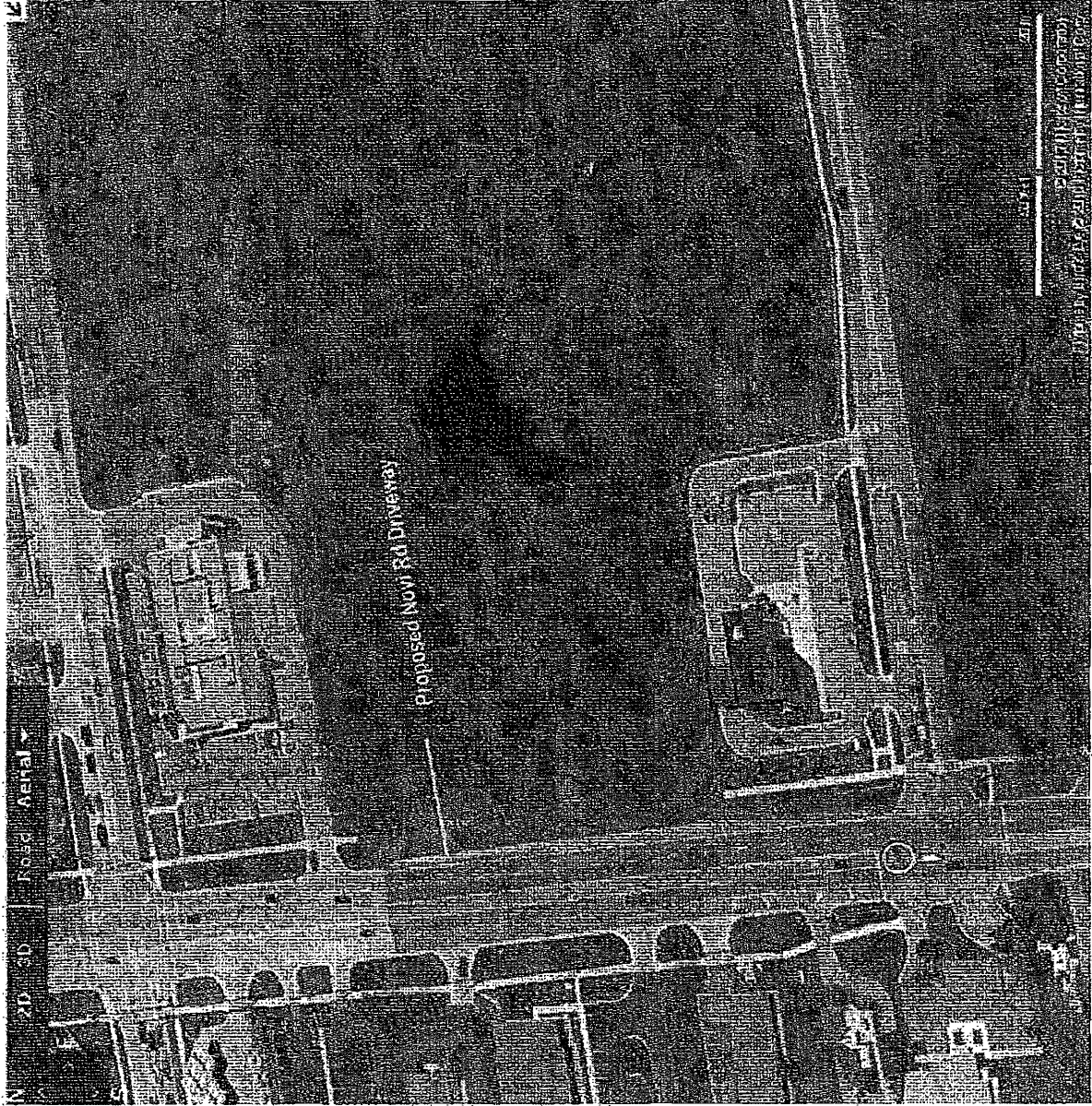


William A. Stimpson, P.E.
Director of Traffic Engineering

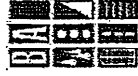


BIGGERS ARBUTHNOT
ASSOCIATES, INC.

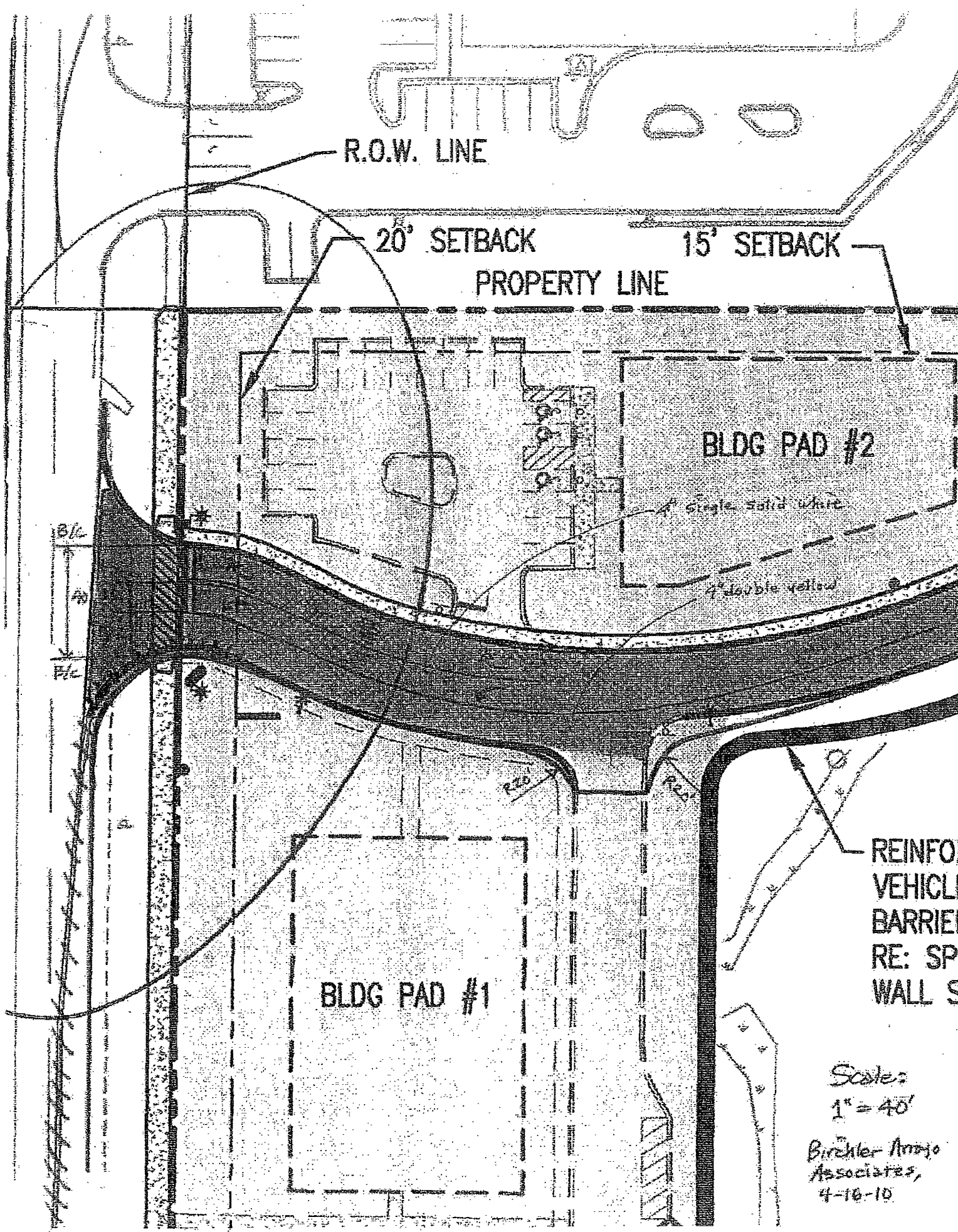
Ten Mile Road East of Catherine Industrial Drive



Novi Road, Arena Drive to 12 Mile Road



BVA ENGINEERING
INCORPORATED



R.O.W. LINE

20' SETBACK

15' SETBACK

PROPERTY LINE

BLDG PAD #2

Single solid white

Double yellow

BLDG PAD #1

REINFORCED
VEHICLE
BARRIER
RE: SP
WALL S

Scales
1" = 40'

Birchler Arroyo
Associates,
4-16-10

LANDSCAPE REVIEW



PLAN REVIEW CENTER REPORT

May 12, 2010

Revised Conceptual PRO Landscape Review

Weiss Mixed Use Development
Rezoning with Planned Rezoning Overlay

Petitioner

Siegal Tuomaala Assoc.

Property Characteristics

- Site Location: South of the Novi Road and east of Ten Mile Road
- Plan Date: March 29, 2010

Recommendation

Site Plan Approval for the Weiss Mixed Use Development SP#09-26 cannot be recommended at this time. The Applicant has not provided the necessary landscape plans and information as required under the ordinance. Upon full site plan submittal, a complete review will be provided. Below are the recommendations that were provided upon the previous submittal. These recommendations and requirements are still outstanding and must be addressed in greater detail on plan drawings as the Applicant has acknowledged in the letter of reply and requested deviations.

Ordinance Considerations

Residential Adjacent to Non-Residential (Sec. 2509.3.a)

1. The project property is not directly adjacent to residentially zoned property.

Adjacent to Rights-of-Way (Sec. 2509.3.b)

1. Both OS-1 and B-2 zoning classifications require a minimum 3' high berm with a 2' crest is required along public and private road frontages adjacent to parking or vehicular access areas. Undulations in the berm are preferred. The current grading plans show no proposed berms on any road frontage. **A PRO deviation would be required to eliminate the required berms from the project. Staff does not support the deviation.**
2. Any frontage berm must include a mixed planting of shrubs and perennials along with the required trees to assure adequate buffering and to meet opacity requirements. It appears that additional vegetation will be required in areas where gaps appear along the road frontages.
3. A 20' wide greenbelt is required adjacent to parking and outside the right of way. This has been shown on the plans, but should be labeled as such.
4. Greenbelt Canopy Trees/ Large Evergreens are required at one per 40 LF of road frontage adjacent to parking. These have been provided.
5. Sub-canopy Trees are required at one per 25 LF of road frontage. The Applicant must provide 2 additional sub-canopy trees to meet this requirement.
6. Canopy Street Trees are required at one per 45 LF along the roadways. These have been provided.

Parking Area Landscape Requirements (Sec. 2509.3.c)

1. Calculations for Parking Lot Landscape Area have been adequately provided.
2. A total of 163 Parking Lot Canopy Trees are required, and 127 have been provided. Please provide the remaining 36 Parking Lot Canopy Trees.
3. Perimeter Canopy Trees are required at an average of 1 per 35 LF around parking and vehicular access areas. The Applicant has stated that no Perimeter Canopy Trees have been provided. Please note that Parking Lot Canopy Trees can be counted toward this requirement. The Applicant must provide additional Perimeter Canopy Trees per the requirements of the Ordinance, including adjacent to pavement at the rear of the buildings. **Alternately, the Applicant could seek a PRO deviation for the Perimeter Canopy Trees. Staff does not support the deviation.**
4. No more than 15 contiguous parking spaces may be proposed without an interior landscape island. There are 7 locations proposed where 16 contiguous parking spaces have been shown. These should be adjusted to meet the requirement. **Alternately, the Applicant could seek a PRO deviation for the 15 parking space limit. Staff does not support the deviation.**
5. Interior Landscape Islands must be a minimum of 10' wide and 300 SF in area. This requirement appears to have been met. Adequate square footage for interior islands has been provided.

Building Perimeter Landscaping (Sec. 2509.3.d. & LDM)

1. Per Section 2509.3.d.(2)(b), "For the front and any other facades visible from a public street, a minimum of sixty (60) percent of the exterior building perimeter will be green space planted with trees, shrubs and groundcovers, perennials, grasses annuals and bulbs." The Kroger store would require 192 LF of front façade landscape and 70 LF are provided. The Applicant must provide an additional 122 LF of front façade landscape. **Alternately, the Applicant could seek a PRO deviation for the shortage of 122 LF of front façade landscape. Staff does not support the deviation.** Please note that the Applicant lists alternate figures for the amount of front façade landscape provided on the plans that can not be duplicated by Staff.
2. The retail store would require 327 LF of front façade landscape and none is provided. The Applicant must provide the required front façade landscape. **Alternately, the Applicant could seek a PRO deviation to eliminate the entire front façade landscape from the retail store. Staff does not support the deviation.** Please note that the Applicant lists alternate figures for the amount of front façade landscape provided on the plans that can not be duplicated by Staff.
3. A 4' wide landscape bed is required around entire building perimeters with the exception of access points. Only portions of both buildings have been proposed with the required 4' wide landscape beds. The remaining areas are all shown as access areas. **The Planning Commission should discuss the level of foundation beds provided and determine if a PRO deviation is warranted.**
4. A total Building Foundation Landscape Area is required at 8' x building perimeter. The Kroger store requires 9,392 SF of building foundation landscape area, and

1,733 SF of qualifying area is provided. Please note that the Applicant does have additional areas that could be considered toward the area requirement, but has chosen to allot this area to the requirements for Interior Parking Lot Islands. **The Planning Commission should discuss the square footage of foundation beds provided and determine if a PRO deviation is warranted.**

5. The retail store requires 10,008 SF of building foundation landscape area, and 1,076 SF of qualifying area is provided. Please note that the Applicant does have additional areas that could be considered toward the area requirement, but has chosen to allot this area to the requirements for Interior Parking Lot Islands. **The Planning Commission should discuss the square footage of foundation beds provided and determine if a PRO deviation is warranted.**

Loading/ Unloading Area (Sec. 2507)

1. Loading zones are required to be placed in the rear of the proposed building. In each case they must be aesthetically and effectively screened from view from adjoining properties or streets. The Applicant has met this requirement.

Plant List (LDM)

1. Please provide a Plant List meeting the requirements of the Ordinance and Landscape Design Manual to include costs for all materials in accordance with the standard City of Novi cost figures.
2. A diversity of tree species is required. Not more than 20% of the tree population may be of one genus and not more than 10% may be of a specific species. The Applicant has met this requirement.

Plan Notes & Details (Sec. 2509. 4. 5. 6. & 7.)

1. Plant Notations and Details meet the requirements of the Ordinance and Landscape Design Manual. Please alter the planting details to call for cloth staking material.

Novi Road Corridor Plan

1. The 2001 Novi Road Corridor Plan included visioning programming that called for the creation of a more pedestrian friendly environment along the roadway. Pedestrian nodes and the inclusion of amenities such as benches and lighting were envisioned. The Applicant has stated in the materials accompanying the site plans that 5 pedestrian node points have been located along Novi Road and Ten Mile. These are to be located adjacent to all entry drives. The node appears to only include a single bench in each location. **Additional detail should be provided for these nodes highlighting features that are in keeping with the intent of the Novi Road Corridor Plan.**
2. A pocket park and gazebo are proposed interior to the site. No details as to landscape treatment, seating, trash receptacles, pavement, etc. have been provided on the landscape plan. **Please provide additional information on this feature.**
3. Staff recommends that the Applicant consider the inclusion of bicycle racks at key points on the site.

General Requirements

1. Please provide an Irrigation Plan and Cost Estimate with the Final Site Plan Submittal.
2. Please specifically list all waivers being requested on the plan.
3. Please note that there is a 25' no disturbance buffer required from all wetlands and high water of storm basins. Storm basins must be seeded with native plant mix and a minimum of 70% to 75% of the rim must be landscaped with large shrubs. The Applicant has met the landscape requirement.
4. All transformers and similar utility installations must be adequately screened. The Applicant has met the landscape requirement.
5. ***Please refer to the review of the Environmental Consultant for other issues pertinent to the Conceptual Site Plan and PRO approval request. Of particular consequence are the comments in regard to existing site woodlands that may have bearing upon PRO approval.***

Please follow guidelines of the Zoning Ordinance and Landscape Design Guidelines. This review is a summary and not intended to substitute for any Ordinance. For the landscape requirements, see the Zoning Ordinance landscape section on 2509, Landscape Design Manual and the appropriate items in the applicable zoning classification.



Reviewed by: David R. Beschke, RLA