

Planning Review Summary Chart

Panera Bread Drive-Through JSP12-48

Revised Preliminary Site Plan

Plan Dated: 11-16-12

Item	Required	Proposed	Meets Requirements?	Comments
Master Plan	TC Commercial	No change proposed	Yes	
Zoning	TC-1	TC-1	Yes	
Use (Sec. 1602)	Retail businesses, restaurants, offices and service establishments	Drive-thru on existing restaurant	Yes	Special Land Use Permit required and City Council/Planning Commission finding required per Section 1602.4.h.
Building Height (Sec. 2400)	Maximum 65 feet	Proposed addition 17.5'	Yes	
Building Setbacks (Sec. 2400)				
Front (east)	Between 80 and 137 feet from centerline of Novi Rd.	100 feet (addition)	Yes	
Exterior Side (south)	Max. 10 ft. Min. 0 ft.	176 feet	No	Applicant should seek a setback modification from the City Council. Setbacks may be altered by the Planning Commission [City Council] provided: (a) That a reduction in setback, or waiver of a setback altogether, will not impair the health, safety or general welfare of the City as related to the use of the premises or adjacent premise; (b) That waiver of the setback along a common parcel line between two premises would result in a more desirable relationship between a

Item	Required	Proposed	Meets Requirements?	Comments
				proposed building and an existing building; and (c) The adherence to a minimum required setback would result in the establishment of nonusable land area that could create maintenance problems.
Exterior Side (north)	Between 80 and 137 feet from centerline of Grand River	No changes proposed.	Yes	
Rear (west)	0 feet	No changes proposed.	Yes	
Parking Setbacks (Sec. 2400)				
Front (east)	20 feet and screened by a brick wall or berm	10' along Novi Rd.	No	Applicant has elected to seek a variance from the Zoning Board of Appeals.
Interior Side (north)				
Interior Side (south)				
Rear (west)				
Number of Parking Spaces (Sec. 2505)	Shopping Center: 1 space per 250 sq. ft. $42,582/250=170$ spaces	200 spaces existing and proposed	Yes	
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 required (2 must be van accessible)	9 provided throughout the site with adequate 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 shown dimensioned correctly	Yes	

Item	Required	Proposed	Meets Requirements?	Comments
Barrier Free Signs (Barrier Free Design Graphics Manual)	One barrier free sign is required per space.	Signs shown	Yes	
Open Space (Sec. 1603)	15% open space required	36% open space provided	Yes	
Frontage (Sec. 1602.4)	Site shall have at least 200' of frontage on a non-residential collector road and an arterial road	200' + of frontage on non-residential collector (Flint St.) and arterial (Novi Rd.)	Yes	
Dining area (Sec. 1602.4)	Min. 1,800 sq. ft. dining area required	1,802 sq. ft. dining area	Yes	
Drive-through circulation (Sec. 1602.4)	Drive-through lanes shall achieve safety and convenience for pedestrians and drivers. Low brick wall shall be provided separating pedestrians from drivers whenever feasible.	Drive-through lanes setback from main drive aisle and sidewalks. Brick wall provided to separate pedestrians from drive-through lane.	Yes	
Drive-through lane screening (Sec. 1602.4)	Drive-through lanes shall be screened from adjacent properties by the building, a screen wall or landscaping meeting minimum opacity requirements.	Landscape screening proposed	Yes	

Item	Required	Proposed	Meets Requirements?	Comments
Drive-through spacing (Sec. 1602.4)	No parcel containing a drive-through restaurant can be within 150 feet of another parcel containing a drive-through restaurant.	No parcels with drive-through restaurants within 150 feet.	Yes	
Outdoor seating area (Sec. 1602.4 and Sec. 2524)	An outdoor seating area comprising at least 8 seats and meeting the requirements of Sec. 2524 shall be provided.	16 seat outdoor dining area provided	Yes	
Noise Impact Statement (Sec. 1602.4 and Sec. 2519.10(c))	Noise Impact Statement required	Noise Impact Statement provided indicating proposed improvements will be below noise standards.	Yes	
Stacking Spaces for Drive-through (Sec. 2506)	The distance between the order board and the pick-up window shall store 4 vehicles, and 4 vehicles shall be stored in advance of the menu board (not including the vehicles at the pick-up window and menu board).	4 vehicles shown in advance of pick-up window and 4 vehicles shown in advance of menu board	Yes	

Item	Required	Proposed	Meets Requirements?	Comments
Drive-through Lane Delineated (Sec. 2506)	Drive-through lanes shall be striped, marked, or otherwise delineated.	Drive-through lane marked with landscaped island	Yes	
Bypass Lane for Drive-through (Sec. 2506)	Drive-through facilities shall provide 1 bypass lane. Such bypass lane shall be a minimum of 18' in width, unless otherwise determined by the Fire Marshal.	No bypass lane shown	No	Applicant has elected to seek a variance from the Zoning Board of Appeals.
Width and Centerline Radius of Drive-through Lanes (Sec. 2506)	Drive-through lanes shall have a minimum 9' width and centerline radius of 25'.	9' width. 25' centerline radius not provided.	Yes	
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-through lanes are situated on the west side of the property generally out of the circulation paths. Infrequent conflicts exist for large vehicles exiting the drive-through lane.	Yes?	Large vehicles turning right from the drive-through lane will briefly cross into the northbound lane of the existing parking lot. See traffic review for additional information.
Exterior Signs	Exterior Signage is not regulated by the Planning Division or Planning Commission.			Please contact Jeannie Niland (248.347.0438) in the neighborhood services division if new signage is proposed.
Exterior Lighting (Sec. 2511)	Photometric plan and exterior lighting details needed at final site plan.		N/A	If changes to the existing site lighting are proposed, a photometric plan should be submitted with the Final Site Plan submittal.

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

ENGINEERING REVIEW



PLAN REVIEW CENTER REPORT

December 4, 2012

Engineering Review

Panera Bread Drive Thru
JSP12-0048

Petitioner

Panera Bread, Applicant

Review Type

Revised Preliminary Site Plan

Property Characteristics

- Site Location: N. of Flint St and W. of Novi Rd.
- Site Size: 4.4 acres
- Plan Date: November 16, 2012

Project Summary

- Construction of an approximately 468-square foot building addition with parking lot modification to create a drive thru lane.
- Water service would be provided by the existing building connections, with a hydrant relocation from adjacent to the proposed landscape area to east of the parking lot expansion.
- Sanitary sewer service would be provided by the existing building connections
- Storm water would be collected by the existing storm water management system with an additional catch basin proposed.

Recommendation

Approval of the Revised Preliminary Site Plan and Preliminary Storm Water Management Plan is recommended.

Comments:

The Revised Preliminary Site Plan meets the general requirements of Chapter 11, the Storm Water Management Ordinance and the Engineering Design Manual with the following items to be addressed at the time of Final Site Plan submittal (further engineering detail will be required at the time of the final site plan submittal):

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

General

1. The City standard detail sheets are not required for the Final Site Plan submittal. They will be required with the Stamping Set submittal.

Water Main

2. Provide a profile for the proposed water main
3. Three (3) sealed sets of revised utility plans along with the MDEQ permit application (1/07 rev.) for water main construction and the Streamlined Water Main Permit Checklist should be submitted to the Engineering Department for review, assuming no further design changes are anticipated. Utility plan sets shall include only the cover sheet, any applicable utility sheets and the standard detail sheets.

Storm Sewer

4. Provide a profile for the proposed storm sewer and catch basin.

Paving & Grading

1. Any retaining walls four (4) feet and greater will require a building permit prior to construction.
2. Provide spot elevations and the note 'match existing' where the proposed pavement meets the existing

The following must be submitted at the time of Final Site Plan submittal:

3. A letter from either the applicant or the applicant's engineer must be submitted with the Final Site Plan highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved.
4. An itemized construction cost estimate must be submitted to the Community Development Department at the time of Final Site Plan submittal for the determination of plan review and construction inspection fees. This estimate should only include the civil site work and not any costs associated with construction of the building or any demolition work. **The cost estimate must be itemized** for each utility (water, sanitary, storm sewer), on-site paving, right-of-way paving (including proposed right-of-way), grading, and the storm water basin (basin construction, control structure, pretreatment structure and restoration).

The following must be submitted at the time of Stamping Set submittal:

5. A draft copy of the 20-foot wide easement for the water main to be constructed on the site must be submitted to the Community Development Department.

The following must be addressed prior to construction:

6. A pre-construction meeting shall be required prior to any site work being started. Please contact Sarah Marchioni in the Community Development Department to setup a meeting (248-347-0430).
7. A City of Novi Grading Permit will be required prior to any grading on the site. This permit will be issued at the pre-construction meeting. Once determined, a grading permit fee must be paid to the City Treasurer's Office.
8. A Soil Erosion Control Permit must be obtained from the City of Novi. Contact Sarah Marchioni in the Community Development Department (248-347-0430) for forms and information.
9. A permit for work within the right-of-way of Flint St must be obtained from the City of Novi. The application is available from the City Engineering Department and should be filed at the time of Final Site Plan submittal. Please contact the Engineering Department at 248-347-0454 for further information.
10. A permit for water main construction must be obtained from the MDEQ. This permit application must be submitted through the City Engineer after the water main plans have been approved.
11. Construction Inspection Fees to be determined once the construction cost estimate is submitted must be paid prior to the pre-construction meeting.
12. An incomplete site work performance guarantee for this development will be calculated (equal to 1.5 times the amount required to complete the site improvements, excluding the storm water facilities) as specified in the Performance Guarantee Ordinance. This guarantee will be posted prior to TCO, at which time it may be reduced based on percentage of construction completed.
13. A street sign financial guarantee in an amount to be determined (\$400 per traffic control sign proposed) must be posted at the Treasurer's Office.

Please contact Adam Wayne at (248) 735-5648 with any questions.



cc: Ben Croy, Engineering
Brian Coburn, Engineering
Kristen Kapelanski, Community Development Department
Tina Glenn, Water & Sewer Dept.

TRAFFIC REVIEW

December 4, 2012

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



**SUBJECT: Panera Bread Drive-Thru & Building Addition (JSP12-0048),
Traffic Review of Revised Preliminary Site Plan (PSP12-0047)
& Traffic Impact Study (PSP12-0028)**

Dear Ms. McBeth:

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

Recommendation

We recommend approval of both the revised preliminary site plan and the traffic impact study, subject to (a) the items shown below in **bold** being satisfactorily addressed by the final site plan, and (b) the Planning Commission reaching the conclusion that the revised site design would be in reasonable compliance with the traffic safety criteria identified in Section 1602.4 of the Zoning Ordinance.

Project Description

What is the applicant proposing?

1. The applicant, Panera, LLC, is proposing to construct a drive-through lane and associated 18-ft x 26-ft building addition. The drive-through lane would extend south nearly to Flint Street and require the reconstruction of the existing south parking lot. See the attached aerial photo for existing conditions.
2. Recently adopted language (in Sec 1602 of the Zoning Ordinance) permits the proposed new use, subject to several traffic-related requirements, as follows:
 - > 1602.4d. The drive-through lanes shall provide sufficient space so that motor vehicles will not impede the circulation of pedestrians, cyclists, and motorists.
 - > 1602.4h. The Planning Commission shall make a finding that the proposed plan will not have an adverse impact on the site and adjacent lands and uses with respect to... vehicular and pedestrian circulation...
 - > 1602.4j. A Traffic Impact Statement prepared in accordance with the standards of the *City of Novi Site Plan and Development Manual* is required.

Traffic Study

Was a study submitted and was it acceptable? What were the key findings and conclusions?

3. The applicant's formal traffic impact statement, prepared by Wilcox Professional Services, LLC and dated 11-19-12, was first reviewed. Upon discussing the statement with Wilcox and later receiving and reviewing additional informal materials, we find the augmented traffic study acceptable.

Trip Generation and Drive-Through Use

4. An important part of the study was the trip generation forecast, summarized in comment 14 below. Wilcox first established that the overall shopping center (City Center Plaza) – less Panera Bread – is now about 60% occupied (23,000 s.f. occupied and 15,750 s.f. vacant). Vehicle trips generated by the 23,000 s.f. of occupied retail space – estimated using ITE trip generation data – were then subtracted from the total driveway counts to estimate current total one-way trips generated by Panera Bread: 136 in the midday peak hour and 137 in the late-PM commuting peak hour. This is reasonable.
5. Increased site traffic with the addition of a Panera drive-through lane was estimated by two independent methods producing similar results. Comparing ITE-based trip generation forecasts for the late-PM peak hour between a fast-food restaurant *with* a drive-through to those for a fast-food restaurant *without* a drive-through predicted a 30% traffic increase due to a drive-through being added. Comparing sales data for four existing Panera restaurants elsewhere showed an average increase in sales with the addition of a drive-through of 24%. Hence, Wilcox concluded (and we concur) that *it is reasonable to expect an average increase in both overall business and overall site traffic of $((30\%+24\%)/2=)$ 27%*.
6. We believe that it is also reasonable to expect that some of the existing walk-in customers will choose to use the drive-through once it is available, due to both its convenience and the common perception that parking near the restaurant at peak times is limited. A 27% increase in site traffic, all assigned to the drive-through, would result in drive-through use as a percent of total site visitation of only about 21%. In contrast, the four existing Panera drive-through facilities for which data were provided had a drive-through use averaging about 28%, with a maximum at one of the sites of about 31%. *At our request, a study addendum is in preparation to repeat the previously reported queuing analysis assuming a drive-through use of 31%, equivalent to 27 vehicles during each of the peak hours evaluated.*
7. The preliminary queuing analysis for the drive-through lane – assuming it would serve 21% of Panera's peak-hour customers – determined that the probability of exceeding the 10-vehicle stacking space proposed would be only 0.05%. *While we are still awaiting the result for an assumed 31% drive-through usage, it appears highly likely that the probability of exceeding the available stacking space in either peak hour will remain very low and therefore acceptable.*

Traffic Assignments and Level-of-Service Impacts

8. The 27% anticipated increase in site traffic was assumed by Wilcox to be split evenly between new trips and pass-by trips, the latter being made by vehicles already passing the site en route to primary destinations elsewhere. A 50% pass-by percentage is the ITE-

reported average for a large national sample of fast-food restaurants during the PM peak period. We suspect that the pass-by percentage is likely less during the midday peak period, when more customers are both coming from and returning to work (or home) – as opposed to stopping in on the way between home and work. However, absent observational data for midday pass-by activity, we are prepared to accept the Wilcox assumption that the two peak hours are the same. The use of an alternative, lower value for pass-by percentage would have minimal affect on traffic operations at the site drives.

9. Additional site traffic was forecasted using ITE methodology, and then added in an appropriate way to the study area, to reflect the assumed future occupancy of the 15,750 s.f. of other retail space in City Center Plaza now vacant.
10. The forecasted increase in overall site traffic was reasonably distributed among the center's five access drives (three on Grand River, one on Novi opposite Paul Bunyon, and one on Flint) and the Flint/Novi/Main intersection. Per Table I (below), the level-of-service impacts at the primary access locations would be minimal.

Table I. Traffic Impacts on Level of Service at Primary Access Locations

Location	Approach or Movement	Condition	Midday Peak Hour		Late-PM Peak Hour	
			Delay (sec)	LOS	Delay (sec)	LOS
Novi Rd & Site Drive/Paul Bunyon (EB & WB stop signs)	EB Access Drive	Before	15.7	C	23.6	C
		After	16.7	C	25.8	D
	WB Paul Bunyon	Before	12.3	B	10.6	B
		After	12.3	B	10.5	B
	NB Left on Novi	Before	9.9	A	10.8	B
		After	10.0	A	10.9	B
	SB Left on Novi	Before	9.4	A	10.4	B
		After	9.4	A	10.4	B
Flint St & Site Access Drive (SB stop requirement)	SB Access Drive	Before	9.0	A	8.9	A
		After	9.2	A	9.1	A
	EB Left on Flint	Before	2.2	A	2.4	A
		After	2.7	A	3.2	A
Novi Rd & Flint St / Main St (fully-actuated SCATS signal)	Overall Intersection	Before	10.3	B	10.8	B
		After	11.1	B	12.4	B
	EB Flint	Before	59.1	E	65.0	E
		After	59.8	E	68.1	E
	WB Main	Before	57.8	E	62.2	E
		After	57.0	E	59.5	E
	NB Novi	Before	5.8	A	6.5	A
		After	6.1	A	7.4	A
	SB Novi	Before	5.7	A	6.3	A
		After	6.0	A	7.2	A

Traffic Backups on Eastbound Flint

11. Of special interest to this application are the traffic backups on the eastbound Flint Street approach to the signal at Novi Road, given the location of the site access drive on Flint. The SimTraffic model run by Wilcox predicts that the current backups are characterized in the midday peak hour by an average queue of 52 ft (about 2 vehicles) and a 95th-percentile queue of 104 ft (about 4 vehicles, existing during only the busiest 3 minutes). The predicted current queues are slightly shorter during the late-PM peak hour.
12. The SimTraffic model also predicts that the future backups (with the drive-through added) in the midday peak hour would feature an average queue of 51 ft (still about 2 vehicles) and a 95th-percentile queue of 103 ft (still about 4 vehicles). *The absence of a significant change in queuing is attributed to the ability of the SCATS traffic signal to adapt to side-street traffic demand. The modeling did predict, however, that the 95th-percentile queue would increase by about one vehicle in the future late-PM peak hour.*
13. Given the locations of the driveway on Flint and the future stop bar just before the near crosswalk at Novi Road, no more than three vehicles will be able to “stack” on the eastbound approach in a way that does not impede possible site egress and/or westbound through traffic on Flint. Hence, given the above queuing predictions, *both existing and near-future traffic on eastbound Flint will occasionally delay vehicles from turning left out of the site onto Flint.* This is an existing situation that will not be substantially changed with the addition of the proposed drive-through; however, long-term traffic growth on Flint – due to future redevelopment of the vacant land in the area – will likely have more significant consequences relative to site egress.

Trip Generation

How much traffic would the proposed development generate?

14. The applicant’s traffic impact study predicts that the addition of a drive-through lane will increase Panera’s trip generation by 27%, equivalent to 37 trips (20 in and 17 out) during the midday peak hour and 37 trips in the PM commuting peak hour (16 in and 21 out).

Vehicular Access Locations

Do the proposed driveway locations meet City spacing standards?

15. No. The access drive on Flint Street would be reconfigured and relocated about 6 ft closer to Novi Road than it is currently. The proposed new near-curb to near-curb driveway spacing is dimensioned on the plan as only 82 ft, or 23 ft less than the minimum 105-ft same-side spacing required for a 25-mph street (Flint’s prima facie speed limit) by the City’s Design and Construction Standards (per Sec 11-216(d)(1)d). **A Planning Commission waiver of the minimum same-side driveway spacing standard is therefore required; as a step in requesting this waiver, the incorrect plan note now referencing the required spacing as 125 ft should be revised to read 105 ft.**
16. See comment 13 (above) relative to possible traffic operational impacts of the improved site access location on Flint Street.

Vehicular Access Improvements

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

17. No.

Driveway Design and Control

Are the driveways acceptably designed and signed?

18. The new Flint Street driveway's proposed width of 30 ft meets the City standard for a commercial drive, and the entering and exiting curb return radii of 25 ft are appropriate. Given the expected increase in site traffic and Flint's future as a busier non-residential collector, we requested placement of a 24-inch STOP (RI-1) sign on the site driveway, and the revised plan has met this request.

Parking and Circulation

Are parking spaces appropriately designed, marked, and signed? Can vehicles safely and conveniently maneuver through the site?

19. In response to our earlier concerns, the revised plan shows the wheel tracking for an AASHTO design passenger vehicle. That vehicle is 19 ft long, however, or about 4 ft longer than the cars shown stacked in the drive-through lane. Also, it should be realized that the front corner of the AASHTO design vehicle overhangs the wheel track about 2 ft in completing the types of turns illustrated. These differences – together with the specified location of the drive-through service window – have the following design implications:
- a. The left front corner of the vehicle shown entering the drive-through lane would come within about a foot of the proposed "new drive-thru directional sign." **To better ensure that the sign is not hit by larger entering vehicles, it should be shifted another foot south.**
 - b. The tracking shown on the plan for the exiting AASHTO design vehicle has that vehicle starting its U turn about 7 ft sooner (or southwest) of the vehicle portrayed at the service window. This is unrealistic, of course, since a driver is very unlikely to back up several feet prior to beginning his or her right turn upon leaving the window. When we advance the 19-ft-long AASHTO design vehicle to align its approximate driver location with the service window, we find that **the exiting U turn would take the front left corner of the vehicle to within about 4 ft of the east back of curb – thereby briefly interfering with any northbound parking lot traffic occurring at the same time. Given the relative infrequency of such large drive-through vehicles, however, and the likely modest northbound parking lot traffic, this interference may be acceptable. The Planning Commission should form its own opinion on this matter, and decide whether or not the criteria outlined in comment 2 would be satisfied (above).**
20. Sec 2506.12d of the Zoning Ordinance requires a drive-through bypass lane, 18-ft wide unless otherwise determined by the Fire Marshal, and no bypass lane (of any width) has been proposed. **A variance of this provision is required.**

21. In the reconstructed south parking lot, the northernmost end space and the two end spaces at each end of the “canoe” are now drawn 9.5 ft wide to back of curb. However, **we are unable to find the requested plan note specifying that all parking space dimensions (width as well as length) are to face (not back) of curb.**
22. **The final site plan should include dimensions for all back-of-curb radii, internal to the site as well as at the access drive on Flint Street.**
23. **The final site plan should include two DO NOT ENTER (R5-1) signs, one on each side of the drive-through lane on the south side of the loading zone passageway, as well as a specification that the two STOP (R1-1) signs at the egress from the drive-through lane will be 24 inches in size. A standard Sign Quantities Table should be included in the plan.**
24. The broad “S” curve followed by traffic approaching the lane’s entry point from Flint Street and Novi Road is a matter of some concern, as exiting drivers may not be expecting such conflicts. To mitigate this concern, **a customized (black-on-yellow) warning sign should be proposed near the south end of the parking lot – perhaps across the exiting STOP sign so as not to obscure the latter – advising southbound drivers to “WATCH FOR TRAFFIC ENTERING DRIVE-THRU FROM FLINT ST”.**
25. **The final site plan should include a specification for pavement striping color. To comply with the MMUTCD, the parking stripes, pavement arrows, and stop bar must all be white. In a related matter, the “STOP” pavement message, shown at both the drive-through egress and on the Flint approach to Novi Rd, should be deleted.**

Sincerely,
BIRCHLER ARROYO ASSOCIATES, INC.

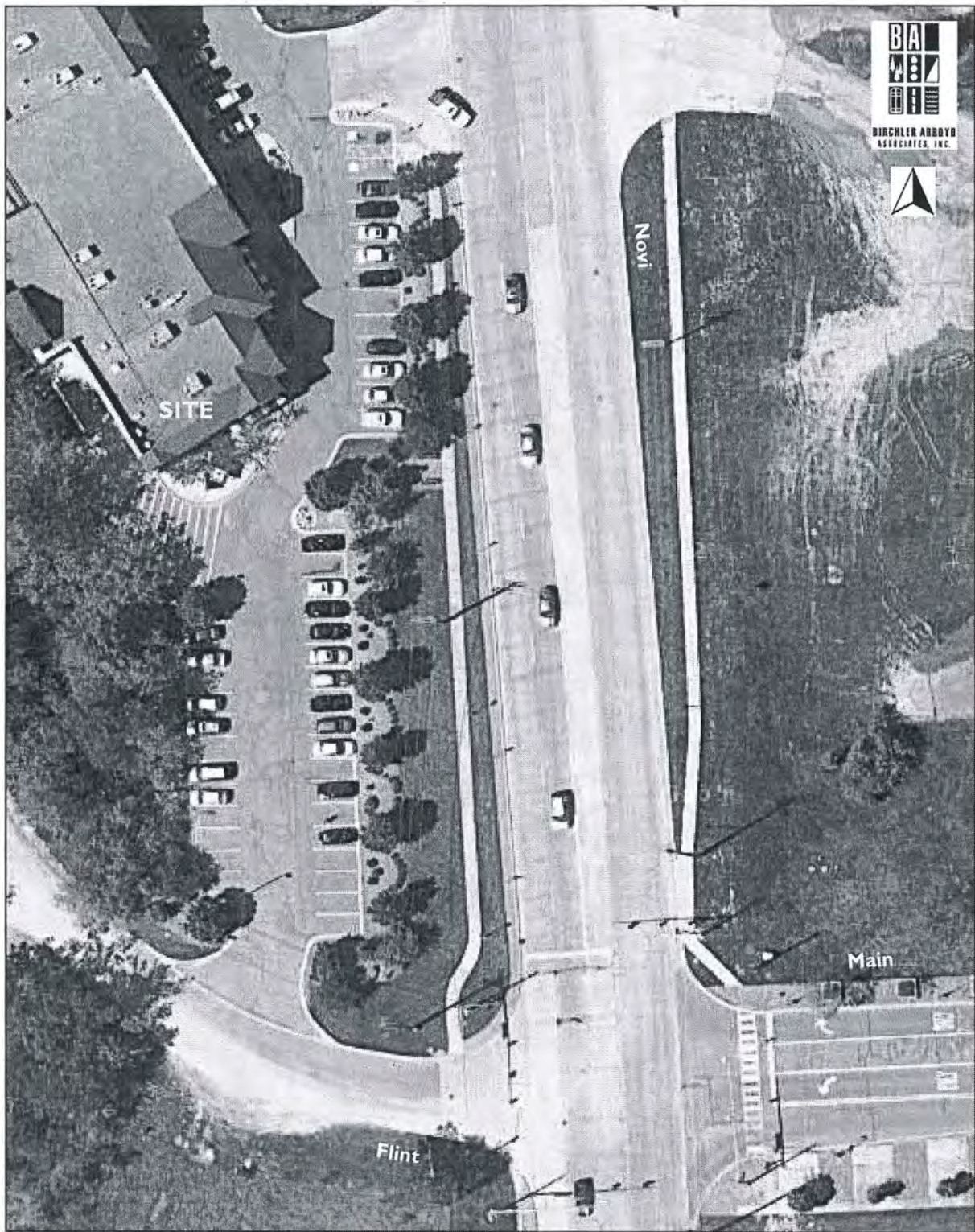


Rodney L. Arroyo, AICP
Vice President



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

Attachment: Aerial photo



Panera Bread - Proposed Drive-Thru and Building Addition

LANDSCAPE REVIEW



PLAN REVIEW CENTER REPORT
December 3, 2012
Revised Preliminary Landscape Review
Panera Bread Drive Thru
JSP12-48

Petitioner

Panera Bread, LLC

Property Characteristics

- Site Location: 25875 Novi Rd., Ste. 100
- Site Zoning: TC-1, Town Center
- Adjoining Zoning: North: TC and TC-1; East, West and South: TC-1
- Current Site Use: Existing City Center Plaza shopping center
- Adjoining Uses: North: Existing office/retail; East: Existing retail;
West and South: Vacant industrial
- School District: Novi School District
- Site Size: 5.3 acres
- Plan Date: November 19, 2012

Recommendation

Approval of the Revised Preliminary Site Plan for PSP12-48 Panera Bread Drive Thru is recommended provided the Applicant receives the necessary waivers from the Planning Commission.

Ordinance Considerations

Adjacent to Residential – Buffer (Sec. 2509.3.a.)

1. The project site is not adjacent to residential uses. As such, no landscape buffer is required.

Adjacent to Public Rights-of-Way – Berm (Wall) & Buffer (Sec. 2509.3.b.)

1. Novi Road is a major thoroughfare. A twenty foot (20') landscape buffer is required. On the site as it exists, a landscape buffer that is thirteen feet (13') wide is provided along this frontage. The Applicant has proposed that this buffer be reduced to ten feet (10'). The Applicant is proposing the addition of a 3' decorative wall within this greenbelt.

Much of the existing plant material will remain in place. In addition, the Applicant has followed Staff's recommendation that additional plantings may be possible elsewhere on the site complex. Nine (9) large flowering shrubs and understory trees have been added further north along the Novi Road frontage as a good addition to the existing landscape.

It is worth noting that this overall project, the City Center complex, was approved with many areas of frontage buffer landscape at less than the standard 20'

greenbelt width. In the area of frontage at Panera, the Novi Road right of way is larger than at the remaining complex frontage. As a result, there is an average of 40' of green area from the property line to the curb. The parking area itself is roughly 2' lower than the grade at Novi Road, thereby providing additional screening.

A Planning Commission waiver would be necessary to accept the reduced landscape greenbelt width. Staff believes that the addition of the wall and the proposed landscape treatment is in keeping with the character of the overall development. Staff would support the waiver.

2. Calculations for buffer landscape requirements have been provided. A canopy or large evergreen tree is required at 1 per 25 linear feet. The Applicant has exceeded the requirement by placing a tree at every twenty (20') linear feet.
3. A sub-canopy tree is required at 1 per 20 linear feet. This would require a total of eleven (11) sub-canopy trees. With the addition of plantings elsewhere on the projects site, the Applicant has met this requirement.

Street Tree Requirements (Sec. 2509.3.b.)

1. No street trees are required in the TC District.

Parking Landscape (Sec. 2509.3.c.)

1. The Applicant has met or exceeded parking lot planting requirements.

Building Foundation Landscape (Sec. 2509.3.d.)

1. Building Foundation Requirements have been met as the Applicant has provided adequate foundation landscape area in the vicinity of the drive-thru and building.

Retention Basin Planting (LDM)

1. No alterations are proposed in the basin area.

Plant List (LDM)

1. The Plant List meets the requirements of the Ordinance and Landscape Design Manual.

Planting Details & Notations (LDM)

1. Planting Details and Notations meet the requirements of the Ordinance and Landscape Design Manual.

Irrigation (Sec. 2509 3.f.(6)(b))

1. All landscape areas are required to be irrigated.

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. Also see the Woodland and Wetland review comments.

Reviewed by:  David R. Beschke, RLA